

# ALFANATIC



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## Help Bring the 2025 AROC National Convention to Chicago!

### Volunteers and Sponsors Needed!

CAROC President Dennis Sbertoli Writes:

You may have heard that Chicago is CONSIDERING hosting the 2025 convention. Needless to say, it's a significant undertaking financially as well as logistically.

We have not picked a potential venue but places like St. Charles, Illinois; The Abbey Resort on Lake Geneva, Wisconsin; and Lake Lawn Resort in Delavan, Wisconsin, have been tossed around.

The point of this note is to inquire if any of the Wisconsin members would be interested in participating in the organization and conduct of such an event. We would also inquire if any of your business members would be interested in sponsoring any activities.

Would you be so kind as to poll your members for any interest in participating? If there is any interest they can contact me directly or go through either of you.

Thanks

Dennis  
CAROC Pres



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## AROC-Wisconsin Holds Its 25th ICAMs Car and Motorcycle Show

*Club raises \$1,000 for American Cancer Society*

By Bob Ludwigson

Sunday, July 23, dawned bright and sunny—just the right weather to hold a successful car show! And the cars (and motorcycles) did arrive. Eventually 30 vehicles showed up. For the first time, our local Alfa Romeo dealer, International Autos, showed up with a beautiful Maserati (yes, they sell Maseratis, too). In addition, our old friends Reina Motors also showed up with a vintage Ferrari.

Cars were arranged on the grass adjacent to the Early Days Shelter at Sussex Village Park in Sussex, Wisconsin. People did not have to go hungry, as our friends at La Cabana Cortez were on hand to serve delicious Mexican food.

Our car show is a charity event and this year we were collecting money for the American Cancer Society. Although they were not able to be on site, we collected a total of \$1000.00 to give to them. After the show I arranged to present the check to their representative, Kassie Martin.

In all our show was a success. We had many new visitors as well as many repeat exhibitors. We are looking forward to the next ICAMs show. 🍀

*Three of the people's choice award winners*

*See the complete list on the next page.*



*Bob Ludwigson presents a \$1,000 check to American Cancer Society representative Kassie Martin.*



## Local, Regional, and International Events Calendar, 2023

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)

Aug 18-20	Fanatec GT World Challenge, Road America
Aug 19	Concorso Italiano, Monterey, California
Aug 20	Pebble Beach Concours d'Elegance
Aug 27	<a href="#">Geneva Concours d'Elegance</a> , Geneva, Illinois
Sept 10	<a href="#">2023 Des Moines Concours d'Elegance</a>
Sept 15-17	Ariens Art on Wheels (VSCDA), Road America
Sept 22-23	<a href="#">Detroit Concours d'Elegance</a> , Detroit Institute of Arts
<b>Oct 19-23</b>	<b>AROC Goes to the USGP 2023, Austin TX</b> (sold out, wait listed)

### **2024**

March 3	The Amelia Concours d'Elegance, Amelia Island, Florida
<b>May 3-5</b>	<b>AROC-WI, Das Kurze Klausenrennen, New Glarus, WI</b>
<b>May 29-June 2</b>	<b>AROC-USA, Alfas by the Lake 2024, Petoskey, Michigan</b>





### ICAMS Peoples Choice Winners:

#### Favorite Alfa Romeo

- 1<sup>st</sup> place-Austin Schmitt - 2015 4C
- 2<sup>nd</sup> place-Chuck Zelner - 1974 GTV
- 3<sup>rd</sup> place-Randy Swanson - 1973 Berlina

#### Favorite Ferrari

- 1<sup>st</sup> place-Ken Plumb - F12
- 2<sup>nd</sup> place-Dave Curro - 1992 348 TS
- 3<sup>rd</sup> place-Pam Heinrich - 1999 360

#### Favorite Fiat

- 1<sup>st</sup> place-Heinz Miln - 1959 600 Abarth
- 2<sup>nd</sup> place-Tom Grosser - 1970 124
- 3<sup>rd</sup> PLACE-Tom North - 1988 Bertone Spider

#### Favorite Other Car

- 1<sup>st</sup> place-Donald Mueller -  
1968 Intermeccanica Italia
- 2<sup>nd</sup> place-Mick Fisker - 2016 Maserati
- 3<sup>rd</sup> place-Heather Stupar - 2023 Maserati

#### Favorite Motorcycle

- 1<sup>st</sup> place-Nathan Baxter - 2021 Duccati
- 2<sup>nd</sup> place-Darren Engel - 2022 Motoguzzi

#### Car Showing the Best Italian Design

Heinz Miln - 1959 Fiat 600



*This unregistered late arrival attracted a lot of attention.*



*Gary Schommer presents the awards.*



*La Cabana Cortez pleased all.*



*Randy Swanson picks up his award.*

## The many lives of Tazio Nuvolari

by Pietro Cabrio, from [The Post](#), translated and edited



*Nuvolari at Donington for the British GP, 1938*

Tazio Nuvolari was almost forty years old before he switched from motorcycling to motoring. Born in 1892 in the province of Mantua, he grew up in a family of cyclists and motorcyclists. He stuck to motorcycle racing until the 1920s because of his family ties, and also because that sort of racing was cheaper. During that time he established a reputation as a fearless rider with a winning record and an utter disregard for his personal safety.



