

ALFANATIC



Next Event

Das Kurze Klausenrennen

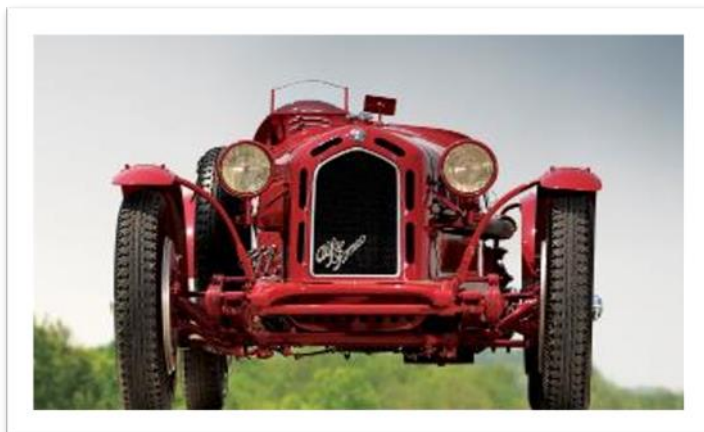
New Glarus

April 30 - May 1

Plans are moving full speed ahead for this year's running of Das Kurze Klausenrennen, aka, the New Glarus Hill Climb, AROC-Wisconsin's premier event. A healthy turnout is expected, with 19 registrations already received and another 10 promised to be on the way.

We are, of course, monitoring the Covid situation and will be in compliance with all applicable health directives, but with the increasing rate of vaccinations, we are encouraged that the event can be held as scheduled.

Members should have received their emailed invitations on or about March 1. Don't hesitate to register and send your check. Refunds will be available if the event has to be cancelled. If you didn't see your invitation, first check your spam folder, then contact Kevin Caulfield at 612-702-8520 or kevincaulfield@arc-mn.com. Interested non-members with eligible cars (four, eight, and straight-six cylinder Alfas or pre WWII cars) are invited to contact Kevin to discuss entering as a guest.



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Join John Ehle’s Tour, Saturday, May 8

You got your car out of storage, tuned up, and running for the Hill Climb, now what? You need to keep on driving it! On Saturday, May 8, you can join John’s, “Mother, We’re Not Quite There Yet” Spring Tour. This year’s version of Ehle’s popular and engaging Mother’s Day weekend tours will remain socially distanced to respect the current situation. John found it difficult to book the still capacity-limited restaurants and large gatherings are still discouraged. Group activities will be limited to the great outdoors, with a lunch stop planned at the green in beautiful downtown Lake Mills, where you may lay out your own picnic or visit one of the local establishments for sit-down (as available) or carry-out.

Plans include a morning departure from the Lake Geneva area, a lunch stop in Lake Mills, a run further north curling around Madison, and ending with a return trip south, skirting Madison to the west.

The tour is open to all roadworthy vehicles. Run what ya’ brung, but vintage sports cars are preferred. There is no charge to participate. Lunch and incidentals are your responsibility.

Email John at johnehle@comcast.net to be added to his mailing list. 🍀



Start of 2017 Drive

2021 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

April 30-May 2	AROC-WI New Glarus Hill Climb
Dates TBD	Chicago Auto Show, McCormick Place
May 8	John Ehle’s “Mother May I?” Spring Tour
May 5-9	Greater Milwaukee International Car and Truck Show, State Fair Park
May 14-16	SVRA Vintage Festival Weekend, Road America
May 22-23	Amelia Island Concours d’Elegance , Amelia Island, FL
June 4-6	WeatherTech Chicago Region SCCA June Sprints, Road America
June 17-20	Indy Car Series Rev Group Grand Prix presented by AMR, Road America
June 18-20	VSCDA Blackhawk Classic XXIX , Blackhawk Farms, South Beloit, IL
June 23	The Heinrichs’ Sportscar Solstice Howl at the Moon Garage Party
July 1-4	NASCAR Cup Series, Road America
July 9-10	Millers at Milwaukee , (vintage Indy Cars), State Fair Park
July 15-18	WeatherTech International Challenge with Brian Redman, Road America
July 23-25	Concours d’Elegance of America , Plymouth, Michigan
August 5-8	IMSA Sportscar Weekend, Road America
August 8 (t)	AROC-WI 23d Annual ICAMS Show, Reina Intl. Auto. Brookfield, WI
August 13-15	VSCDA Vintage Grand Prix Au Grattan XXXIV, Grattan Raceway, Belding, MI
August 15	Pebble Beach Concours D’Elegance , Pebble Beach, California
August 21-22	Le Mans 24 Hour Race, Le Mans, France
August 22	Geneva Concours D’Elegance , Geneva, Illinois
August 27-29	World Challenge (Sportscars), Road America
September 7-12	AROC National Convention, Colorado Springs, Colorado
September 17-19	Ariens Art on Wheels Vintage Weekend, Road America
Sept 30-Oct 3	American Speed Festival , M1 Concourse, Pontiac, Michigan
October 1-13	AROC Goes to Italy Tour information at AROC-USA.ORG
October 21-25	AROC Goes to the U.S. Grand Prix Tour information at AROC-USA.ORG
2022	
January 14-17	AROC Winter Retreat Palm Desert, California
May 8-18	AROC Goes to Italy Tour

