

ALFANATIC



Hill Climb Cancelled

*Join Us in May 2021 for
Das Kurze Klausenrennen
New Glarus, Wisconsin*

Sadly, after thirty-one consecutive years of operation, AROC-Wisconsin was forced to cancel this year's New Glarus Hill Climb. We invite you to join us next year to continue the tradition.

The organizing committee has been busy making improvements, including a new online registration system and updated timing and scoring via cell phones that provide improved communication on the hill. They feel use of the phones will simplify event setup and improve safety on the climb.

Club members in good standing should have received an emailed invitation in early March. If you did not receive one, please let us know. As a reminder, the run is open to all four, eight, and straight six-cylinder Alfas, pre-WWII cars of any marque, and invited guests.



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Next Event? Who Knows?

In past months we've attempted to keep the events calendar updated. This month, not so much. The picture seems rather cloudy. The schedule for April includes staying home, avoiding other people, and washing one's hands a lot. Hopefully, May will be better. Unfortunately but understandably, the New Glarus Hill Climb has been cancelled, while John Ehle's Mother's Day weekend driving is still on the calendar. As of this writing, Road America is sticking to its schedule, meaning the SVRA Spring Vintage Festival is still on for May 17-19, at least at present. AROC-USA has rescheduled the "AROC Goes to Italy" trip until next year—a wise choice, considering.

Perhaps the next event you attend will be the one you plan for yourself and your family. Events Director Bob Ludwigson plans to take a day trip with his wife to someplace interesting, while member Tom Heinrich is laying out a September "Heinrich Brothers Rally." His preparations include some short outings to the scenic Western regions of the State to scout destinations and routes. 🍀

Join Us, But Keep Your Distance!

(Late-breaking news: John is now soliciting feedback on three options, the two discussed below and the third being postponement until fall.)

Club member John Ehle reports that he is still planning to run his annual Mother May I? Spring Tour. He has two outings planned—one a normal trip with the traditional stops and meals and, as a contingency, a "social distancing" run with no stops and a socially distanced picnic stop for lunch.

The run is presently scheduled for Saturday, May 9, starting in Bristol, Wisconsin. Plans for the "normal" run include a lunch stop in Palmyra and a special afternoon stop before heading east toward dinner in Oregon. The specifics of the "social distancing" trip are still to be determined.

This event is now a Spring standard, drawing a diverse group of cars. All are welcome, with a preference for sportscars and a special welcome for vintage sportscars.

To be added to the mailing list, drop a line to John at johnnehle@comcast.net. For more information, give him a call at (312) 213-4029. 🍀

2020 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

- May 1-2** ~~AROC-WI New Glarus Hill Climb~~ **Rescheduled to 2021**
May 10-20 ~~AROC Goes to Italy Tour~~ **Rescheduled to 2021**
May 17-19 SVRA Spring Vintage Festival, Road America
June 6 CAROC Lapping Day, Blackhawk Farms, Beloit. [CAROC](#) Caroc
June 12-14 Weathertech Chicago Region SCCA June Sprints, Road America
June 12-13 Fueled 2020 Motogearo Tour <http://www.motorgearo.com>
June 13-14 Le Mans 24 Hour Race
June 18-21 NTT Indycar Series Weekend, Road America
June 24 Tom and Pam Heinrich's Sportscar Solstice Howl at the Moon Garage Party
July 20-26 **AROC National Convention, Colorado Springs, Colorado**
July 23-26 Weathertech International Challenge, Road America
July 30 - August 2 IMSA Road Race Showcase, Road America
July 24-26 [Concours d'Elegance of America](#), Plymouth, Michigan
August 6-8 NASCAR Xfinity Series Henry 180, Trans Am, Stadium Trucks, Road America
August 9 **(T) AROC-WI 23d Annual ICAMS Show, Reina Intl. Auto. Brookfield, WI**
August 16 [Pebble Beach Concours D'Elegance](#), Pebble Beach, California
August 23 [Geneva Concours D'Elegance](#), Geneva, Illinois
August 20-30 World Challenge Sportscar Weekend, Road America
September 10-13 U.S. Vintage Grand Prix, with [Alfas at the Glen](#), Watkins Glen, NY
September 18-20 Ariens Art on Wheels VSCDA Vintage Weekend, Road America
October 9-11 SCCA National Championship Runoffs, Road America

New Sales Manager at International Alfa Romeo

By Bob Ludwigson



Anders at his desk

There is a new sales manager for Alfa Romeo and Maserati at International Autos, our local Alfa Romeo dealer. His name is Anders Hjertstedt, and I went to International on March 23 to interview him. When I arrived on Monday morning, he informed me that he had sold three cars on the previous Saturday and was busy completing the necessary paperwork.