*Signing autographs, Silverstone 1950*

Nuvolari's years as a rider coincided with the first major phase of large-scale research and development in the automotive and motorcycle industry. Much as today, racing was used to develop advanced concepts from which technologies and components could be adapted to improve the breed. In 1924, Nuvolari, having established his dominance over his Italian competitors by repeatedly beating bikes more powerful than his, was hired by Bianchi as a development driver for their new model, the *Frecia Celeste*.

One of his best-known victories would come the following year. But first, Alfa Romeo was searching for Antonio Ascari's replacement after he died in July in an accident at the French Grand Prix. (Antonio was the father of Formula 1 great Alberto.) Nuvolari applied but his test did not last long and indeed, he risked ending up like the pilot he was supposed to replace. "On the first lap he went straight into a meadow, and was thrown 8ight meters out of the car," Vittorio Jano, Alfa Romeo's designer, later recalled. He ended up hospitalized with broken ribs,

bruises, and lacerations, but after just a week he returned to racing motorcycles. He won the European Championship, albeit not without suffering greatly from his injuries.

After that episode, Bianchi barred him from racing cars. But Nuvolari continued to risk his life on motorcycles. After an accident in a race near Stuttgart, the German newspapers gave him up for dead. But he reappeared in public after a few days, a little bruised, denying the news of his passing that had also spread to Italy by then. He soon resumed winning, so much so that the Italian press began to call him "Champion," an honor previously reserved solely for the cyclist Costante Girardengo.

Toward the end of the twenties the automotive industry continued to expand as did racing, which grew in popularity. Racing drivers were among the most popular and admired characters, for they combined courage, speed, and technique to pilot their vehicles. After the success he obtained with motorcycles, Nuvolari decided to make the move to motoring. Here his petite, shrewd, and combative figure was soon fixed in the imagination of the time, even abroad, where they called him "the little big man."



*Celebrating after a victory in Northern Ireland*

In 1928 he was the first driver to found his own team by buying cars from Bugatti and later from other Italian manufacturers. A few months later, Enzo Ferrari did the same by founding Ferrari, which at the time raced with Alfa Romeo cars, of which Nuvolari was one of the first winning drivers.

At the time, the drivers took part in races held both on dedicated race tracks and circuits created from local roads, composed mostly of dirt roads. There were one-day races and races lasting several days, run day and night. For this, the drivers needed to be mechanics as well. Nuvolari quickly developed this skill and won a famous race on the Tigullio circuit in Liguria, crossing the finish line with his co-driver passed out next to him, in a car missing its seat and with its steering wheel replaced by a wrench as the result of an earlier accident.

For longer races the cars had actual mechanics riding with them. One of his most famous mechanics was Decimo Compagnoni, who told on a RAI radio broadcast in the fifties how Nuvolari, at the height of his career, won the Belgian Grand Prix of 1933: "At the finish he fainted, not from emotion but from fatigue because that car, a Maserati, to stay low and have more aerodynamics than the others, had a two-finger high seat, without



springs. In the hotel afterwards, he had sores on his butt due to wobbling on that seat.”

Compagnoni was one of the most important collaborators in Nuvolari's victories, as was his co-driver Giovanni Battista Guidotti. These teams scored several victories. In 1931, in a time trial race on the circuit of the Three Provinces (Bologna, Pistoia and Modena) the car driven by Nuvolari was damaged passing at high speed over a level crossing shortly after the start. In the collision the accelerator spring broke through, which sent the engine revving by itself. Compagnoni removed his belt and used it to work the fuel pedal. Despite that handicap the two won the race, overtaking the Alfa Romeo driven by Enzo Ferrari by about thirty seconds.

The year prior he ran the Mille Miglia, competing against the other great driver of the time, Achille Varzi. It is remembered for the “lights off trick.” Nuvolari spent that race chasing Varzi, comfortably in the lead. A few kilometers from the finish, Nuvolari turned off the headlights, either to simulate a failure or to not be seen (depending on which story you believe) and overtook him just before arriving in Brescia to win the race.



*Belfast, 1933*

The era was also marked by the constant search for speed records. Nazi Germany formed a large industrial group, uniting several of its auto companies under a single brand, Auto Union, whose symbol with four circles is still Audi's trademark. One of the main figures of this group was the designer Ferdinand Porsche, considered a genius of the time, creator of the Volkswagen Beetle and founder of the company that still bears his name. Porsche's quote on Nuvolari: “He is the greatest racer of the past, present, and future.”

The group, financed by the Nazi regime to be the symbol of its industrial primacy, quickly established itself at the forefront of the auto racing world with inventions such as the first racing car with a 16-cylinder rear engine. Nuvolari was one of the drivers who raced for Auto Union, but he was also one of the few who managed to beat it driving smaller and lighter Italian cars.

