

ALFANATIC



John Ehle's Fall Social Distancing Tour Fall Fun Under Cloudy Skies Report and Photos by Bob Ludvigson



Rallymaster Ehle and his GTV.

On October 3, AROC-WI member John Ehle ran a fall auto driving tour. The first leg of the tour, which was approximately 79 miles long, started at the A&W off I-94 near Franks-ville, wound its way through the towns of Waterford, East Troy, Eagle Springs, and Johnson Creek, ending in Lake Mills. At that point tour participants were encouraged to purchase takeout food in Lake Mills and enjoy



Cars and drivers gather at the start.



Lunch at Commons Park in Lake Mills.



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it at the Lake Mills Commons Park. After lunch, the tour continued, ending at Mars Cheese Castle near Kenosha.

Approximately 19 vehicles were present for the tour. The participants were mostly from Illinois, however your editors, Bob and Chrystal, and I represented our club. There was a variety of vehicles, mostly newish, with lots of Porsches, but also two MGBs, a Westfield (the modern version of the old Lotus 7), and a Lotus coupe.



Cars ready to depart on drive.

I joined a group consisting of an MGB driven by Art, and the Westfield driven by Jerry, which made following the route easy. It's difficult to read instructions and drive at the same time! Our pace was brisk, but not too fast, and was aided by the fact that there was little traffic.

I am always amazed that my 57-year-old Alfa runs as well as it does on trips such as these, with the constant shifting, accelerating, and braking. I'm looking forward to the next tour – maybe after Covid-19. 🍀

A Fun Drive, Despite the Weather

John Ehle loves a good drive. His annual Mother's Day weekend drive is a popular event, drawing car friends from Wisconsin and the Chicago area. The social aspect of this May's drive was effectively eliminated by the virus and the hope was that by fall things would get better. Well, it's now fall and things aren't back to normal yet. Undaunted, John organized another fun "social distancing" drive over the back roads of southeastern Wisconsin. Some years back I asked him how he planned his routes. He told me he starts with Google Maps and eliminates all the straight roads. That method seems to work for him, much to the enjoyment of his friends and fans.

Chrystal and I made the trip in our GT Junior. I was glad that I had recently purchased fresh wiper blades as the weather was a bit spotty. However the Junior ran well, developing only a couple of new rattles for me to search out before winter sets in. - *Bob Abhalter*

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

October 9-11	SCCA National Championship Runoffs, Road America
October 11	GP Eifel - Nurburg, Germany
October 25	GP Portugal - Portiamo
November 1	GP Emilia Romagna - Imola Circuit, Italy
November 15	GP Turkey - Istanbul
November 29	GP Bahrain
December 6	GP Sakhir - Bahrain, Outer Circuit
December 13	GP Abu Dhabi - Yas Marina Circuit
March 4-7	Amelia Island Concours d'Elegance , Amelia Island FL
May 7-8, 2021 (t)	AROC-WI New Glarus Hill Climb
May 9-19, 2021	AROC Goes to Italy Tour
May 14-16, 2021	SVRA Vintage Festival Weekend, Road America
June 11-16, 2020	WeatherTech Chicago Region SCCA June Sprints, Road America
June 17-20	Rev Group Grand Prix presented by AMR, Road America
July 18-25, 2021	AROC National Convention, Colorado Springs, Colorado
July 23-25, 2021	Concours d'Elegance of America , Plymouth, Michigan
August 8, 2021 (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

Clear Skies and Alfas Galore at Ariens Vintage Weekend

The weather could not have been much better for the September 18-20 Ariens Art on Wheels VSCDA Vintage Weekend. Clear skies and temperatures in the 60s were the rule, making spectating a pleasure. The entry list was broad and diverse and, most importantly for this publication, Alfas were in abundance.

GTVs are popular as vintage racers but there were a few Spiders and even an Alfa-engined Sports Racer among the entrants. 🍀



Right: John Sacameno's well turned out GTV.

Below: Not an Alfa, but AROC-WI member Colin Comer's '94 Ford TransAm Mustang is a regular at Road America. He won Saturday's group 9 sprint race.

Top: #27 GTV entered by Kurt Marquardt. Left above: Allan Thom's Giulia. Above: Colin Wood fielded this series 2 Spider in class 2B.

