



*The Alfaniatic*  
*Wishes All Alfisti and Their Families a*  
*Very Merry Christmas and a*  
*Happy New Year*



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## DATE SET FOR 2022 ICAMS CAR SHOW

By Bob Ludwigson

**Great news!** The 2022 Italian Car and Motorcycle Show (ICAMS) is scheduled for Sunday, August 7, 2022. The show will again be held at the Sussex Village Park. During this year's show I took the time to question as many people as possible and they unanimously said that they would like to see the show at the park again.

In the coming month we will be providing the required documentation to the Sussex Parks and Recreation department.

*Photos of the 2021 ICAMS, courtesy John Chowaniak*



## 2022 Local, Regional, and International Events Calendar

Something missing? Send dates for events we've missed and we'll include them in the next calendar. email: [rabhalter@att.net](mailto:rabhalter@att.net)

<b>January 14-17</b>	<b>AROC Winter Retreat, Palm Desert, California</b>
March 3-6	Amelia Island Concours d'Elegance, Amelia Island, Florida
<b>May 7-8</b>	<b>AROC-WI Das Kurze Klausenrennen, New Glarus, Wisconsin</b>
May 20-22	SVRA Vintage Festival Weekend, Road America
<b>June 6-16</b>	<b>AROC Goes to Italy Tour #4</b>
June 9-12	NTT Indycar Series, Road America
June 11-12	24 Hours of Le Mans
<b>June 13-19 (T)</b>	<b>AROC-USA Convention, San Diego</b>
June 17-19	WeatherTech Chicago Region SCCA June Sprints, Road America
June 30-July 3	NACSAR Cup and Xfinity series races, Road America
July 14-17	WeatherTech International Challenge with Brian Redman, Road America
August 4-7	IMSA Sportscar Weekend, Road America
<b>August 7</b>	<b>ICAMS, AROC-WI, Sussex Village Park, Sussex, Wisconsin</b>
August 19-21	World Challenge, Road America
August 20	Concorso Italiano, Monterey, California
August 21	Pebble Beach Concours d'Elegance, Pebble Beach, California
August 28	Geneva Concours d'Elegance, Geneva, Illinois
September 16-18	Ariens Art on Wheels Vintage Weekend w/VSCDA, Road America
<b>Sept 30-Oct 12</b>	<b>AROC Goes To Italy Tour #5</b>
<b>October 20-24</b>	<b>AROC Goes to the F1 USGP, Circuit of the Americas, Austin TX</b>



## How It All Began

By Joe Saward

*From Autoweek, May 6, 2019*

Viscount Jehan de Ronan-Chaot was a member of one of France's preeminent aristocratic families. The second son of the Duc de Rohan, he was a fighter pilot during World War I and a racing driver. He trained as a doctor but was offered important jobs in industry—president of BP France and later the head of the Kleber-Colombes tire company. His connections with the automobile world led to his election as president of the Automobile Club de France in 1928. In 1936, at the age of 52, he was elected president of the Association Internationale des Automobile Clubs Reconnus (AIACR), the body that organized international motor racing.



*1950 British Grand Prix. Giuseppe Farina in his Alfa Romeo 158, #2, leads Juan Manuel Fangio in another 158.*

But then war came again, and all motorsports in Europe stopped. It was not until June 1946 that the AIACR reconvened in Paris in order to define a new postwar world of automobile competition. The delegates who gathered were practical, and they looked to find a workable solution to create the right formulas



*Alfa Romeo's Giuseppe Farina (center), Luigi Fagioli (right), and Reg Parnell celebrate the 1950 F1 British Grand Prix.*

for international races for the 1948 to 1953 schedule.

They agreed that it was best to try to use prewar machinery but to leave open the path to allow new manufacturers to become in-

involved. They agreed there should be two formulas, as there had been before the war: one for Grand Prix cars and one for the smaller race cars known as voiturettes. They decided that Formula A should feature 1.5-liter supercharged engines competing against 4.5-liter

normally aspirated engines, and Formula B would be for supercharged 500cc motors and 2.0-liter normally aspirated power units. They re-elected Rohan-Chaot and voted to change the name of the association to the Federation Internationale de l'Automobile (today's FIA), a much less cumbersome name.

There was no need to build new machinery, so it was only a matter of months before the first Formula A race was held on a track that ran around the Parco del Valentino in Turin in September 1946. It was called the Gran Premio di Valentino.

Five Alfa Romeo 158s led the way in that first Formula A race. There was never much doubt that Alfa would win, but three of its cars broke down, leaving prewar aces Achille Varzi of Italy and Frenchman Jean-Pierre Wimille fighting for the victory. Wimille got ahead, but this was Italy, with an Italian driver in an Italian car, so Wimille was ordered to finish second—although he made the point that he was quicker by finishing in his teammate's wheel tracks.

