

ALFANATIC



Alfas at Road America

Gary Schommer captured these cars at the recent WeatherTech® International Challenge with Brian Redmond.
For more photos, see page 3.



AROC-WI member Rob Cowen of Mequon fielded his 1972 GTV in GTAm trim.



Filippo Reina piloted his 1984 GTV6, sans rear hatch in this photo.



Those on last October's fall tour got up close to this Tipo 33/3 at Wolf Motorsport in Elkhart Lake. It was entered by Curt Leaverton of Urbondale, Iowa.



Parked among the spectator's cars was this nice looking Giulietta.



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Event Report: Sports Car Social Distancing Party at Lift Inc.

By Bob Ludwigson

On July 29, the Heinrichs hosted their annual sports car party at Lift Incorporated. In previous years, the party was held on the Wednesday closest to the summer solstice, but was delayed this year due to the Covid 19 virus.

As expected, participation was light. However, nine cars and approximately 18 people did show up. Our club was represented by Gary Schommer, Randy Swanson, your reporter, and of course Tom Heinrich. In addition, a couple of British car enthusiasts showed up with very nice Austin Healeys. Tom also brought out his selection of British cars, and as Pam Heinrich remarked to me, "I didn't know we owned so many British cars!"

In spite of the uncertainty of holding any kind of social event at this time, it was good to see people out enjoying each other's company. 🍀



Alfas on display



Guests practicing Social Distancing?

*British cars taking over.
(All Photos by Bob Ludwigson)*



2020-21 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

August 6-8	NASCAR Xfinity Series Henry 180, Trans Am, Stadium Trucks, Road America
August 9	Emirates 70th Anniversary Grand Prix, Silverstone, U.K.
August 16	GP Spain, Barcelona
August 28-30	World Challenge Sportscar Weekend, Road America
August 30	GP Belgium, Spa Francorchamps
September 6	GP Italy, Monza
September 10-13	U.S. Vintage Grand Prix, with Alfas at the Glen , Watkins Glen, NY (No Spectators)
September 18-20	Ariens Art on Wheels VSCDA Vintage Weekend, Road America
September 19-20	Le Mans 24 Hour Race
October 9-11	SCCA National Championship Runoffs, Road America
October 22-26	AROC Goes to the U.S. Grand Prix, Austin, Texas (Canceled)
May 7-8, 2021 (t)	AROC-WI New Glarus Hill Climb
May 9-19, 2021	AROC Goes to Italy Tour
July 18-25, 2021	AROC National Convention, Colorado Springs, Colorado
July 23-25, 2021	Concours d'Elegance of America , Plymouth, Michigan
August 8 (T)	AROC-WI 23d Annual ICAMS Show, Reina Intl. Auto. Brookfield, WI
August 15, 2021	Pebble Beach Concours D'Elegance , Pebble Beach, California
August 22, 2021	Geneva Concours D'Elegance , Geneva, Illinois

More Photos from the July Road America Historic Races



This Series 2 Spider must have been a late entry. No owner information was available.



This 1965 Giulia Spider was entered by Russell McMillan of Orlando, Florida.



Allan Thom of Burr Ridge, Illinois, entered this 1965 TI Super.



This 1989 Stradale SSZ was entered as an Alfa Romeo. Apparently a "series 2" car, this Tom Zat creation was inspired by the Sprint Speciale and was quite potent in club racing back in the day. Douglas Rippe of Buffalo, Minnesota entered this one. It was awarded best race car at the concours.

Remembering Mark Thompson



The late AROC-WI club member Mark Thompson is remembered by this memorial brick, located across from the Road America paddock shop. We lost Mark a year ago this month.

More Vintage Racing Coming Up

The Arians Art on Wheels VSCDA Vintage Weekend is your last chance this year to see vintage racing at Road America. The September 18-20 event promises more interesting competition with perhaps fewer spectators. If you can brave the typically fickle Road America weather—some rain over the weekend is practically guaranteed—you'll have a good time.