Left: a serious-looking Colin Comer waiting for the start of Group 2 practice with Cana Comer aboard her #26 Austin Healey Sprite. Cana was 1st in class, 8th overall, in Sunday's group race.





Chip Van Sant of Grayslake, Illinois, in his Step-nose.



Robert Cowen of Mequon in his #38 GTV.



Jeff Melvin of Wildwood, Missouri, brought his '74 Spider.



Above: Marshall Moore of Heartland, Wisconsin, entered this GTV as well as a Datsun 510, apparently playing both sides of the B Sedan wars.

Right: Tom Zat's Sprint Speciale-inspired SSZs are still on the track. This one was entered by Rippie Douglas of Sioux Falls, South Dakota.





The weekend's best looking street Alfa was this 750 series Giulietta parked near the Besic compound.



Above: Mike Besic's slick-looking and fast sports racer, presumably Alfa-powered. Alan Thom's Giulia is in the background.



Left: The Thom Giulia was attacked by another car during Saturday's sprint race. It's getting some attention from the crew.



Above: This amazing Bugatti Type 57 took to the track in Group 1.

Left: Kurt Niemeyer's Giulietta wasn't the fastest Alfa entered but wasn't the slowest, either.

Reader Comments

John Chowaniak writes:

Hi Bob & Chrystal,
Thanks so much for the monthly publishing, I always enjoy the great Alfa history you dig into and present to the readers.



We are a long time Italian car family, currently living in Mequon with roots going back to 1972 when my father bought a used Lancia Flaminia Touring Convertible. We've been addicted ever since. I noticed your request for photos, so here are a few more recent ones of my daughter.



Claire Chowaniak and her dad, John, spotted this beautiful Alfa at the 2019 Vintage Races at Road America: Brian Brunkhorst's 1932 Alfa 8C2300. Claire was happy to find a vintage Alfa Romeo that closely matched the one on her Mille Miglia T-shirt that her dad brought back from the event in Italy the year before.

"Brian, your 8C would have been right at home on the finish-line ramp in Brescia!" John.

After reading last month's article about the Italian Grand Prix, Roy Ferrari wrote:

Hi Bob,
About 20 years ago, Marion and I were in Italy with the Washington, D.C., Ferrari Club and we were able to go on the Monza track. I rented a 5-speed Alfa and really enjoyed being on the track. Jim Fuchs and Wayne Obry were there with Jim's 166 Ferrari. Both are tall and stuck out of the car about 6 inches. We also saw them driving the Millie Miglia. We were at Futa Pass north of Florence with the Albertis. Also on that trip we stood on the 30-degree-banked old part of the Monza track. It was hard to stand at that angle. We also had a tour of the Ferrari factory and had lunch at the factory. We saw Luca Montezemolo during lunch

Best Regards,
Roy Ferrari

I dug in the archives and found some photos to illustrate Roy's note.

Jim's Ferrari at 2016 ICAMS



The banking of the old Monza track



Photos by Bob Abhalter.



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More AROC Zoom Meetings Planned

Plans are afoot for an additional round of Saturday afternoon Zoom sessions for this fall. The shows, originally conceived this summer by David Hammond and the Detroit AROC as substitutes for in person meetings, were quickly picked up and promoted by the national club. You can find them on YouTube.

The live sessions, usually about an hour in duration, will present topics of interest to Alfisti. Notables such as Keith Martin and David Osborne are tentatively scheduled to appear, and GTA guru Roman Tucker may open his shop for a virtual tour now that racing season is coming to a close. Watch your email for further information.

Alfa Romeo's U.S. Sales Rebound

FCA's third quarter U.S. sales results have been published and the news is good. Deliveries of Alfa Romeos improved over last year's results. The marque sold a total of 5,056 units in the quarter, a gain of 17% over 3d quarter 2019 results. YTD sales are still 6% behind 2019's performance. The Stelvio outsold the Giulia by almost 700 units for the quarter, consistent with the direction of the overall market.

Although the unit volume is much smaller, on a percentage basis Alfa is outperforming other FCA brands on year-to-year performance. Total FCA sales are down 10% for the quarter and 20% for the year.

Honda to Withdraw from F1 after 2021

On October 3, Honda announced that it will withdraw as an engine supplier to Formula 1 at the end of the 2021 season. They currently supply engines to the Red Bull and Alpha Tauri teams.