In the first half of the thirties, Auto Union held the road speed record reaching 317 km per hour with its 16-cylinder race car. In its attempt to compete, Alfa Romeo designed a car employing two 8-cylinder engines in tandem, the 16C Bimotore. The result, with its added weight, made the car almost impossible to drive quickly, as Nuvolari discovered while finishing far behind an

Auto Union being driven by his arch rival Varzi. Before finally setting aside the Bimotore, Nuvolari, Alfa Romeo, and Ferrari decided to at least try to better Auto Union's speed record. They did it on the Lucca-Altopascio stretch of the Florence-Mare, where they succeeded by exceeding 320 kilometers per hour.



*Driving for Auto Union at Donnington*

In his racing career, Nuvolari participated in 227 races, winning 59 and finishing on the podium 113 times. He won, among others, the 1933 24 Hours of Le Mans, three editions of the Mille Miglia, a Formula Indy race in the United States, two runnings of the Targa Florio, and the 1932 European Championship. He also participated in two editions of the Indianapolis 500, but failed to finish.

After the Second World War, at almost sixty years, Nuvolari attempted a return to driving with a new model designed by Porsche for Cisitalia, which was successful due to finances. Between 1936 and 1946, he was also particularly affected by the death due to illness of his two sons, both at 18 years old. It was also said that as a result of those two bereavements he lost all perception of risk, and that therefore many of the races he won and the accidents he had were fueled by despair. He died in Mantua on August 11, 1953, of a heart attack, three years after running his last race and without ever having announced his retirement from racing. 🍀

## 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

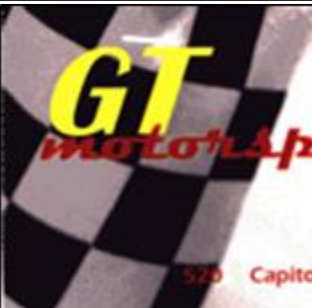

**1957 Alfa Romeo Giulietta Spider.** Originally a California car. No Rust, all body panels believed to be original and straight. Detailed engine bay, excellent white paint exterior, red interior with black piping on seats, and new black canvas top. Everything works: lights, gages, heater etc., etc. 1300 Engine starts easily and runs smoothly. Tunnel Case transmission with very early Giulietta bent gear lever that shifts smoothly up or down.

To discuss, receive a concise summary of work done, and receive photo documentation - please Call or E-mail: Rich 773-620-1898 [robrien220@yahoo.com](mailto:robrien220@yahoo.com)

Minnesotan **Tim Parker** is selling an engine and block. The engine is "a pretty clean 2-liter **Alfetta engine/bell housing** with some ancillaries." The block is a "clean, washed 2-liter **Alfetta GTV block**." Both are ready for pickup at the Anoka, MN, airport and can be easily lifted into a pickup. Tim will provide photos and serial numbers and can be reached at 651-235-2776. When you call, tell him Tom Heinrich referred you.

**Jim Thiel** is looking for a new home for his red **1982 Spider**. He's had it since 1989 and is the third owner. The car has traveled a little more than 67,000 miles and has always been garaged during Jim's ownership. The paint is original and the top in good condition, with a clear back window. According to Jim, the tires are in good shape. He says the leather seats and the dash have no cracks. If you're interested, you can contact Jim by email at [jthiel28@wi.rr.com](mailto:jthiel28@wi.rr.com)

**Gary Tree** is still 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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## CONTACTS

### **PRESIDENT/TREASURER**

Randy Swanson ([13swanson@gmail.com](mailto:13swanson@gmail.com))  
N66 W6684 Cleveland, Cedarburg, WI 53012  
262-377-7144, 781-5568 (w)

### **V.P., EVENT COORDINATOR**

Bob Ludwigson ([rludwigson@aol.com](mailto:rludwigson@aol.com))  
N88W22526 N. Lisbon Rd, Sussex, WI 53089  
262-527-2396

### **EVENTS, MEMBERSHIP**

Gary Schommer ([alfaman@wi.rr.com](mailto:alfaman@wi.rr.com))  
W141N6672 Memory Rd, Menomonee Falls, WI  
53051-5119  
414 418 0879

### **WEBMASTER**

Position Open - Volunteer Needed  
[www.aroc-wisconsin.org](http://www.aroc-wisconsin.org)

### **NEWSLETTER EDITORS**

Bob and Chrystal Abhalter  
([rabhalter@att.net](mailto:rabhalter@att.net))  
5406 2nd Ave, Unit 2B  
Kenosha, WI 53140  
262-577-5212

### **TECHNICAL ADVISOR**

Al Pinkowsky ([al@gt-motorsports.net](mailto:al@gt-motorsports.net))  
520 Capitol Dr.  
Pewaukee, WI 53072  
262-695-4238, 414-774-8938

## 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.

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