With that completed, he began our interview by telling me that he had previously worked selling Saabs, Mercedes, and Porches at other dealers. He stated that he is excited to sell the Alfa and Maserati lines and is willing to try new things at International Autos to do that.

I explained what we do in our club and described the type of events we run. I showed him pictures from last fall's color tour and he was impressed to see the photo of Brian Brunkhorst's 8C2300, the same car shown in a large picture on the wall behind his desk.

I asked him how we in our club can be a help to him. He stated that he would like to have a presence at Fiesta Italiana (since cancelled) and maybe run some shows. I stated we would be willing to support him in these efforts.



The showroom at International

Lastly I provided him with copies of our flier, "Alfa Romeo Wants You!" I was impressed with his enthusiasm and wish him the very best in his new endeavor.

Postscript

A week after I visited Anders, I received an email from a fellow who had just purchased a new Stelvio, saw our flier at the dealer, and joined the club. I want to commend Anders for showing him the flier and also wish a warm welcome to our new member.



Alfa's First Quarter U.S. Sales Sag, Incentives Announced

On April 1, FCA USA released its sales figures for the first quarter, 2020. Sales were down 10% overall. Only Ram pickup trucks posted an advance of 7%. Sales of Alfa Romeos were down 14% from last year's first quarter. A total of 1,913 Stelvios were delivered, while 1,759 Giulias left the showrooms. Thirty-one 4Cs joined the mix.

In an accompanying release, FCA announced additional incentives, including 0% financing for up to 84 months with no payments for 90 days on select 2019 and 2020 models. And you can now buy your Alfa online using the new Online Retail Experience (ORE) via the Alfa Romeo website or from the websites of participating dealers.



Mialeтта? Giuliaтта?

From Barnfinds.com comes notice of a one-off (we hope) mashup of a Mazda Miata and some Giulia body parts listed on the [Inland Empire Craigslist](#). Beneath the bodywork lies a 100,000 mile 2000 Miata. The nose and tail have been modified to evoke elements of a Giulia Spider.



The ad states that the "car gets a lot of attention." Undoubtedly most of it is for all the wrong reasons. Miatas have the reputation of being fun and reliable sportscars. Giulias are classic and beautiful works of art. While there may be some miles left in the chassis, the creators of this Frankenstein's monster missed the mark on the artful side of things. It looks a bit like the poor car was saved from the crusher just before things got serious. There's no indication



whether the "styling" was done in fiberglass or metal. The S. Dakota Title is missing. You can have it on a Bill of Sale for only \$15,500, OBO. Call now!



This Unrestored 1932 Alfa Romeo P3 Tipo B Has Stories To Tell

Words and Photos by Kyle Smith, Hagerty.com
Posted March 23, 2020

So many classic and collector cars have interesting stories of how they survived over the years, but this 1932 Alfa Romeo P3 Tipo B has not just one, or two, but a handful of tales to tell from its 88 years of motoring. With ties to teams like Scuderia Ferrari, races like the Indianapolis 500 under its belt, and an owner who isn't afraid to drive the snot out of it today, could this be the most interesting car in the world?



The survival rate of race cars is typically pretty slim, especially when it comes to the early days of Grand Prix racing. In that era, Grand Prix cars were being modified season to season, and in some cases between individual races. A crash would likely damage them beyond repair, and the usable parts were picked from the wrecked chassis to build a new car. A pre-war racing survivor can illustrate evidence of these fascinating changes.

