

# ALFANATIC



## RECORDS TUMBLE AT 2018 ICAMS

Report by Bob Ludwigson

On August 12, AROC-WI held their 21<sup>st</sup> Italian car and motorcycle show. As usual, owners of all Italian car makes and motorcycles were invited to display their vehicles.

Turnout for displayed cars was heavy, with a total of 48 cars registered. This is a record for ICAM shows, at least as far as I am aware. Way to go people! All makes were present, including 14 Ferraris. A total of 10 Alfas were registered—a little down from the usual total.



*Alfas Lined up at the 21st ICAMS*

In addition to a record number of registrations, people were very generous in their giving to the American Heart Association, our designated charity. After all the monies were totaled up, a record \$2,360.00 was raised.

After receiving a check for the donation, Beth Grosman, Corporate Director for the American Heart

Association, said that this money will be used to further Heart Association programs. She mentioned a few that had been accomplished recently, such as training first responders to identify potential heart victims so they can receive life-prolonging treatment. Another recent accomplishment was training nurses to check newborn babies for any heart problems.

As usual, the Reina brothers provided a great experience for the visitors, including high quality Italian food, gelato, and live Italian entertainment. Car registrants were given ballots to vote for their favorite Italian car, by make. The results are listed on the next page.

I would like to thank all the people who were so helpful in making this the best ICAMS ever. This includes the Wirtz family, Randy Swanson, and of course the Reinas. I would also like to thank Gary Schommer who could not attend, but was instrumental in securing the door prizes and prepared many of the printed forms. Let's see if we can make it better next year!



### In This Issue

- Event Reports
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### 2018 ICAMS Favorites

#### Favorite Alfa Romeo

- 1<sup>st</sup> - 1962 Giulietta Spider-Bob Ludwigson
- 2<sup>nd</sup> -1986 GTV6-Randy Swanson
- 3<sup>rd</sup> - 1991 Spider-John Ling

#### Favorite Ferrari

- 1<sup>st</sup> - 2018 812-John Fuchs
- 2<sup>nd</sup> - 1975 Dino 308-M. Cacchone
- 3<sup>rd</sup>- 1958 308 GTS QV-Donn Droegkamp

#### Favorite Fiat

- 1<sup>st</sup> - 1977 124 Spider-Blasé Catanese
- 2<sup>nd</sup> - 2017 500-Willie Ceester
- 3<sup>rd</sup> - 1974 124 Spider-Tom Grosser

#### Favorite Lamborghini

- 1<sup>st</sup> - 2018 Hurican-Greg Deustch
- 2<sup>nd</sup> - 2005 Murcielago

#### Favorite Other Car

- 1<sup>st</sup> - 1968 Intermeccanica Italia-Don Meuller
- 2<sup>nd</sup> - de Tomaso Pantera-Neil Paton
- 3<sup>rd</sup> - 2010 Maserati Quattroporte S-  
Jeff Abraham

#### Favorite Motorcycle

- 1<sup>st</sup> place:2016 Motoguzzi iv7-Joe Noto
- 2<sup>nd</sup> place: 2010 Ducati 1198S-Tony Avelio
- 3<sup>rd</sup> place: 2012 Aprilia Rov4-Tony Avelio



*Beth Grosman, American Heart Association, receives the ICAMS donation from Fillipo Reina (l) and AROC-WI president Steve Wirtz.*

### **2018 Local, Regional, and International Events Calendar**

Anything 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)