It is not clear why, but those involved in the sport had already started calling the two sets of rules Formula 1 and Formula 2, and at its next meeting in 1947, the FIA adopted the names. It could be argued that the first actual F1 race—run to the same rules as the Gran Premio di Valentino—was held at Pau, France, in spring 1948. It was followed by other international events, and plans were laid for a world championship to be won in a properly structured series, rather than a haphazard assortment of events, with an overall prize. The 1950 F1 season kicked off with a British Grand Prix at Silverstone—the first F1 World Championship race—in summer 1950, with the race also being granted the honorific title of the Grand Prix of Europe. This was deemed to be such an important event that Britain's King George VI and Queen Elizabeth



*The 1946 Turin Grand Prix preceded the F1 World Championship era.*

were present at Silverstone, along with more than 150,000 people.

Alfa Romeo was still dominant with its developed versions of the 158. Four of the cars were present for drivers Juan Manuel Fangio, Giuseppe Farina, Luigi Fagioli, and Reg Parnell. Ferrari decided not to attend the first race, but there were Maseratis and Talbot Lago from France, plus some uncompetitive local machinery, including ERAs and Altas.

In the first race, Fangio, Farina, and Fagioli dived for the lead until Fangio went out with engine trouble. Farina led Fagioli home by 2.5 seconds, with Parnell a distant third. It was the start of the championship that reached 1,000 races in Shanghai (in 2019).

The number of F1 World Championship races has gradually increased over time, with the first decade (from 1950 to 1959) featuring 84 races. The 1960s featured 100 World Championship Grands Prix; the 1970s had 144, and the 1980s reached 156. In the 1990s, there were 162 events, and in the 2000s, that rose to 174. The total for the 2010s will be 198.

The sport has become a global phenomenon, largely due to TV coverage from the 1970s onward, but as the world moves into the digital age, that growth has become ever more global—and ever more successful.



Thanks to John Chowaniak for sharing from his collection of vintage Italian advertising. You'll see them from time to time in these pages.

## Update On Jim Huff

Many of us know Jim Huff through his contributions to the club over the years. You may have wondered how he's doing. His daughter sent me a note recently that I thought was worth sharing:

*Hi Bob,*

*This is Gina, Jim Huff's daughter. I'm checking my dad's email for him weekly and making sure he gets his messages. I just read the edition and love the story about the original core group. I'm sure you know by now that my dad is in Assisted Living. He's holding his own and has a decent set up although of course he hates it. HAHA Shorter term memory is not so great, especially regarding technology (email, phone, text), but longer term memory is still relatively sharp most days. In fact, I recently reached out to Al P. to see if he might help me restore my 1974 Spider which has been in storage for a LONG time. I mentioned that to my dad and he remembered that he had ordered a fair number of parts from Pelican for it years ago (which are still in the trunk ready to roll). So, I'm sure he will remember a lot of those early days with the group. I will print the edition and share it with him. He loved this time of his life!*

*Once I get my Alfa running again, my husband and I hope to join the group to keep the tradition alive. :)*

*Thank you! And Happy Thanksgiving!*

*Gina* 🍀

## AROC Goes To Italy Tour Rescheduled

The Mille Miglia Storica, traditionally run in May, has moved to June for 2022. As a result, the Spring AROC Goes To Italy Tour also had to move from its May dates to June 6-16. At this writing the tour is waitlisted, but you might still want to take a chance on a late vacancy.

ARCO and Steve Austin have another tour scheduled for the Fall, September 30– October 12. There is still space available on this tour. Feedback from club members who have attended previous excursions has been universally positive. Whether you are a first-time traveler to Italy or want to revisit some of the sites, these tours come highly recommended. 🍀

## Census Map Updates


Last month's feature article on the whereabouts of our club's membership attracted some attention, mostly positive I think. We're always grateful for the feedback, as it confirms that someone out there is reading the stuff we send out.

We heard from club members Sarah and Mark Hull of Wausau. Mark was concerned that they might not be showing up on the membership rolls. I assured them that their absence from the map was only due to my less than perfect job of cropping. He wrote, in part:

*Sarah's father is James/Jim Hewitt who also was mentioned (but misspelled Hewett) in this month's reprint of George's Origins article. Sarah, then Sarah and I, continued Jim's AROC membership after his death.*

*The reason I ask isn't so much about the map but that our three Alfas are counted in the membership ownership count. I think it's great to see the membership's vehicles identified and summarized. We still have Jim's 1978 Sports Sedan, a 1992 164L, and Sarah is currently driving a 2019 Stelvio Ti Lusso.*

It's great to hear that the "Alfa gene" is passed from generation to generation.


In addition, Tom Heinrich was eager to add his 750 Giulietta Sprint Coupe to the vehicle census. We'll be sure it gets counted and will look for it at future events. 