That's only part of why this Alfa Romeo caught my eye at the [Amelia Island Concours](#) earlier this month. The car had a careful patina about it that drew me in; I became curious about its story behind the artful wear that gave the car its charming character. Luckily, the Alfa's owner is just as compelling.

"It is proper fast," said Jennie Taylor, with a British accent that fit perfectly with her headscarf and sunglasses. "Third gear is like a final trick."



Which is to say the car is quick, even by today's standards. The 2.6-liter straight-eight under the long hood is pressure-fed by twin Roots-style superchargers. A three-speed gearbox backs the powerful mill, controlled by an oddly shaped shifter in the sparse solo cockpit. There's not much room for comfort, but one interesting quirk Jennie noted about the Alfa was that the original build included a request for a higher seat; the first owner did not want to be tucked way down inside the cabin.



That original order came from Scuderia Ferrari, when the storied team was still acting as the Alfa factory racing effort. This P3 was a winner thanks to its combination of great drivers and brilliant engineering. In 1932 it swept the Grand Prix races in Italy, France, and Germany. Its winning record attracted the attention of Spanish Count José Padierna de Villapadierna, a motorsport enthusiast who came into a fortune at the young age of 19. He *had* to have the car, and when presented with the opportunity he did everything he could to make that happen.



Jennie told me a story of how the Count stole a handful of jewels from his aunt and dumped them for the quick cash to buy the Alfa, which was located in Italy at the time. On his way back across the border into Spain, he was arrested and the P3 confiscated. When his aunt learned that José was the culprit, she bailed him out—and gave him the car.

After that fiasco, Count Villapadierna went on to only lukewarm racing success. Apparently he hoped he could buy the top spot on the podium, but even the great Alfa could not get him there.

He sold the car and the historic race car came stateside for the first time, where it continued to compete.

On our shores the P3 dove into oval racing, rather than the road circuits of Europe. The car raced in the 1939 Indianapolis 500, driven by Lou Tomei where it qualified 30th but finished 15th. It was then sold to a Los Angeles businessman named Don Lee. In 1945, technicians from the Don Lee Broadcasting Corporation fitted the racer with a car-to-pit radio system, making it one of the first cars to utilize that technology. The 1946 Indy 500 saw the car qualify better, at ninth place, but it finished in the same 15th position in the race. Records show the car ran the 1947 race as well but succumbed to an axle failure at 119 laps.



It took Jennie's husband Hugh years of bugging the previous owner before the couple could purchase the car. That was 18 years ago, by Jennie's estimation. Now the Alfa is still put to work on a regular basis, as she now [runs it in the annual Goodwood Festival of Speed](#). Regardless of the value and history of the car, she refuses to stop using it as intended or put it into hiding.

"It is just a shame to put them away, that is not where [cars like this] belong," Jennie told me. Especially after hearing that super-charged-eight at full howl, we can confirm she's absolutely correct. Cars were made for driving, and that is what they do best. I tip my hat to you, Jennie. To anyone who's apprehensive about driving their car and enjoying it, remember that there's a 1934 Alfa Romeo P3 out there with an owner not afraid to let hers rip.



A stablemate of the above P3, chassis 50006, sold at RM Sotheby's Retromobile auction in Paris, February 8, 2017. The sale price was \$4,180,680.



Cad Plating Resource for Restorers

By Carl Davis

While there is still a reasonable supply of chrome plating vendors, it has been very difficult to find CAD plating vendors for many years. I found an excellent supplier in the small city of Fond Du Lac, Wisconsin. I just had all the pieces from my 750 Sprint plated at a reasonable price with excellent results. Note that he does have a minimum charge of \$200, but I did all the CAD items on a Sprint and a few extras for a little over \$300.

Fortunately, I read the information on their web site and wire brushed (some sandpaper) the items instead of bead blasting. They state that bead blasting leads to a dull finish instead of a shiny finish. That is what happened 10 years ago when I last had CAD plating completed. You can ship parts to them or visit as I did. It is a family business. I met Mom, Dad (Mike), daughter, and son when I was there. Very nice people.