- Sep 7-9 Concours d'Elegance of Ephraim, Hillside Inn of Ephraim, 920-854-7666
- Sept 14-16 Ariens Art on Wheels Weekend, Featuring the VSCDA Elkhart Lake Vintage Festival@, [Road America](#)
- Sept 16** **Bill's Thing**, Elkhart Lake, WI (see invite, next page)
- Sept 16 [Wheels of Italy 2018 Event](#), Minneapolis, MN
- February 9-18, 2019 [Chicago Auto Show](#), McCormick Place, Chicago
- March 8-10, 2019 [Amelia Island Concours d'Elegance](#), Amelia Island, Florida
- May 12-22, 2019 [3d Annual AROC Goes To Italy Tour](#)
- June 20-23, 2019 Road America Indy Cars Race,
- July 13-15, 2019** **AROC Pre-Convention Tours, Pittsburgh, Pennsylvania**
- July 16-21, 2019** **AROC National Convention, Pittsburgh, Pennsylvania**
- August 4, 2019 (T) Milwaukee Concours d'Elegance, Veterans Park, Milwaukee
- August 11, 2019 (T) AROC-WI 22nd Annual Italian Car and Motorcycle Show**
- August 18, 2019 [Pebble Beach Concours d'Elegance](#), Carmel, California
- August 25, 2019(T) Geneva Concours d'Elegance, Geneva, Illinois