Alfa Romeo Racing Looking Good (Well, Better) for the 2021 F1 Season

Below is Team's take on its performance at the opening round, March 28 in Bahrain. From Stellantis.



11th and 12th are probably the cruellest positions in Formula One – just outside the

points. To be tantalizingly close to the top ten but still to miss out hurts, but we can take pride in the way we raced tonight. On an evening with only two retirements, we held our own in the midfield, fighting as equals and demonstrating we have made a big leap forward in performance compared to the last time we raced here in Sakhir.

Kimi and Antonio kept their noses clean at the start, running in the points for big swathes of the race as the different strategies played out across the board. In the end, there was no reward, but the result – and, most importantly, the way it was obtained – can give us reasons to be optimistic for the future.

The gaps are close and marginal improvements can catapult us right into the top ten: the fight is on, starting in Imola in three weeks' time.

My Take

Racing teams are always ever-hopeful and one race performance doesn't indicate a trend, but Alfa Romeo Racing did look good for this opening race. So did most of the other teams. Williams no longer runs absolutely last. That "honor" appears to have been assumed by Haas. While Latifi was a DNF, Russell finished 14th, third from last among the finishers. Not having good days were veterans Vettel (15th), with the rebranded Aston Martin team, and Alonso (DNF) with the also rebranded Alpine team.

The story of the day was the Hamilton/Verstappen battle. It appears that Red Bull may have the juice to challenge Mercedes this year, although the Silver Arrows outplayed them this time. Perhaps Perez will get up to speed in his new seat and provide some assistance next round. 🍀

Kimi and Antonio Mix It Up With the New GTAm



According to Alfa Romeo Italy, Alfa Romeo Racing's F1 pilots Kimi Raikkonen and Antonio Giovinazzi were involved in the development of the new Giulia GTA and GTAm. Sauber Engineering also played a part in the prototyping and development of the various carbon fiber aerodynamic elements. Wind tunnel testing at Sauber's plant was involved in the development of the splitters, bumpers, skirts, and the GTAm's rear wing.

The drivers were involved in a test program at Alfa's Balocco test facility and made a publicity video, visible [here](#).

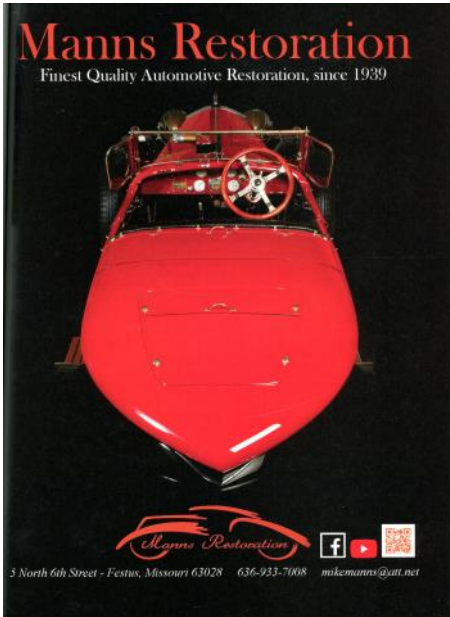


Tychy, Poland, Fiat Plant Marks 2.5 Million 500s

On March 22, Stellantis announced the production of the 2,500,000th Fiat 500, a 500d model headed for France. The 500d is a "mild hybrid" first introduced in 2020. It employs a 70 hp power plant in hybrid configuration. According to Stellantis, in 2020 the 500 series enjoyed a 17.7% share of the European city car segment. In the U.S., the only 500 model still sold is the 500x subcompact SUV. Reaching back to 1957 and the launch of the original 500 series, Fiat has sold more than 6.7 million 500-branded units. 🍀

Boat Tails and Cuttlefish Bones

By Bob Abhalter



Club member David Ziglin emailed recently, reacting to an ad he'd seen in the latest *Sports Car Market*. The net of his observation was, "Why Boat Tail?" And what about Osso Di Seppia?