Honda returned to the series in 2015 with McLaren, but the partnership split after three years of frustration. The situation improved when Honda teamed with Red Bull. Max Verstappen secured Honda's first victory since 2006 at the 2019 Austrian Grand Prix.

This leaves Red Bull and Alpha Tauri in awkward situations, as they effectively burned their bridges with Renault prior to taking up with Honda. It is unlikely that either Mercedes or Ferrari would be willing to provide power units to teams that have proven to be such potent competitors. The F1 series could certainly benefit from another manufacturer stepping up as a power plant supplier, but the cost of entry is steep and no company has yet indicated an interest.

NASCAR Cup Series Coming to Road America

They aren't necessarily "our kind" of cars, but it could be very entertaining to watch the senior NASCAR series race at Road America. If you're interested, you'll have your chance next July 4. The Cup Series calendar was released recently and Road America is on it, along with races at The Circuit of the Americas and the Indianapolis Road Course. Although the Xfinity series has visited the track in recent years, the last time Road America hosted a NASCAR Cup race was 1956.

Maserati MC20 Unveiled



Last month we reported on the pending release of the new Maserati Supercar, the MC20, but we only had access to a photo of the camouflaged silhouette. This month, we present the real thing, unveiled in Modena's Cathedral Square, September 9.

The 3 liter V-6 engine, dubbed the Nettuno (Neptune), produces 630 hp, enough to propel the car to 62 mph in about 2.9 seconds and produce a top speed just north of 200 mph. Maserati says the cars will be ready for delivery (in Europe) at the end of 2020 and will cost between €200,000 and €300,000. The presence of a full set of pages on Maserati's U.S. website suggests that the car will be available here, but as a 2022 model. You can configure yours now, though, as the configurator is up and working.

Many believe the MC20 was intended to be Alfa's 6C, successor to the 4C coupe, but plans changed. Perhaps we'll see one with an Alfa *Scudetto* in the future. 🍀

Links to Like

David Ziglin recommends "Grand Prix - The Killer Years" now airing on Amazon Prime. The 2011 production, released by the BBC, features narrative by some of the survivors of the deadly '60s and '70s. Search for it on your Smart TV or streaming device.

The Alfa Story - Part 6

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



Episode six – Duetto, the Italian Spider, Arrives in Hollywood

- *The Giulietta Spider appears in Italian cinema in the early sixties in films directed by Fellini and Antonioni, priming Hollywood and the U.S. for their arrival.*
- *Its successor, the Duetto, attracts celebrities like Steve McQueen, Dustin Hoffman, and Muhammad Ali.*
- *True to the history of the Biscione, it is not only an attractive design but an elegant car capable of giving exciting performance and refined driving pleasure.*
- *Its attractions will span four generations and 124,000 units produced over 28 years—the longest life ever for an Alfa Romeo model.*

Destination Hollywood

“It is a very forgiving car. Pretty, too.” That was what Steve McQueen said of the Duetto when he drove it and other “fast friends” for *Sports Illustrated* in the summer of 1966. The car he drove was one of the first Alfa Romeo 1600 Spiders imported to the United States following its debut at the Geneva Motor Show a few months earlier. His statement captured the es-



sence of the Duetto and the uniqueness of Alfa Romeo – driving pleasure and pure beauty.

His was a technically authoritative opinion. Steve McQueen was a knowledgeable collector and skilled driver, who finished second in his category at the 1970 Sebring 12 Hours, teamed with Peter Revson.

A year later we saw Dustin Hoffman at the wheel of a Duetto, running full throttle to the tunes of Simon & Garfunkel in the unforgettable film “The Graduate.” These images entered the annals of cinema and launched a trend. The Duetto was used as a stage car in hundreds of works on small and big screens, developing a “cult.” Even world heavyweight champion Muhammad Ali wanted one. His Duetto’s license plate read “Ali Bee,” referencing his famous motto, “Float like a butterfly, sting like a bee.”

The Duetto’s star career began like this. But let us take a step back and get to know her roots in the Giulia’s technical innovation and the Giulietta Spider’s charm.

Born to Discover America



In the story of the Giulietta Spider there was also a protagonist named Hoffman – not Dustin the actor, but Max Edwin Hoffman, former race driver. Forced by the Nazis to flee Austria for the United States, in the postwar years he became the American importer of record for a host of European car manufacturers. Max was much more than just a “trader.” He possessed extensive marketing savvy. He negotiated trade policies, asked for specific models, suggested variations in style, and contributed to the creation of some of the most admired sports cars ever. Among them was the Giulietta Spider.