## F1 Season Ends, Raikkonen Retires, Giovinazzi Out The U.S. Adds a Race

Formula 1 will race under new regulations next season and things will be different at Alfa Romeo Racing. New Car and new drivers, for sure. Different results? That remains to be seen. The team has secured a worthy replacement for the retiring Kimi Raikkonen, signing Valtteri Bottas who is being replaced at Mercedes by George Russell. He will be joined by rookie Guanyu Zhou, who will be the first Chinese driver to compete in F1. Zhou has impressed in F2 competition and also brings sponsorship money with him. This is unfortunate for Antonio Giovinazzi who is out of a drive just as he was showing promise.


The cars will look different in 2022, due to the new regulations. It will be interesting to see who has de-

signed the best solution to the rules. The majority opinion is that the teams who were dominant this year will be at the front of the grid next year. Further back in the pack there are opportunities for surprises. Alfa Romeo finished in ninth place in the 2021 constructor's championship so they have much room for improvement.

Miami is scheduled to hold its inaugural F1 race May 8, giving the U.S. a second race. The circuit, 3.362 miles long, will be a temporary circuit laid out on private roads on the grounds of the Hard Rock Stadium, home of the Miami Dolphins, in the city of Miami Gardens. Initial plans were to conduct the race on a street circuit along the waterfront in downtown Miami. This plan was nixed due to strong opposition from the city. To date there has been no announcement concerning an "AROC Goes To the Miami Grand Prix" tour. You may have to get there on your own. 

## Italian Motor Press Hopes for 2022 Alfa Announcements

Most every Italian automotive news site is carrying features predicting great things from Stellantis' custodianship of Alfa Romeo. The primary feature is the anticipated release in March of the marque's production plans. Many predict a new coupe version of the Giulia. Some expect the revival of plans for a larger Alfetta flagship car. Almost certainly, we will see the release of the much delayed Tonale SUV, and most likely the announcement of facelifts for the Giulia and Stelvio. Finally the B-sized Brenner SUV, sharing components with a Jeep model, could be here later in the year.

Common to all plans is some degree of electrification. The Tonale was delayed by the need to improve the performance of the plug-in hybrid powertrain, and other models are predicted to carry "mild hybrid" i.e., non-plugin systems. We've heard talk of break-out plans in the past. It remains to be seen which of these predictions come true. 

### Links To Like

This Saturday Night Live skit tickled my fancy. The Fueled group from Chicago sent it out recently.

<https://youtu.be/P3VRK8au3dU>



## Classifieds

*Alfanatic* will post brief non-commercial classifieds for members and friends at no charge. Email the [editors](#) to make a submission.

### **Wanted**

Your classified ads! Posted free! Let us know.

### **For Sale**

#### **Miscellaneous Alfa Parts for Sale**

- 2 ea. V6 valve cover sets
- 2 ea. v6 lower sumps
- 1 ea. V6 rear bell housing
- 1 ea. V6 Oil pan complete
- 1 ea. Spider Oil pan complete
- 1 ea. 4 cyl valve cover
- 4 ea. Bosch intake vanes
- 2 ea. Spider Idler assemblies
- 1 ea. Spider driveshaft
- 2 ea. Bins of 74 spider parts
- 1 ea. Spider Clutch disk New Valeo
- 2 ea. Spider Transmission
- 1 ea. Spider transmission without Bell housing
- 2 ea. 74 spider doors
- 1 ea. Left rear quarter panel new for 70's spider
- 1 ea. lower nose panel 70's spider New
- 1 ea. 4 cyl Engine mount for engine stand
- 1 ea. Sperry Head with 11mm cams
- 2 ea. Spider 2.0 Crankshafts
- 2 ea. European 4 cyl cast y exhaust manifold set
- 1 ea. European 4 cyl 40mm carb intake with mounts
- 1 ea. European 4 cyl 45mm carb intake without mounts

For more information, email Steve Wirtz  
([swirtz@charter.net](mailto:swirtz@charter.net))  
Any reasonable offers

**Gary Tree** is trying to clean out his garage. He is parting a **1980 Spider** and has many other parts to sell, too numerous to list. An S2 Windshield, fiberglass bumpers, engine, transmission, door latches, etc. Just ask! Contact Gary at 608-209-2352, or [gjtreehouse@gmail.com](mailto:gjtreehouse@gmail.com)



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## SUBMISSIONS

Do you have a story you'd like to share? Have a restoration in progress or finished? Taken a memorable road trip or have a funny car story? Pictures, lessons learned, maintenance tips? Whatever. The *Alfanatic* is always looking for material to publish. Email your submissions to the editor at [rabhalter@att.net](mailto:rabhalter@att.net) and share with your fellow Alfisti.

## SCAM WARNING

No one legitimately representing AROC-WI will ever contact you to request you purchase gift cards or otherwise loan money on behalf of the club or its officers. Any such request should be presumed to be fraudulent.

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