Bill Hall invites us all to his social, following the VSCDA Vintage Festival

SEPTEMBER 16 ♦ VOL. 3

# SEAT BELTS — DEATH TRAPS?

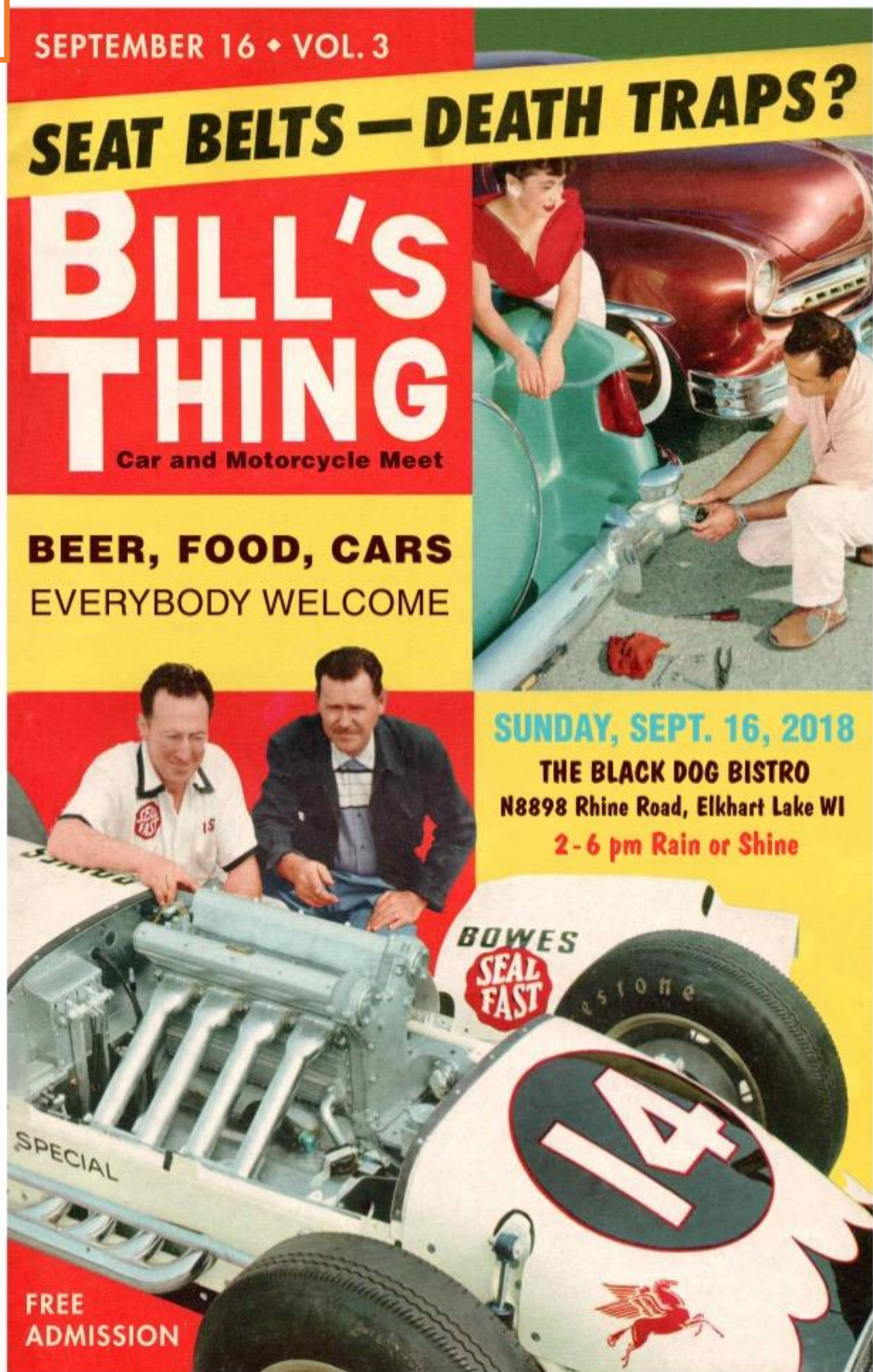
# BILL'S THING

Car and Motorcycle Meet

**BEER, FOOD, CARS**  
EVERYBODY WELCOME

**SUNDAY, SEPT. 16, 2018**  
**THE BLACK DOG BISTRO**  
N8898 Rhine Road, Elkhart Lake WI  
**2-6 pm Rain or Shine**

FREE ADMISSION



**Briefs**

**Alfa Sales Challenging Jaguar in the U.S.**

Alfa’s sales results for the months of May and July outpaced prime luxury/performance competitor Jaguar. In May Alfa outsold Jaguar by a scant 11 vehicles, but in July Alfa outsold Jag by 2,016 to 1,880. The British manufacturer is still ahead for the Year to date by 2,386 vehicles, according to [Automotive News](#).

**Alfa Romeo 8C2900B Best of Show at Pebble Beach**

The 1937 8C2900B Touring Berlinetta owned by David and Ginny Sydorick of Beverly Hills was named best of show at the 2018 Pebble Beach Concours d’Elegance. The same car, one of ten produced, previously won Most Elegant Closed Car at the 2001 Pebble Beach show. This car, chassis 412020, is an earlier kin of Jon Shirley’s 8C2900B, chassis 4112035, displayed at the 2018 Alfa Romeo national convention.



**Ali an Alfisto? Who knew?**

It seems that in 1976 Muhammed Ali purchased an Alfa Spider off the floor of a dealer in Lake Forest, Illinois, owned it briefly, then gifted it to its present owner. The 81,000 mile car, with its original registration signed by The Champ, will go to auction at no reserve in Las Vegas at the end of the month. The



auction photos display a perfectly normal Silver driver-quality Alfa Spider, nothing special. It will be interesting to see what kind of a celebrity bump this unlikely match-up produces.

**Sauber-Alfa F1 Box Score**

Race	LEC	ERI	Const. Pts
Australia	13th	DNF	0
Bahrain	12	9	2
China	19	16	0
Azerbaijan	6	11	8
Spain	10	13	1
Monaco	18/DNF	11	0
Canada	10	15	1
France	10	13	1
Austria	9	10	3
England	DNF	DNF	0
Germany	15	9	2
Hungary	DNF	15	0
Belgium	DNF	10	1
Italy	11	15	0
<b>Tot. Pts.</b>	<b>13</b>	<b>6</b>	<b>19</b>

**Alfa Monthly Sales Results**

	August	YTD	vs 2017
Giulia	957	8,177	49%
Stelvio	1,271	8,180	2591%
4C	12	164	-43%
<b>Total</b>	<b>2,240</b>	<b>16,521</b>	<b>172%</b>

## Always Green in Olympia

*AROC National Convention Pleases*

*By Bob Abhalter*

Another national convention is in the books. The Northwest Alfa Romeo Club hosted this year’s event, *Sempreverde 2018*, September 8-12, in Olympia, Washington. Due to the distance and time of year, only a few Midwesterners showed up to celebrate. Chrystal and Bob Abhalter, Deb and Gary Schommer, and Brad Trick represented AROC-WI. We were joined by ex-Wisconsinites Bill Richards and Margie Shea, now resident in the great Northwest.

