

# ALFANATIC



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## AROC-WISCONSIN HOLDS 2024 ICAMS CAR SHOW

By Robert Ludwigson

On July 28 we held the latest edition of ICAMS, our annual Italian car and motorcycle show. Everything was in place: space was provided by the town of Sussex, a food truck offered lunch, and a representative from our chosen charity, the Alzheimer's Association, was on site. Everything was ready, except for the weather!

Unfortunately the day dawned cloudy, with on and off rain showers. The result was reduced attendance. In spite of the iffy weather, 18 people did show up with their collector cars. We had a nice showing of Alfas, Fiats, and a couple of Ferraris.

We conducted our traditional people's choice voting and awarded certificates. The results are as follows:

### **Alfa Romeo**

1st place-Bob Ludwigson - 1962 Giulietta Spider

2nd place-Tom Heinrich - 1986 GTV6

### **Fiat**

1st place-Guy Bretl - 1972 124 Spider

2nd place-David Reiners - 2020 124 Spider

### **Other Italian Vehicle**

1st place-Donald Mueller - 1968 Intermeccanica Italia

### **Ferrari**

1st place-Matt Klucha - 2018 GTC4 Lusso V12

### **Motorcycle**

1st place-Mike Besch - 1965 Ducati Bronco

2nd place-Darrin Engel - 2022 Moto Guzzi V7

### **Vehicle Best Epitomizing Italian Design**

Donald Mueller - 1968 Intermeccanica Italia



*The show field*

This event was for charity, as is traditional for ICAMS. This year we raised \$1,300 for the Alzheimer's Association.

Let's hope that the weather will be nicer next year!



### **In This Issue**

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## AROC-WI Fall Color Tour Set For Saturday, Oct 19

We've set the date for the annual AROC-WI fall color tour. Plans are in progress for this pleasant Saturday drive through peak fall foliage. Check back next month for the details.

### More ICAMS Photos

*Clockwise from right: La Cabana Cortez served some delicious food. Our charity, the Alzheimer's Association, was on hand with information. Three different eras of Alfa Spider.*



## Local, Regional, and International Events Calendar, 2024 - 2025

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)

### 2024

August 16-18	Fanatec GT World Challenge, Road America
August 18	Pebble Beach Concours d'Elegance
August 25	<a href="#">Geneva Concours d'Elegance</a> , Geneva IL
Sept 7	<a href="#">Meadowdale Motorsports and Memories Show</a> , Carpentersville IL
Sept 8	<a href="#">Wheels of Italy</a> , Wheels on Broadway, Robbinsdale MN
Sept 13-15	Ariens Art on Wheels Vintage Weekend Featuring VSCDA, Road America
Sept 22	<a href="#">La Macchina Molto Bella</a> Car Show, Bath, Ohio
Oct 19	<b>AROC-WI Fall Color Tour, TBA</b>

### 2025

Feb 27-March 2	<a href="#">Moda Miami</a> , Biltmore Hotel, Coral Gables, Florida
March 6-9	<a href="#">The Amelia</a> , Amelia Island Concours d'Elegance,
June 14-15	Le Mans 24-Hour Race
June 25	<b>Tom Heinrich's Howl at the Moon Summer Solstice Happening</b>



## A Great Day at the Races for Alfa

By Brad Trick

*Brad's report on the Road America 120 IMSA Michelin Pilot Challenge Race*

Bob,

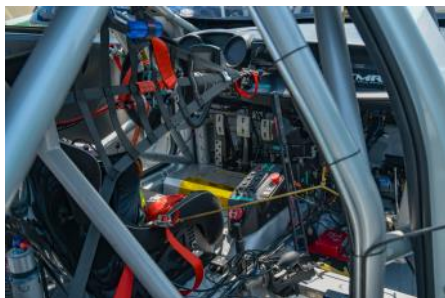
*I wanted to share a link to a photo gallery of photos I took at Road America for the Michelin Pilot Challenge Race 120 that was held August 3, 2024. If you want to share my story to the Alfanatic, please feel free to do so. I hope I got this accurately recorded. It was a great day for Alfa Romeo at Road America.*

I have attended the Road America IMSA SportsCar Challenge Sunday feature race for many years, but I've never attended the Michelin Pilot Challenge support race because it was held on Saturday. This year I wanted to see it because the only Alfa Romeo racing all weekend was entered, and I knew that the KMW Motorsports with TMR Engineering Giulietta had won this race the previous three years.