Electro-Plating (Mike Wagner President – and car hobbyist)
430 Arlington Ave.
P.O. Box 108
Fond Du Lac, WI 54936-0108
920-922-4250
www.electro-plating.com

Giulietta Guru Carl Davis can be reached at carl750@sandprairie.net



2010 TZ3 Stradale Zagato Offered at Auction



Photo: Darrin Schnabel © 2019 Courtesy of RM Sotheby's

The TZ3 was a collaboration between Alfa Romeo and Zagato to commemorate Alfa's 100th anniversary in 2010. The Dodge Viper provided the running gear and the design was by Japanese designer Norihiko Harada. The styling was inspired by the original TZ1 and TZ2 race cars of the sixties and was crafted in carbon fiber.

Nine cars were produced, this being the sixth in the series. They were sold directly to individual collectors, were made to order, and cost in excess of \$1 million. This car was ordered by the con-signor and is part of the Elkhart Collection. It has been driven only 201 miles since new. The TZ3 will be sold at no reserve.

The Elkhart Collection sale is scheduled for ~~May 1-2~~ (now re-scheduled to 23-24 October) in Elkhart, Indiana.



Alfaholics Produces Carbon Fiber Body Shell

British supplier [Alfaholics](#) is to the Alfa Giulia as Singer is to the Porsche 911. It has produced some seriously cool GTA-R coupes based on the Sprint GT, and has also produced Spider and Sedan variations on the same theme, as well as a custom Junior Z built for F1 designer Gordon Murray. The formula typically involves fitting an upgraded 2.0 Twinspark engine with electronic ignition and injection into a chassis fortified with Alfaholics' well-developed lightweight suspension and brake kits.

The conversions are so popular that the company is chronically backlogged. When FCA Head of Design and Alfisto Ralph Gilles procured his, he skipped the line by ordering up the parts and having the work done in Detroit.

The latest from the company is a complete Carbon Fiber body shell for the stepnose Sprint GTV. Dubbed the GTA R-300, it is said to save 154 lbs. over the previous design.



According to [Petrolicious.com](#), only 20 copies of the body package will be available, so you stand an excellent chance of being the only kid on your block to own one. Add some of Alfaholics titanium suspension pieces and bolt in a smoking drivetrain and you'll be the hit of the next track day.

Cost? Well, if you have to ask... Alfaholics' fully modded projects can price out north of \$300,000, according to Petrolicious, so work up from there. 🍀

Stuck at Home? Here Are Some Ideas.

Online retailers are making the most of our current situation. My inbox is littered with sale notices from a variety of sources. One I saved is from Burbank's [Autobooks-Aerobooks.com](#). They are the go-to source for automotive books of all types. Search for *Alfa* and you'll find titles that are hard to find on Amazon or eBay, like the comprehensive but pricey series by Patrick Dasse covering the 105 series cars, and the 1900 compendium by H. Jurgen Dohren.

One of their recent offerings is *Faster: How a Jewish Driver, an American Heiress, and a Legendary Car Beat Hitler's Best*, by Neal Bascomb. The author recounts the story of Renee Dreyfus and the Delahaye Grand Prix Car. The book was recently favorably reviewed in the *Wall Street Journal*.

On the video streaming front, Hagerty Drivers Club members get a free year of *Motor Trend TV* with their memberships. For fans of Formula 1, F1.com is streaming videos of past races on its Facebook and Youtube channels.

Club member David Ziglin recommends that Netflix subscribers search for *A Life of Speed*, a documentary about Juan Miguel Fangio. Also look for *Formula 1: Drive to Survive*, another well-reviewed series.

HBO subscribers should look for *My Brilliant Friend*. It's based on a series of eponymous novels following the relationship of two girls growing up in postwar Naples in the early to mid-fifties.

While the storyline itself is quite interesting, watch it for the cars. Here a Fiat 1100 sedan, there a Giulietta Berlina, Lancia here, Fiat Spider there—oops there goes a VW Beetle, a brace of Vespas, and a few Fiat 500s. The street scenes, actually the settings as a whole, are a feast for the eyes. I think the producers must have corralled every vintage car and truck in Italy.

Students of Italian also have an excuse to watch this series, as it's in Italian and Neapolitan dialect, with subtitles in English. You'll need a scorecard to follow the various families and interrelationships, but the characters are well cast and the story is mostly compelling.