There were about 200 registrants in all and to use an old saw, a good time was had by most. The convention events were a blend of the traditional with a few new twists. The pre-convention tours consisted of three day-trips from the headquarters hotel. I’m told the days were long but the scenery was wonderful. A

track day competed with Tacoma museum tours, there was a typically frustrating gimmick rally, and a beautifully sited Concorso.

The banquet agenda was mercifully brief, allowing ample time for the engaging speaker, author Garth Stein.

Four precious vintage Alfas graced the Concorso’s lawn and their owners were present to explain the history and details. Those same owners presented a great session on the “*Wisdom of Collecting Alfas.*”

Wes Ingram and Matt Jones interviewed several GTV owners, including Bill Richards, as part of a parking lot presentation, and Griot’s demonstrated some of their products.

Interspersed among all this was time for socializing, meeting old friends, and making new ones. Join us in Pittsburgh next July to experience more of the same.



*Welcome reception attendees got a chance to be up close and personal with an 8C2900B. The local dealer had new Alfas there, too, including a Stelvio Quadrifoglio.*

### Tacoma Museum Tour

Those who chose not to go to the track events had the option of taking a bus tour to The LeMay Americas Car Museum and the Museum of Glass, both near Tacoma’s harbor.

The core of the LeMay Museum is the collection of Harold LeMay who made his fortune in refuse management. It is heavy on American cars of the fifties and sixties with a sprinkling of west coast NASCAR race cars and other some oddities. This core is supplemented by other exhibits that change periodically. The main hall featured a collection of BMW race cars, all done up in white with red and blue striping. There was not an Alfa in sight.

The Glass Museum features a working *hot shop* with resident glass artists who create as you watch. The collection is heavy with the works of Dale Chihuly who has installations in major cities, including Milwaukee’s own Art Museum. The main exhibit space featured a very interesting collection of the glass and steel work of Albert

Paley. The museum is definitely worth a visit.



*A Chihuly glass tower outside the glass museum*



*Main hall of the LeMay Museum*

**Catching Up With Bill and Margie**

By Gary Schommer *(Photos by the author)*



*Bill Reynolds and Margie Shea*

Debbie and I were able to spend some time before and after Sempreverde 2018 - AROC National Convention exploring the beautiful state of Washington from “Sea to Summit,” While at the convention we were able to catch up with our friends, and former Wisconsin Alfanatics, Bill Richards and Margie Shea. Although they had moved from Colgate, WI to Lakewood, WA sixteen years ago, we’ve sporadically kept in touch. We had a brief phone conversation last year, but the last time we’d last seen them was at the Alfa Convention held in Seattle in 2005 and so we had a bit of catching up to do. Bill and Margie are now both retired and enjoy hiking. Debbie and I had the opportunity to do some hiking both before and after the convention. There are so many picturesque hiking opportunities in Washington.

Debbie and I were able to spend some time before and after Sempreverde 2018 - AROC National Convention exploring the beautiful state of Washington



*Bill tells his GTV’s history to the crowd in the parking lot.*



Bill still has the 1974 GTV 2000 that he bought from a UWM student more than 30 years ago. I had the pleasure of being the navigator for Bill in what was arguably the most challenging gimmick rally either of us had ever encountered. Bill’s car performed well and we completed the run within the allotted timeframe. We had fun in spite of a weak showing in correctly answering the all too many (102) questions. Bill’s car was chosen for the Griot’s Garage Detailing Demo. I was amazed at the variety of useful products and accessories available.