Shortly before the race began, fans were allowed to tour the grid, see the cars, and meet the drivers. I arrived late but was able to sneak past security who were busy trying to pre-

vent any more fans from entering the area. I sprinted down the grid to the far end where the Giulietta was slotted. I told the crew member standing next to the car that I had been a member of the Alfa Romeo Owners Club for 30 years and wanted to photograph the car. Upon hearing that, the crew member said, "Well, then by all means take all the photos you want." I briskly circled the car and placed my camera in the car, taking photos blindly. The technology visible inside the highly modified car was impressive, and the crew seemed pretty laid back and friendly.



As I made my way to the driver's side of the car, I assumed the man in Nomex with the cool suit visible was one of the drivers. I told him, "You have to win today!" He smiled and said, "I will try." I later



learned that he was William Tally, new to the team this year, joining the team's veteran driver Tim Lewis. The KMW Motorsports with TMR Engineer-

ing team has been the class winner of this race for the last three years so I'm sure Tally felt pressure to not fall short.

Michelin Pilot Challenge races have two classes running simultaneously. The GS class features GT4-homologated cars. Porsche, BMW, Aston Martin, and similar cars compete. The KMW/TMR Alfa Giulietta competes in lower horsepower TCR class. Several Hyundai Elantras, Audi RS3s, and a lone Honda Civic shared the grid with the Alfa at Road America. The rules require two drivers with a driver change during a pit stop.



Early in the two-hour Road America 120, the Alfa ran a consistent fourth or fifth place behind the leading Honda Civic piloted by Yoshihara and Wittmer and a brace of Elantras entered by Brian Herta Autosport.

For most of the race the Alfa stayed close to the Herta Hyundais. About three quarters of the way into the race, the 3rd and 4th place Hyundais were running nose to tail, with the Giulietta following. Both Elantras entered the pits together for their final stop while the Alfa stayed on track and hustled through two additional laps before finally making its last stop for fuel and tires.

The fans could watch the KMW/TMR Alfa team changing the tires and fueling the car on the Jumbotrons located around the track. Because of the team's position at the far north end of the pits, it seemed like it took an eternity for the Alfa to drive down pit lane



and finally merge onto the track just about 50 yards ahead of the pair of Herta Hyundais. As I watched this with my son, I told him the Alfa had cold tires and needed to get the temperatures up, as the Hyundais were quickly closing on the Giulietta. They kept getting closer as they navigated the track. As the trio approached the Carousel the lead Hyundai got right behind the Alfa but I knew it couldn't pass there.

At the end of the back straight, just past The Kink, the Hyundais were right on the rear bumper of the Alfa. Then the Hyundai went to the inside of the Alfa at turn 12 (Canada Corner). The two seemed to be door handle to door handle as they proceeded through Canada Corner, but as they accelerated the Alfa did not give way and held the inside line as they made their way towards turns 13 and 14. The Hyundai driver realized he needed to back off and pulled in behind the Alfa.



Once they made it to the main straight, the Alfa's tires were now up to temperature and with its lighter body the Giulietta just skipped away up the steep hill.

The Alfa was now chasing the two leading Hyundais. A fan taking pictures next to me said, "Isn't this a great race? Just watch as we get to the last ten minutes. Many of the guys are going to be running out of fuel. It is going to get crazy!" How prophetic this guy was.

At about 17 minutes left to go in this timed race, a GS class Toyota Supra driven by Jack Hawksworth had what appeared to be a suspension failure and crashed near turn 14. The clean up crews worked quickly to pick up the pieces, and as the flat bed truck was pulling the demolished car away on the infield grass, the pace car led the field back to turn 14 and the cars resumed racing immediately, with about 9:45 minutes left. It was on the final lap that both class-leading TCR Elantras driven by DuPont and Lally ran out of fuel, providing the number 5 Alfa Romeo Giulietta Veloce driven by Tim Lewis Jr. and William Tally their fourth victory in a row at Road America!

This was one of the most exciting races I have seen in a long time as I was cheering this little Alfa Romeo on right from the beginning, and at the end it won! What a great time spent at Road America!

Follow the links below to see more of Brad's race pictures, as well as a short video.