It's interesting what one comes up with from an internet search. As a car guy, my expectation was that the first hit when

Googling "Boat Tail" would refer to cars of the '20s and '30s which popularized tapered rear designs reminiscent of sailboats of the period. I didn't expect the to find the primary reference to be about munitions design.



Boat-(l) and flat-tail bullets

allowed greater velocity and improved accuracy. It's a feature of some ammunition even today and a preferred type for target shooting.

It seems that French Lieutenant Colonel Desaleux perfected the boat tail projectile as an improvement on the pointed spitzer bullet around the turn of the past century. The tapered tail



The Boat Tailed Grackle

Digging deeper, the term boat tail has been used for very many objects featuring a tapered rear end, including birds, Harley motorcycles, semi truck aero devices, and, of course, Alfas.

The Giulia Spider, introduced in 1966, has had several nicknames, starting with *Duetto* and including round tail, boat tail, and, in Italy, *Coda Lunga* (long tail) and *Osso di Seppia*.

It's easy to understand how "round tail" and "boat tail" came to be descriptive of the Series 1 Spider. The terms differentiated the original design from the Series 2 car with its lopped off and squared up tail.

But why *Osso di Seppia*?

When it was first applied, the term was not a complement. The rounded shape of the Giulia departed dramatically from the classic lines of the Giulietta and was not universally well received. The comparison with the shape of a cuttlefish bone was not a positive reference.



Bonhams sold this Spider Junior for \$51,330 in March at its Paris Auction.



A Cuttlefish (Sepia)

Although my first exposure to cuttlefish bone was hanging one in the cage of my parakeet as a youth, the marine mollusk it comes from is a regular feature in Mediterranean diets, right along

with their Cephalopod relations, the squid and octopus. The *Seppia*'s "bone" is actually a unique internal shell. It is porous and used by the animal to control its buoyancy.



When dried and ground, cuttle bone, rich in calcium carbonate (aragonite), was used by artisans as a gold polish. It's a popular diversion for birds kept in captivity. It's a source of calcium and its rough surface keeps their beaks groomed and jaws strong.

Anyway, it was easy for Italian Alfisti to make the connection between the rounded shape of the cuttlebone and the rounded shape of the *Duetto*. The "Osso" moniker was not just about the rounded tail. In plan view the gentle curve of the *Duetto*'s sides is apparent. Viewed head-on, the profile of the flanks tuck in both above and below the Spider's waistline. From every aspect, the shape of the Spider exhibits curves which are easy to imagine as organic in origin — like a cuttlebone. As time progressed the design grew on people. What started out as a snarky term of derision became a term of affection. 🍀

GTVs Back on the Rise?

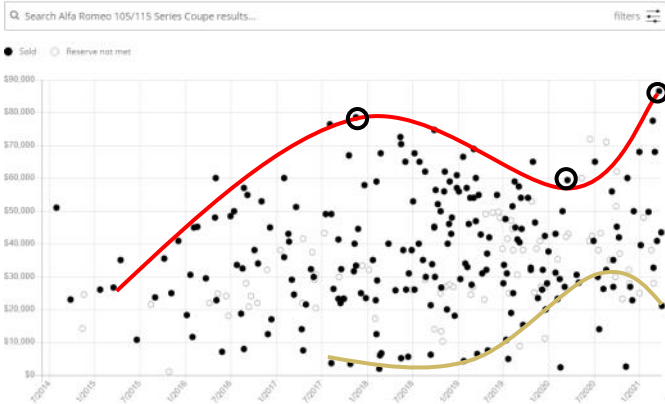
By Bob Abhalter



The 1974 GTV, pictured here and below, sold on BringaTrailer.com (BaT), March 21, 2021, for \$86,500, setting the highest selling price to date for a 105 or 115 series Alfa GT on BaT. This is a spectacular result for a GTV, especially a non-stock car.

According to the auction write-up, every part of the car was touched. It received bare-metal respray, engine and transmission were rebuilt, and a healthy dose of Alfaholics handling and appearance parts were bolted on. The result was a car unlike one that Alfa ever produced but one that should make its new owner very happy.