The series is in its second season. We watched the first season on Amazon Prime and are now waiting for future episodes. 🍀

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Classifieds

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

Wanted

Your free classified ads! Let us know.

For Sale

1991 Alfa Romeo Spider with a ZF auto trans,\$8,000. I bought it 3 years ago and put \$12,000 into it as a keeper but health and flexibility prevent me getting in and out. Mechanically good but paint not the best. Located in Green Bay. Call (920) 362-7663 Romeo Raabe.



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

Ray Petry writes: I have a huge pile of **Alfa Romeo literature** that I move from house to house and I think it is time I shared it with another enthusiast. It includes a metal dealer sign (reproduction) (sold), an Indy car poster from the Alfa power plant years, many copies of

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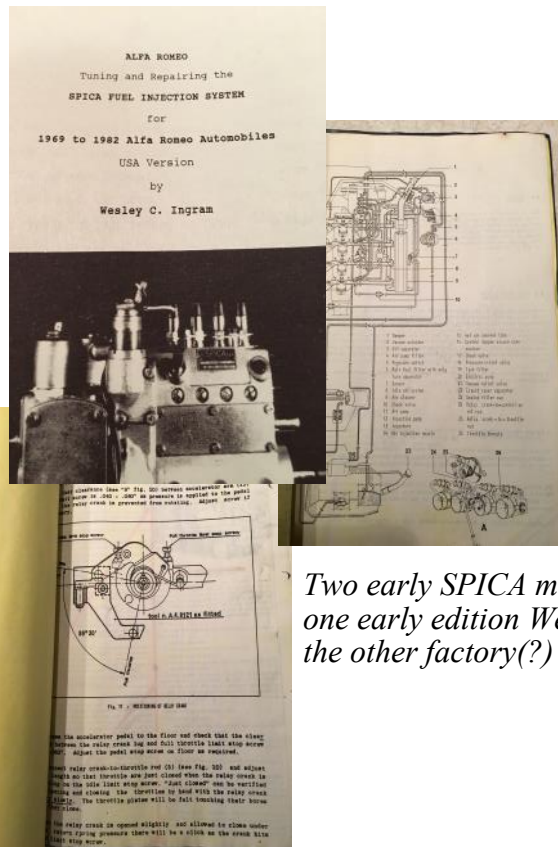
the *Alfa Owner* from the 1990s, some copies of *Quadrifoglio*, some parts catalogs, a SPICA fuel injection manual, some Alfa books, and the special 60th anniversary Pininfarina book. I was hoping to sell them as a single lot but may consider breaking it up. See the photos, below.

There are more items available. Please inquire. Prices negotiable, especially for the entire lot. Local pickup preferred but can ship if necessary. Alternately can meet in Milwaukee, Racine, Kenosha area. Contact Ray at flhwelder@gmail.com



Several copies of the *Performance Quarterly*, published by Alfa Ricambi. Offers accepted.

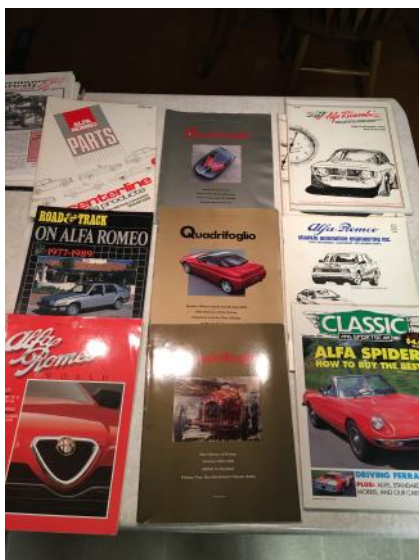
Alfa Indy Car race poster in great condition but with junk frame, \$25.00



Two early SPICA manuals, one early edition Wes Ingram, the other factory(?) \$50 each



Alfa Owner, 24 issues, 1991-1993 \$5/copy, \$120/lot



Three copies of the Quadrifoglio, Alfa's U.S. house organ, \$30 for the lot

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

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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 and share with your fellow Alfisti.

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