Photos:

<https://btrickphoto.smugmug.com/Sports/Alfa-Romeo-at-Race-Road-America-8-3-24/n-m6LH4Z>


IMSA Highlights Video:

[https://youtu.be/-7\\_ji544aIg?si=rQTZdpw44J9Rtl-o](https://youtu.be/-7_ji544aIg?si=rQTZdpw44J9Rtl-o)

## Alfa Junior Coming to America?

[Automotive News Europe](#), on July 23 reported that Alfa Romeo management is querying its American dealers about the feasibility of bringing the 281-hp Junior Veloce small electric hatchback to the U.S. The proposal is to sell the mini SUV in California, Florida, and other CARB states, those which follow California's strict emissions requirements.

Alfa says that the Polish-built Junior would enjoy a tariff advantage over the Chinese-built Mini Cooper and Volvo EX30. The European Alfa would be charged a 2.5% duty, vs. 102.5% for the Chinese-built products. This will hold at least until Mini and Volvo bring their European plants on line sometime in 2026.

Importing the Junior would give Stellantis a boost meeting its corporate emissions targets and could add needed traffic to Alfa dealer showrooms. They would, however, have to do something about the name Junior, as it carries negative connotations in the U.S. Maybe use Milano? I think they may be able to save some of those logos from the trash bin. 



## Not All Alfa Concepts Are Memorable



Case in point: The Scighera, a design exercise by Farbrizio Giugiaro (Giorgetto's son) for Italdesign.

The design was intended

to pay homage to Alfa's racing past. The front was based on the contemporary Formula 1 pointed nose and wings, crowned by a traditional Alfa *scudetto*. The wraparound windshield takes its inspiration from Alfa race cars from the fifties and sixties. Motive power was provided by the iconic Busso V-6, twin turbocharged and mated to a 6-speed manual transmission. The running gear was lashed to a carbon fiber and aluminum chassis.


Italdesign proposed a racing version and limited production for the street but the project never became a reality. The Scighera (mist in Milanese dialect) did appear in contemporary video games but never hit the road. 🍀

## Stellantis in Hot Water with the Italian Government

Relations between the Italian government, the Lazio region, and Stellantis remain strained, according to [Alessio Porcu.it](https://www.alessioporcu.it), reporting on the recent Ministry meeting concerning the Lazio's Cassino plant.

The French company last year went to the Meloni government for support in easing the Euro 7 emissions requirements and asked for additional production incentives. The government is now saying "we did our part." Unspoken was, "now hold up your end of the deal."

Stellantis, for its part, projected improved production volumes at Lazio's Cassino plant by adding the Maserati Grecale to the Giulia and Stelvio. The added volumes never came. In fact production shrunk by 25% in the first half of 2024. The plant will soon segue to producing high end EVs. Government officials, noting sagging European demand for EVs, are suggesting that perhaps Stellantis should revisit its decision to go all electric, perhaps shifting some production to Hybrids and mild hybrids in the near to mid term.




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Meanwhile, the Italian government has been courting Chinese producer Dongfeng Motors who is scouting locations for an Italian plant. They've sent out inquiries about the Cassino plant, but Stellantis management is fixed on producing the STLA large platform there, so a sale is unlikely.

Stellantis itself is entering a joint venture with Leap Motors to assemble city cars at the Mirafiori plant. BYD, another major Chinese producer of EVs, is also considering production in Italy. There is plenty of available production space and a rich and underutilized supplier infrastructure attracting Chinese producers to the region. The Italian government would welcome the companies and the additional jobs they would create. Such is the nature of global auto production today. 🍀

## It's a Yoke, Son



According to [CarBuzz.com](https://www.carbuzz.com), Stellantis has patented a new yoke steering system. In some ways the design is similar to those proposed by Tesla, BMW, Genesis, and others. All are intended for use when autonomous self-driving features systems and drive-by-wire controls are more fully realized. The Stellantis yoke is even designed to retract into the dash when not in use.