Too bad they only had time to treat the hood. Bill’s car was also featured in the “Alfas in the Parking Lot” session



*Bill’s GTV gets the Griot’s treatment*

hosted by Ingram Enterprises and Re-Originals. The focus was on the various GTV’s over the years. We thoroughly enjoyed the convention, our time visiting friends, and making new friends. We look forward to next year’s convention in Pittsburgh. 🍀



*AROC-WI member Brad Trick with the one-of-one V-8 powered S-11 Corto Spyder Speciale created by David Smith.*

After days of unseasonably warm but really quite pleasant weather, it rained on Saturday’s Concorso. The showers were of a typically Northwestern type of intermittent light to heavy mist and didn’t spoil the party.

The centerpieces were the four cars, pictured clockwise from the top: John Shirley’s 8C2900B Touring Berlinetta, the 1934 Tipo B P3 GP Racer, a 1939 6C2500 Tipo 256 Coupe, and the S-11 Corto Spyder Speciale of David Smith.



*Jon Shirley's 8C2900 B Touring Berlinetta won the first road race at Watkins Glen*



*This authentic reproduction of an 8C Roadster was commissioned by David Smith to contain a rare experimental type S-11 Alfa V-8 engine.*




*This is the 1934 Tipo B P3 in which Nuvolari embarrassed the Mercedes and Auto Union teams at the 1935 German Grand Prix at the Nürburgring. It is said to be one of the great racing victories of all time.*



*This 6C2500 Coupe was on the grounds of the convention the entire time.*



### **...and Corgis, too**

The motel also booked the major summer event of the local Cascade Corgi Club for the same weekend as our convention. As Corgi lovers, we were delighted. Those who trailered cars or drove RVs to the convention were less so, as parking for their rigs was at a premium. Dog show entrants also love big RVs. 



### The Banquet

AROC president Cindy Banzer emceed a brief and breezy banquet program, leaving plenty of time for an engaging dialog between author Gart Stein (l) and NWARC president Fred Russell.



Stein is the author of the *New York Times* best-seller *The Art of Racing in the Rain*, a story told from a dog's perspective. He is an engaging speaker and covered a broad range of topics.

### More Views From ICAMS

*Bob Ludwigson Photos*



*Overall Show View*



*Beth Grosman (l), Corporate Director, American Heart Association, with the Wirtz's at check-in.*



*Ferraris, etc., on display at ICAMS*



## Milwaukee Concours Fills McKinley Park with Fabulous Automobiles

by Bob Ludwigson

The Milwaukee Concours held its annual car extravaganza August 5. This year, the organizers changed the format of the show by combining the Show & Glow field with the invitation-only cars and displayed both groups on Sunday.

The Show & Glow cars are those from area car clubs and anyone who wishes may display their cars. This year the field was limited to 200 cars and the show was fully subscribed. The cars were grouped at one end of the field and further divided into groups of similar cars—the Alfa Romeos were placed into the “Italia” group. This also included Maserati and Lamborghini. A total of 4 Alfas were shown. Alfa club member cars were pretty thin, with several usual exhibitors not present.



*Alfas on the field in the Show & Glow Paddock*

The other end of the field was filled with the invited show cars. And they were some real beauties! Best of Show-Elegance was won by a 1932 Duesenberg J Judkins coupe. Best of Show-Sport was won by a 1963 Ferrari 400 Superamerica. Adding to the glamour of the event, noted appraiser and television personality Donald Osborn passed out the awards.



*Guest Judge Donald Osborn presents best-of-show sport award to 1963 Ferrari Superamerica.*

There were many, many more awards, with some cars receiving multiple awards. In my opinion too many awards were given.



*Best of show—Elegance, the 1932 Duesenberg J*

Attendees voted on their favorite car from the Show and Glow section, but the winner was not announced. As of this writing I still don't know who that was. *Editor's note: Pictures of the people's choice winners have since been posted to the [Milwaukee Concours website](#).*



*Your reporter's favorite: a 1955 Thames 800 truck with a 1959 Stanguellini race car on the bed.*

## Milwaukee Concours Pleases, Improves

### *Some Additional Thoughts*

By Bob Abhalter

This year's Milwaukee Concours d'Elegance, held Sunday, August 5, brought schedule changes and an expanded program. Mother nature provided some unseasonable heat.