SCCA Runoffs Return

Speaking of chancy weather, how about Elkhart Lake in October? The SCCA runoffs return to Road America October 9-11. The climate will be either wonderful or miserable (or both), but the racing should be great—think a mega-version of the June Sprints, only in the fall. 🍀

Glen & Lynn Hanke Celebrate 25 Years of AROC Membership

From AROC-WI past president Gary Schommer:

Congratulations to Glenn & Lynn on your 25 years of Alfa Romeo Owners Club membership. Your names were announced as 25 year members in the recent AROC-USA Virtual Convention. If you have not already received it, you can expect to receive your 25 year membership certificate from AROC-USA. We are glad you are part of AROC-WI. 🍀

Welcome to Our New Members

A warm welcome to our newest members. Those listed below have all joined within the past year.

Troy Chamberlin, St. Croix Falls WI, joined June '20
Frank Fortuna, Mount Prospect IL, April '20
Rick Fuhry, Milwaukee WI, April '20
Thad Gabron, Brookfield WI, October '19
Jerry Green, Hartford WI, August '19
Garrett Hartzog, Oconomowoc WI, March '20
Timothy Kelly, Lake Geneva WI, December '19
John McFadden, Appleton WI, April '20
John Sesini, Milwaukee WI, June '20
Chris & Heather Stuedemann, Oshkosh WI, July '20
Ryan Wubben, Middleton WI, December '19

Our newest members are predominantly the owners of newer Alfas, including a 4C, two Giulia Quadrifoglios, a Stelvio Quad, three Stelvios, and a Giulia TI. It's great to see this level of interest in the marque. Again, welcome. 🍀

Bring a Trailer Sold to Hearst Autos



On June 26, Bring a Trailer announced the sale of the popular auction site to Hearst Autos, owners of *Road & Track*, *Car and Driver*, and *Autoweek*, for an undisclosed sum. Initially established in 2007 as an automotive enthusiast site commenting on cars listed for sale, founders Randy Nonnenberg and Gentry Underwood saw an opportunity to monetize their enthusi-

asm by launching an online auction platform, which debuted in 2014.

The enormously popular auction site had sales of \$213 million last year, averaging 300 listings per week, with 425,000 registered users. Sales and activity during the Covid pandemic rose ever higher.

Hearst and BaT both promise that they won't mess with a good thing, only improve on the formula. According to the news release: "By tapping in to their engineering and operational capabilities, we will add new features and deliver our services faster. In short, we will maintain all the best parts of BaT while fortifying our product and gaining access to vast new audiences." The operation will remain headquartered in the Bay area and retain its present management.

BaT loves Alfas and is arguably the go-to site for the online marketing of collector cars of the '50s-'90s. 🍀

Formula 1 Schedule Adds Races On the Fly

The spectator-less F1 season continues in Europe. With races in the Americas eliminated, the series has firmed its schedule at some of the traditional venues and added races on two tracks that haven't seen a Grand Prix before.

At this writing, the series is at Silverstone, preparing for the second race in two weeks at that circuit. Next is Barcelona, August 16, followed two weeks later by the Belgian Grand Prix at Spa Francorchamps. The following weekend, September 6, marks the Italian Grand Prix. The dates of the Belgian and Italian races haven't deviated from the original, pre-Covid schedule.

After that, though, things get interesting. The teams stay in Italy, but move from Lombardy to Tuscany, to race at the Ferrari-owned Mugello Circuit on September 13. Although it has been used for testing, Mugello has never hosted a F1 event. Next comes Sochi on September 27, then on to Germany and the Nurburgring on October 11. Portugal hasn't hosted a F1 championship race since 1996, but the series will visit it again on October 25. The Algarve circuit in Portimão, built in 2008, has been used for testing, but the race will be the first visit for the F1 series.