However, the key feature distinguishing the Stellantis design is its ability to replace the accelerator and brake pedals in addition to handling steering duties. In concept, one would push the yoke to accelerate and pull it to brake, eliminating the need for pedals entirely. The mind boggles. 🍀

## New Duetto? Don't Hold Your Breath



In May, [Italpassion.fr](https://www.italpassion.fr) reported on an interview given by Jean-Philippe Imperato that touched on the possibility of Alfa introducing a new Spider. His response was that a new open car would not be economically feasible. The last version of the Spider, a front-driver produced from 2006-2010, sold only 12,000 units. During the same period, the Mazda-based Fiat 124 sold around 40,000. With Alfa currently focused on introducing new EV versions of the Stelvio and Giu-

lia, plus possibly a larger E-segment SUV, and a compact Giulietta, its dance card is full for the near term. Imperato indicated that future plans might include a C-segment coupe/cabrio but such an introduction would not come before 2030. 🍀

## EU to Alfa: Move Your License Plate

Since the '50s, Alfa Romeo has, with some exceptions, styled its front ends with mounting for the license plate offset to the left. The design decision was made primarily to allow Alfa's traditional triangular *scudetto* to enjoy pride of place on the nose of the vehicle.



In fact, many Giulia and Stelvio owners in Wisconsin and other states requiring a front plate, feel that the noses of their vehicles are too beautiful to disfigure with an ugly rectangular tag, and brazenly flout the front plate requirement. (Your editor has gone 7 years without notice from law enforcement. Your mileage may vary.)



Now the regulators of the European Union have mandated that, in the name of improved pedestrian safety, number plates on

new cars must henceforth be centrally located. It's unclear to the author the impact plate positioning has on car/pedestrian collisions, but we'll leave that for another time.

Alfa's design chief, Alejandro Mesonero-Romanos, says it's just fine with him. He's a fan of symmetry. While he acknowledges that some diehard Alfisti may take exception, he says there are "plenty" Alfa vehicle designs that have had their plates in the center, so no big deal. Thus, Alfa's new vehicles will accommodate the euro-standard number plate smack dab in the bottom center of the nose. 🍀



## 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**

#### **1958 Alfa Romeo Giulietta Spider Veloce 750F**



Fully restored both mechanically and cosmetically with attention to details. These include the original livery as documented by the Alfa Romeo Certificato Di Origine. More importantly the Certificato validates the present chassis and engine numbers are those the Giulietta left the factory with in 1958. A touchstone piece incorporating Alfa Romeo World Championship winning technology wrapped in timeless Pininfarina coachwork. Selling price \$135,000. Ring or text Kevin Caulfield 612 702 8520.

#### **1969 Alfa Romeo 1750 GT Veloce**

USA specification. Very original and complete. Most documentation from new. An unrestored gem, that presents, runs, and drives well. \$46,800. Located in West Michigan. Contact: [gerryalbers@yahoo.com](mailto:gerryalbers@yahoo.com)

#### **1971 Alfa Spider Veloce**

I find myself in the position of having to sell my 1971 1750 Spider Veloce. My husband and I loved the car, (and have been members of the Alfa Club for years) but my husband passed away and it's just too much for me. As you know, Alfas need to be driven and I hate seeing this one just sit. It could use some body

work, but it runs like a champ. The carburetors have been modified but everything else is original, except the brakes have been replaced and just general maintenance. We've owned the car since 1973 so it's basically a two-owner car.

For more details and photo regarding this Alfa, go to the AROC website and check out the Alfa Marketplace. Laurie Larsen ([LLarsen@ghtmi.gov](mailto:LLarsen@ghtmi.gov)) (West Michigan)

#### **1977 Alfa Spider Veloce (mid-Michigan)**

My 77 Spider Veloce has had the body totally redone and the engine, including the rebuilt Spica pump is great. But some gaskets need replacing and I am too old and mechanically challenged to take that on. Manuals and repair records, as well as several years of the *Alfa Owner* are also included. I will only allow it to be taken over by someone who can give it the care it needs to go the next 100K, and will be happy to talk with any interested and dedicated Alfisti!

We live in Florida during the winter and the car has never seen snow or salt since its complete body restoration a few years back. I have about \$20 grand in the car, but for the right person \$10 grand would be fine.

I am in Haslett, near East Lansing.  
Richard Cole  
[drrichardcole@gmail.com](mailto:drrichardcole@gmail.com)

Clean **1982 Alfa Spider** needs a new home, have owned since the fall of 1987, a little over 67,000 miles, always garaged, original red paint, leather seats, dash and top in good shape, \$7,500. If interested contact [jthiel53075@gmail.com](mailto:jthiel53075@gmail.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 sent you.

**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. A Series 2 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.

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