Celebrity Judge Donald Osborne, a former opera baritone, was pressed into duty early, singing the National Anthem. Later, he more than fulfilled his duties, presenting trophies in the hot afternoon sun.

The cars and classes were well organized and curated. As is usual and proper, the entries hailed predominantly from Wisconsin and the surrounding Midwest

states. Not all deserving show cars are on the east or west coast. As always, there were cars in the club area that could have been in the concours and vice versa, but overall the entries were of high quality and mostly interesting.

One notable and important aspect was the involvement of car clubs, specifically the Aston Martin, Austin Healy, and Porsche 356 clubs in sponsoring complete classes of cars. Without them and a singular Ferrari collection the field would have been mostly bereft of imported cars.

In the Show & Glow Paddock things were well organized. All the Italian cars were grouped together, a relief after being treated as “etceterinis” in past years. AROC-WI members Bill Siegfriedt and Bob Ludwison took home ribbons for the best closed and open cars in our class.



*My personal favorite, the 1956 Fina Sport, a one-of-one special—Cadillac-powered with a Ford chassis and Vignale body, it was intended to be series-produced. It went to auction in Monterey a few weeks later.*

Criticisms and Suggestions for improvement? We’ve got a few.

- How about siting the awards dais so that the spectators aren’t staring into the afternoon sun? Next year, let the presenters feel the heat.
- The Oak Creek Lions do a good job, but another food truck or two would add to the variety. Some people were looking for a salad and couldn’t find one.
- “Judging” in the club area, at least our sector, was a cursory drive-by. Perhaps the task could be delegated to someone with fewer pressing duties. It’s not that the winners were undeserving, just that the process gave the impression that we weren’t that important.

- With all due respect to the enthusiasm expressed by the local Ferrari club, their showy entrance parade after all other cars were in place was a little ostentatious. Let them take their places on the show field like the rest of the entrants or risk (or perhaps promote?) having the Corvette club, the Camaro owners, etc., join them in marque loyalty parades and late arrivals.
- Once again the auto dealer’s area looked like an afterthought. How many people knew they were there? An exception was the Mercedes dealer who set up shop among the club’s cars. What’s the policy? Why should they be different? Should more dealers be encouraged to follow suit?
- More vendors! This should be a prime opportunity for auto services and classic car dealers to hawk their wares, yet I think there were fewer than last year. I don’t know why.

Here’s hoping for an even better show next year. More of our club members should consider bringing their cars out for the day.



*This Lamborghini Espada was a people’s choice winner from the Italian group.*



*A Bugatti among the Model As in the Paddock*

## 115 Spider Tech—VVT Service

By Carl R. Davis

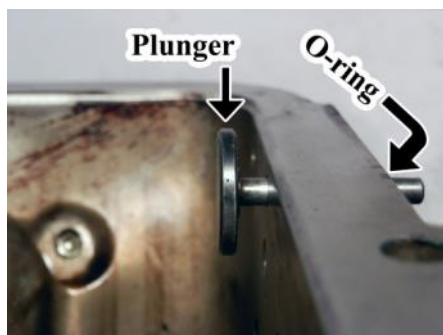
**Caveat: Italy/Alfa Rule – there are always exceptions, intentional and otherwise.**

Does your Alfa have a VVT? (Variable Valve Timing)



If so, check to see if it is leaking oil. If it hasn't already been repaired it probably is.

The primary source of the leak is a small O-ring associated with the "Plunger" piece of the VVT. A secondary source is the screws that hold the Solenoid Housing and O-ring cover to the cam cover.