Next up is Imola on November 1, for the Emilio Romagna Grand Prix. Since the teams will have a long haul from Portugal, the shortened format will allow only one 90-minute practice prior to qualifying and the race. 🍀

Petrolicious.com Sold, Founders Gone



A July 28 post from Petrolicious.com founder and CEO Afshin Behnia announced the sale of the enthusiast site and the departure of Behnia and spouse Kika Vigo-Behnia from the company. According to Carscoops.com, the new owners are a recently formed company called Propulsion Media, headed by Pat Devereux, formerly U.S. editor-at-large for BBC Top Gear.

The site, known for its many well-produced videos and articles, often featured Alfa Romeos, as Behnia was enthusiastic about the marque.

According to Carscoops, the sale was precipitated by the backlash to some controversial social media posts made by Mr. Behnia. Jalopnik.com highlighted the posts in a critical article posted to the site on June 30.



Stellantis?

Would you buy a car from a company called Stellantis? If you buy a new Alfa Romeo in the next couple of years, it will have been constructed by Stellantis, the recently announced new name for the merged FCA and PSA companies.

STELLANTIS

According to a July 16 *Wall Street Journal* article, the name's roots are from the Latin "stello," meaning "to brighten with stars." Once the merger is complete, the FIAT and Chrysler names will live on as brand names only.

Key Question in F1: Which Mercedes Will Win?

That's basically what this year's contests have boiled down to. All the other teams are competing for second place in the constructors championship.

Our favorites, Alfa Romeo and Ferrari, have apparently little chance of improving their early poor performance. The Ferrari seems markedly down on power to the Mercedes and is now competing in mid-pack with the likes of McLaren, Racing Point, and Renault.

Alfa Romeo Orlen and Haas, the other two teams using Ferrari power, are having dismal seasons and could even swipe last place away from the hapless but




improving Williams team. Red Bull is the current best of the rest, while Racing Point is having some successes with their version of Mercedes' 2019 car.

This is not to say there haven't been some great moments in the first races. Key in last week's Silverstone contest were multiple tire failures in the closing laps, with Hamilton limping home on a blown left front, hotly pursued by Verstappen, who just missed a victory due to stopping the lap before for fresh tires so he could set fast lap of the race and gain a point. Leclerc was a distant third. Perez was knocked out two days before the race with a positive Covid test and Nico Hulkenberg was flown in to take his place. He qualified strongly but didn't make the race due to mechanical issues.

The much-delayed season started in Austria with a win for Bottas. Hamilton had a sure second place until he acquired a time penalty by colliding with Albon, allowing Leclerc to move up and McLaren's Lando Norris to score his first F1 podium.

In the second Austrian race, the two Ferraris collided at turn 3 of the first lap, putting a quick end to their days. Hamilton and Bottas cruised to a one-two finish with Verstappen filling out the podium.

In Hungary, Hamilton won again, while Verstappen split the two Mercedes for second place. Savvy tire choices by Vettel allowed him to come in 6th, while Leclerc could do no better than 11th. The two Alfas finished 15th and 17th, one lap behind the winner.

So, it seems that last winter's design decisions have put Alfa Romeo further out of the running and it looks like the same can be said for Ferrari. It will be a long season for the Tifosi. 

The Alfa Story, Part 4

Alfa Romeo, First To Win in Formula One

Produced by FCA Italy, translated by MS word and edited by Bob Abhalter.

The link between Alfa Romeo and Formula 1 is established in the history of motorsport. The marque won the first Grand Prix of the postwar era and swept the inaugural season in 1950 with Nino Farina aboard an Alfa Romeo Tipo 158 "Alfetta." That success was repeated in 1951 by Juan Manuel Fangio in the Alfetta 159.