Some months ago, I reported that I thought the market for GTVs, at least those offered on BaT, had peaked in the summer of 2017. Then, a pristine 1969 coupe brought \$78,500, still the second-highest BaT sale price. Over the following months the price trend for the cars softened considerably. (See graph, below.) Last March, a decent 1973 GTV sold for \$59,500, the low point



BaT Sales of 105 and 115 Coupes 2014-Present. The circles, reading left to right, represent the previous high sale, the March 2020 low point, and the present high sale. The lower yellow line traces the price trend in project cars. Chart Source: BaT, with edits by author.

of the curve. Since then, prices for the best cars have taken off. Interestingly, but predictably, prices paid for project cars and cars with needs have followed a similar trend. (See the lower curve on the graph.) What might have been a sub-\$10,000 car in 2017

is now a \$20,000 to \$30,000 prospect.

Hagerty.com valuations would seem to support the same trends seen on BaT. The website gives the following values for a 1974 GTV:

- Condition #1: \$114,000
- Condition #2: \$ 71,200
- Condition #3: \$ 38,800
- Condition #4: \$ 21,300

Now, I've never seen a GTV sell for over \$100,000, but how long will it be before that happens? Considering the expense required to restore and maintain our 50-year-old gems, I don't think it will be all that long.

Is that a good thing? I guess it depends on your perspective. From time to time, I get emails from members commenting on auction results. An AROC member from Texas viewed the sale of the subject GTV as a sure sign of the coming apocalypse. He sees the rising sales prices as putting these cars out of the hands of "regular" enthusiast Alfisti and into the hands of would-be automotive investors, some of whom don't even know how to work a manual transmission. He is afraid that many of these gems will disappear behind garage doors, never again to be seen at an Alfa event, mothballed until the next high-dollar auction.

My reaction was more sanguine. Good GTVs are hard to find and scarcity in the face of demand drives prices. I feel it's a good thing that enthusiasts are discovering "our" cars. I hear from serious car guys on the hunt for cars they can enjoy — like the New England AROC member who drives a new Giulia Quadrifoglio and is a potential buyer of a well-fettled original GTV to drive to events and another to turn into a full-on track day car. He doesn't consider his cars as monetary investments. His return on investment is purely psychic.

Some more senior club members, including perhaps my correspondent from Texas, need to be reminded that our collectible Alfas can no longer be found on used car lots for a couple of grand. My first Alfa Spider, a used red '64 Giulia, was my daily driver for several years. That same car now, if I still owned it, would be under a car cover and brought out on weekends. Times have changed, and owning a collectible Alfa is by definition an indulgence, a luxury. If we want to play, we need to ante up.



What Happened to the Giulietta Spider from The Day of the Jackal?

From ClubAlfa.it, edited.

by Natale Li Vecchi 04/01/2021, 23:34



In 1973, *The Day Of The Jackal* was released. The film was an adaptation of a popular Frederick Forsyth novel of the same name. Considered by many to be one of the best spy movies to hit theaters, the political thriller wasn't really a car enthusiast's dream. However, director Fred Zinnemann spared no expense, using several period vehicles in the feature. No fewer than 63 vehicles were used in the film.

The Plot

The film focuses on the story of the protagonist, actor Edward Fox, who plays the Jackal, a contract assassin whose next target is French President Charles De Gaulle. Armed with a \$500,000 bounty, The Jackal employs a white Giulietta Spider to implement a plan to eliminate the French president. However, the French authorities get wind of his mission. Instead of panicking, the killer adapts and abandons the Alfa to complete the task.

Before abandoning the Giulietta, the Jackal faces death when a Peugeot 403 heads straight for him. In an unsuccessful attempt to avoid the crash, he leaves the road, destroying the Giulietta against a tree.



The Cars

It is clear that more than one Spider was used in the filming, and it's not easy to try to trace what happened to the cars after the filming.

The film did provide a very interesting insight into the cars of the time. Many of the cars on the set dated back to the Sixties, starting with the Giulietta and including a 1963 Citroen DS used to chauffeur Charles De Gaulle.

The Plot, Continued

In the film, the Jackal buys the Spider on the pretext of touring Italy for a couple of weeks. The symphonic sound of the DOHC 1300 resonates under the hood of the white Giulietta Spider as it traverses the city. The choice of the Giulietta is no coincidence. The Jackal specifically chose a Giulietta to smuggle the weapon past the customs office, hiding it inside the dual exhaust of the Spider. After parking the vehicle away from prying eyes, he subjects it to some intense welding, cutting into the exhaust in a move that many car enthusiasts would have considered sheer sacrilege. He then wraps the gun and hides it in half of the dual exhaust pipe.