*Views: The cam cover, upside-down*

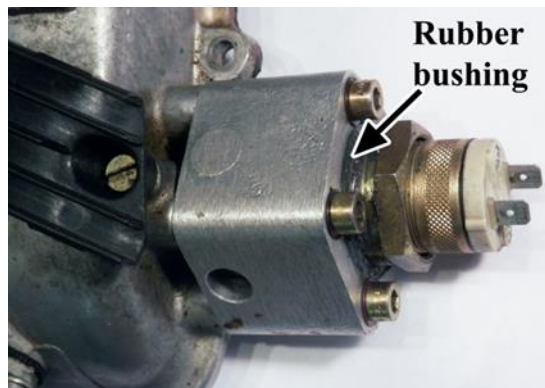
While the amount of oil that will leak through this age-hardened O-ring is very small, what that oil does next is significant. The

VVT Solenoid is suspended by a rubber bush that is not oil tolerant. The rubber will become soft and slowly disintegrate. This will allow the Solenoid to move out of position, which will affect the valve timing of the intake camshaft.

Replacing the O-ring is easy (Parker # 007,  $\frac{1}{16}$ " x  $\frac{5}{32}$ " x  $\frac{9}{32}$ " mm, use "Soft" Buna-N Rubber / NBR type).



The effort involved in repairing the rubber bush depends on how far it has deteriorated.



Mine only had about a  $\frac{1}{4}$ " deep gooey mess at both ends of the bush. I used a  $\frac{1}{4}$ " wide "sharp" chisel that came from a set of chisels I bought from [www.MicroMark.com](http://www.MicroMark.com) (#83253 @ \$20). I then filled the cavity this created with "Black RTV," which should protect the rest of the bush from oil for a number of years.

If the bush is badly deteriorated you have some choices.

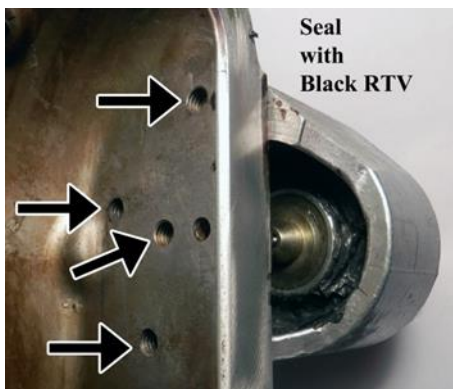
1. Centerline has a complete replacement for the aluminum Solenoid housing and bush (\$110). This solution eliminates the rubber bush. Since a very similar Solenoid is used in the SPICA fuel injection pump (cold start) without a rubber bush, eliminating the rubber here should be acceptable.
2. One enterprising AlfaBB member machined a brass insert to replace the rubber bush and its steel sleeves. The difficult part is machining the 28x1.0 mm threads.

Another AlfaBB member dug out all the rubber and replaced it with a piece cut from a radiator hose. I must say I am surprised he could push the hose into place if it was a tight enough fit to hold the Solenoid from moving. But there are many resourceful people out there.

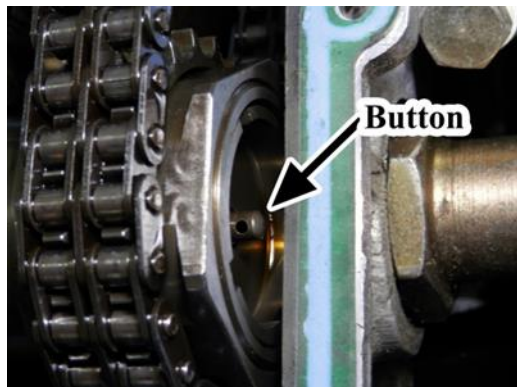
Repair steps:

1. Remove valve cover and take it to your bench.
2. From inside the cover, pull out the VVT plunger.
3. Remove three Allen head screws (5 mm Allen wrench) holding the Solenoid housing.
4. Remove the Solenoid housing from valve cover.
5. Remove one Allen head screw that holds a small plate to the valve cover.
6. Remove (or just rotate) the small plate to expose the O-ring.
7. Thoroughly clean oil from the 4 screw holes and interior area near these holes (prep for sealant to