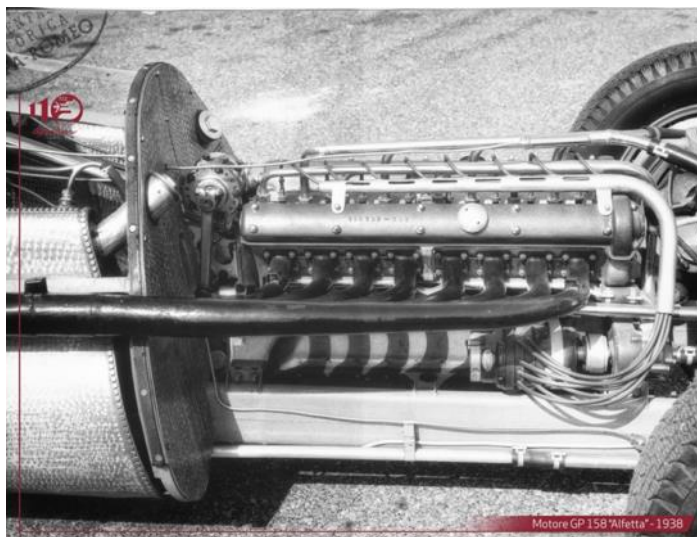
The 1000th Race

May 13 of this year marked the 70th anniversary of the first Formula 1 Grand Prix, one of the great sporting sagas of our time. The birth of the series was celebrated in Shanghai on July 14, 2019, on the occasion of the thousandth race. Another celebration will be held at Silverstone, site of the first Grand Prix, on August 9.



Yesterday and Today

In 1950, driver's helmets were not yet mandatory and there was no television coverage, thus the only way to see the race was to come to the track. Today, the F1 "circus" is a global, ultra-tech industry, able to reach millions of people per season via TV and the web. Driver safety is paramount. There are only two things the eras have in common—the passion of the fans and Alfa Romeo, having returned to racing in 2018 in partnership with Sauber. This year the team races as the Alfa Romeo Racing ORLEN team. Alfa Romeo was not the same without Formula 1, and perhaps Formula 1 wasn't the same without Alfa Romeo.

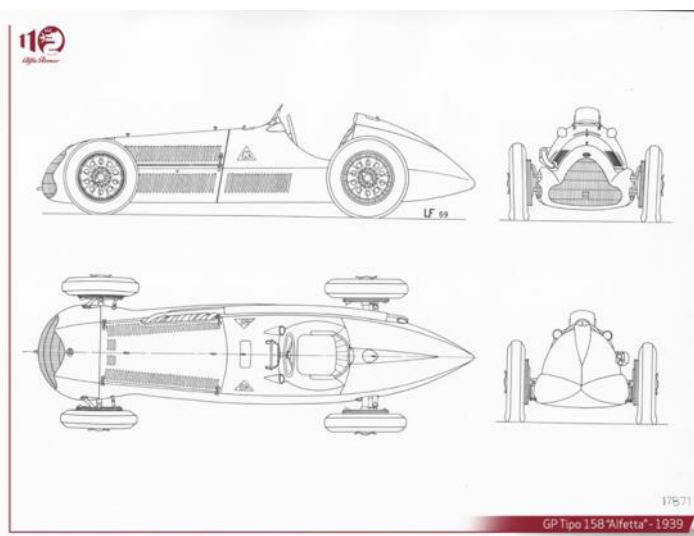


The Alfetta 158

The 1938 Alfetta was a technological gem. The inline, 8-cylinder, double overhead cam engine, with single-stage compressor and three barrel carburetor was developed by Gioacchino Colombo, head of design. He aimed for maximum power combined with reliability.

Use of lightweight alloys and advanced metallurgy produced a potent powerplant weighing only 363 lbs. For optimal weight distribution, the front-engined car used a transaxle, placing the transmission at the rear in union with the differential. The same configuration was later adapted for use in Alfa's production cars.

WWII put a stop to the car's development, but the level of sophistication of the design served the company well in the postwar era and beyond.



The Escape to Abbiategrasso

(Editor's note: Abbiategrasso is a community in the Po Valley, about 14 miles southwest of Milan.)

It was not only the design that was carried forward after the war, but the cars themselves survived. They were spirited away to the countryside, hidden from sight, waiting for the end of hostilities.