As he crosses into France, the authorities are alerted to his presence and began to track him down. He takes the number plates from a 1959 Peugeot 203 parked along the road, and installs them on his Giulietta. Moments later, in a scene that can only happen in the movies, the Jackal attaches a sprayer to his car's battery and repaints the car in royal blue! The now blue Spider is then demolished after hitting the tree in the crash scene. This marks the end for the Giulietta. When a policeman encounters the Spider, an intense inspection ensues.

This is the sequence that leads us to the conclusion that there must have been more than one Alfa Romeo Giulietta used to shoot the film. The hypothesis is that three were probably used: one blue and two white.

Where Are They Now?

The auction value of a 1961 Giulietta Spider is currently over \$40,000. A car with significant film history would likely do even better. A conservative estimate would likely be in excess of \$55,000. Unfortunately, no one seems to have offered a Giulietta linked to *The Day Of The Jackal* for auction. While signed copies of the novel are scattered among Internet auction houses, the vehicles of the film adaptation do not appear to have enjoyed the same treatment.

In fact, no one seems to have seen these cars after production ended. One theory for their absence is that the vehicles purchased for the film were not considered worth saving and discarded after the production finished. They may have been left to rot in some non-descript lot, or it's possible that, given the modifications the Giuliettas underwent during filming, they could have simply been scrapped. No one seems to know.



Go [here](#) for a YouTube clip featuring the Giulietta in scenes from the movie. There are plenty more where this one came from. Just search for *Day of the Jackal* on YouTube. 🍀

Alfa Romeo U.S. Sales Increase 25% in First Quarter

On April 1, Stellantis released its first quarter sales figures. U.S. sales for all brands were up 5% overall. Sales of Alfa Romeo were up by 25%. This is certainly good news for the brand.

	Q1 2021	Q1 2020	YTD vs 2020
Giulia	2,065	1,759	17%
Stelvio	2,557	1,913	34%
4C	24	31	-23%
Total	4,646	3,703	-26%

Bondurant Driving School Renamed Radford

The New Company Has an Alfa in Its Past

In Mid-March a news release announced a change of name for the venerable Chandler, Arizona, Bondurant school to The Radford Racing School. Most commenters thought this was a daffy move. Bob Bondurant is an iconic name in racing and his 50-year-old school has trained some of the best. Why would the new owners pursue such a change?

The principals in the new organization include 2009 F1 champion Jensen Button, ex-*Wheeler Dealer* presenter Ant Anstead, and designer Mark Stubbs. All three are British expatriates now located in Los Angeles. Along with their business advisor, lawyer Roger Behle, they acquired the Driving School along with the rights to the Radford name, shortened from Harold Radford & Company, until recently a dormant 75-year-old British coachbuilding company.

Back in the day, Radford was known for producing bespoke coachwork for Rolls, Bentley, and other high end autos, as well as customized Minis for the likes of the Beatles and Peter Sellars. In its current incarnation, The reconstituted Radford plans to develop contemporary luxury autos for discerning customers using components sourced from major manufacturers. I think we've heard this story before. We wish them well.



The Alfa connection relates to work Radford did in the sixties (above) — proof that it's virtually impossible to improve on the original Giugiaro design. Perhaps a half-dozen Radford Sprint GTs were produced to customer order, some reportedly used a GTA as the platform. The horror!

Besides the jaw-dropping front end treatment, the cars featured special colors, a full leather interior, "Cleopatra couch" rear seating, power windows, wire wheels, and extra sound proofing. We hope the new Radford applies more constraint to its designs than the old one did back then. 🍀

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

Vintage Alfa Romeo Dealer Sign



This sign is 5 feet in diameter and in very good shape. There are 2 small cracks that can be repaired and the color is excellent. We had this sign mounted in our shop (Steve's British Connection) on a large pole for years. It

currently is not lighting up but it should be an easy fix. Selling because we closed our shop. The sign is located in Lake Geneva. We prefer to sell the sign to someone who can come and see it in person and take it. We're trying not to have to ship it. I have more photos I can send direct. Asking \$3,500. Feel free to call 630-553-9023 or email sbcinc@aol.com Thank you.

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

Links to Like

Not an Alfa, but an amazing piece of engineering: Watch and listen as a 16-cylinder BRM F1 engine is powered up. Amazing! <https://petrolicious.com/articles/this-is-what-it-looks-and-sounds-like-when-brm-fires-up-its-supercharged-v16-inside-an-old-english-shed>.

Another Petrolicious link, this one an article with photos on [Pininfarina's take on the 33 Stradale](#).

Thanks to Pat Gaitens for these links.

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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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