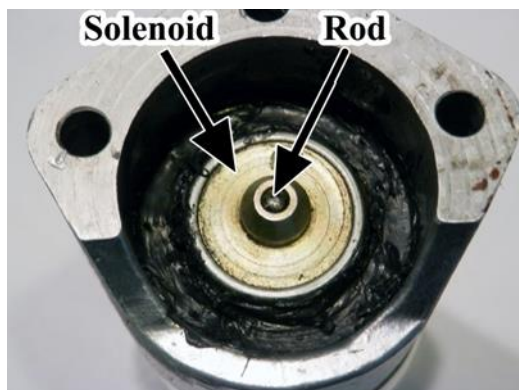
- prevent future oil migration down the screw threads.)
8. Replace O-ring and reinstall small plate and plunger. Add a thin smear of Black RTV to the threads to prevent future oil migration.
  9. Examine rubber bush surrounding Solenoid and decide which of above methods to follow.
  10. Reinstall Solenoid housing. Add a thin smear of Black RTV to the threads.



11. Test components:
  - a. Verify that the camshaft's activation button presses in and jumps back out smoothly (finger pressure).



- b. Connect 12 volts directly to Solenoid and verify rod jumps out and returns smoothly.



Problems with either probably means finding used replacement parts.

12. Install valve cover on engine.

Adjusting VVT Solenoid (Alfa Technical Bulletin 90.08)

1. Unlock the Solenoid's "34 mm lock ring nut" ... an adjustable (Crescent) wrench will work.
2. Screw Solenoid clockwise by hand until it stops (you are pushing the Plunger into the camshaft)
3. Using view hole, turn counterclockwise until the plunger stops following the Solenoid and a gap appears between Solenoid and Plunger
4. Screw Solenoid clockwise until it just touches Plunger
5. Lock ring nut (10 ft.-lbs. – don't overdo it)

The O-ring:

The O-ring is listed in "inches" instead of metric, because that size appeared closer to the original than what is generally available in metric sizes. It is available from McMaster-Carr as #2418T113 (package of 125) ..... but if you need one, I have 124 spares I will provide in exchange for stamped / self-addressed envelope.

Why "Soft" Buna-N Rubber?

"Soft" (Durometer 50A) provides a better seal in a low pressure situation. Buna-N (NBR) because it is motor oil tolerant.

Why didn't I just buy an O-ring at a local hardware store?

I wanted to be sure I was receiving Buna-N.

*Editor's note:*

*Carl is a long-time and seriously addicted Alfa Guy. He can be reached at [carl750@sandprairie.net](mailto:carl750@sandprairie.net)*



## Classifieds

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

### For Sale

**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)

**1974 GTV** - A two-owner car, owned for 25 years by club member Bill Siegfriedt. A well-maintained example in Azzuro LeMans, the car has been seen regularly at club events. Bill claims it to be in excellent and original condition and we believe him. He's asking a reasonable \$45,000. Contact Bill at 847-3285975 or [Siegfriedt2@comcast.net](mailto:Siegfriedt2@comcast.net).

**1974 GTV** project. Much of the heavy work done, but still needs finishing. In Edmond, OK. Contact Deke Roberts at 407-361-3277 or [deker0000@aol.com](mailto:deker0000@aol.com) for full information.



**Four Used Cromodora Wheels** for 72-74 Alfa Spider. Surface and finish would benefit from some reconditioning but otherwise ready for that rally! If desired, and strictly at my cost—no adder—I would be willing to get them E-Coated ready for paint

refinishing. Make me an offer!

Also, **Rear Bumper** for 1972-74 Spider. Make an offer.

James Huff, 514 Simon Drive, Hartford, WI 53027, [jphuff4@gmail.com](mailto:jphuff4@gmail.com)

### Wanted

Good used windshield for a 1967-1969 Alfa Spider (roundtail). Must be from an early Spider. Later windshields are different. Call Bob at 270-564-2821 or mail: [rabhalter@att.net](mailto:rabhalter@att.net)

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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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