In 1943 in German-occupied Milan, roundups and seizures were commonplace. Technicians and workers at Alfa's Portello works feared that the surviving Alfettas would be declared spoils of war, so they decided to make them "disappear." With the help of some prominent Alfisti, they planned the clandestine relocation. One conspirator was speedboat racer Achille Castoldi, who in 1940 had set the world speed record in a boat powered by an Alfa Romeo 158 engine.

But there was a hitch in their plans. A Wehrmacht patrol halted them and, with weapons drawn, demanded an explanation. Fortunately, test driver Pietro Bonini, a Swiss and former long term resident of Berlin, waved his pass and explained the movement, speaking in his perfect German. Crisis averted, the trucks departed. The cars and components were taken to workshops and farms, hidden behind walls and covered with piles of wood, waiting for better times.

The Birth of Formula 1

Immediately following the war, the Alfettas were returned to Milan and restored to running condition. They were immediately successful, posting wins as racing returned in 1947 and 1948. Nino Farina triumphed in Geneva at the Grand Prix of Nations, Varzi crossed the finish line of the Valentino Grand Prix in Turin, and Trossi won the Milan Grand Prix. The message was loud and clear—Alfa Romeo was the team to beat.



The 1950 British Grand Prix at Silverstone was the first of seven races of the newly formed FIA Formula One World Championship. Countries that were at war only a few years earlier were now united by a sporting competition. It was a historic moment and Alfa Romeo was there.



In the first four places of the starting grid were the four 158s. Giuseppe "Nino" Farina took pole position, fastest lap, and the victory. Second was Luigi Fagioli, and third, Reg Parnell. The first F1 podium was all Alfa Romeo.



The 3 F Team

For the combination of speed, handling, and reliability it offered, the 158 represented the pinnacle of automotive technology in the early fifties. When introduced in 1938, the supercharged 1.5-liter engine produced 185 hp. After the war, a two-stage compressor replaced the original single-stage unit, producing 275 hp. Further development in 1950 yielded 350 hp at 8,600 rpm. Thanks to the car's extreme lightness, the power-to-weight ratio was 4.4 lb/hp—a value in line with today's supercars.



Technical superiority translated into victories. Farina, Fangio, and Fagioli were named by the newspapers as the “la squadra delle 3 F,” (the team of the three “Fs.”) The three Alfa Romeo works drivers won all the Grands Prix they entered, taking twelve podiums and five fastest laps. Famous Alfa Romeo designer and Columbo collaborator Giuseppe Busso was quoted as saying, “the main problem was deciding which of our three drivers should win the race.”

At the Monza Grand Prix on September 3, 1950, Alfa Romeo introduced the upgraded tipo 159, developed to compete in the 1951 championship series. The new Alfetta, driven by Nino Farina, debuted with a victory. That drive earned him the first Formula 1 world drivers' championship.

Alfetta 159

The following year the championship came down to the last race, hotly contested between Alfa Romeo and Ferrari. After 17 years, the Alfetta's extraordinary engine had reached the end of its development potential. But in its final year the engineers managed to extract even more power, squeezing out 450 hp. Thanks to their effort (and the skill of the drivers), the 159 won in Switzerland, Belgium, France, and Spain, collected 11 podiums, and established the fastest lap in all seven races.



The story of the “Squadra 3 F” and their victories captured the imagination of the Italian cinema. Producers Dino De Laurentiis and Carlo Ponti choose the actors Amedeo Nazzari and the beautiful Alida Valli to star in “Ultimo incontro” (Last Meeting), a film entirely set on the F1 circuits and in the workshops of the Alfa Romeo Racing Team. Alberto Moravia collaborated on the melodramatic screenplay.



The film was released on October 24, 1951, and four days later Juan Manuel Fangio won the Spanish Grand Prix, becoming World Champion with the Alfetta 159. His title was the second Formula 1 championship in a row for an Alfa Romeo driver. After these successes, Alfa Romeo chose to retire undefeated to devote itself entirely to series production. 🍀

(To see a clip from the movie featuring the Tipo 159, try this link: <https://www.youtube.com/watch?v=MgzH4b8uHvA>)

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

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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