For Hoffman, the Spider was a obsession. He started asking Alfa Romeo to produce one immediately after the launch of the Giulietta Sprint in 1954. He felt it

would be the perfect car for the West Coast and knew everyone in Hollywood would want one. He was so sure of its potential he committed to buy several hundred even before he saw the final drawings.

The Bella Signorina

Hoffman managed to convince Francesco Quaroni and Rudolf Hruska and the project was launched. Design houses Bertone and Pininfarina submitted competing designs. Bertone presented an extreme version, derived from the 2000 Sportiva concept by Franco Scaglione. It had a pointed front, faired headlights, and rear fins. Pininfarina's proposal was designed by Franco Martinengo, and was preferred for its elegance and classic balance of shapes.

The *bella signorina*, as Pininfarina called it, was born with a panoramic windshield and sliding side windows. Inside the door there were no handles, only a pull rope to activate the latch. Only later would a traditional windshield, roll-down side windows, finished door panels, folding top, exterior door handles, and new interiors arrive.



The pure sports concept was confirmed by extremely brilliant performance. The Spider adopted the Giulietta's engine, a 1290 cc inline four-cylinder, which delivered 65 horsepower and propelled the car to 155 kmh (96 mph). Power continued to increase in later versions, starting with the 1958 80-horsepower Spider Veloce.

Flexible, young, snappy, and beautiful—the Giulietta Spider liked cinema. Fellini made her appear in “La Dolce Vita.” Antonioni chose her as Alain Delon's car in “The Eclipse.” She became a status symbol, loved by celebrities and desired by all.



Made in Italy

It was time to give the Giulietta Spider a successor. Luraghi and his team knew that it was not sufficient merely to produce a great machine, they had to recreate the Spider's charisma. The introduction had to be an event: a solemn ceremony, a little investiture, and a bit of a coronation.



Alfa Romeo went big. For the US launch, it organized a cruise and invited the greatest figures from entertainment, sport, and fashion. There were 1,300 VIPs on board, including Vittorio Gassman, Rossella Falk,

and soprano Anna Moffo. The Italian turbo-ship Raphael sailed from Genoa to New York, stopping at Cannes for the Film Festival. Throughout the cruise, three of the new Spiders were displayed on the deck of the ship: one green, one white, and one red. In Emphasizing the Italianness of its product, Alfa Romeo anticipated the broader “Made in Italy” marketing campaign by more than a decade.

Giulia's Technical Legacy



The Alfa Romeo Spider 1600 was born on the platform of the Giulia, with the wheelbase shortened to 2,250 mm (88.6 in.) The mechanics were that of the contemporary Giulia Sprint GT Veloce (an evolution of the Sprint GT). At launch, the Duetto was equipped with the classic 1570 cc lightweight alloy 4-cylinder, capable of 108 horsepower, with a dry weight of less than 1,000 kilos (2182 lb). The top speed was 185 kmh (115 mph).

Duetto or Osso di Seppia?



The naming of the model was a story in itself. To choose it, a contest was launched in collaboration with the European dealers. Duetto won, but a question of usage rights emerged (the name had been used for a chocolate biscuit) requiring the car to be launched as the “Alfa Romeo Spider 1600.”

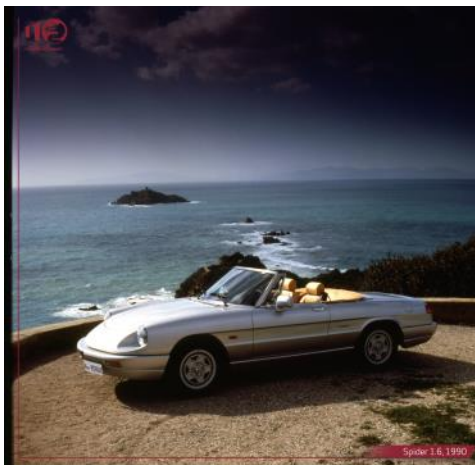
The Duetto name remained in the background. It persisted in the memory of Alfisti and became the common nickname for all genera-

tions of the car. Other nicknames also sprung up. The first series 1966 Spider, Batista “Pinin” Farina's final masterpiece, was known as the “Osso di Sep-



pia” (cuttlefish bone) for its elliptical shape, rounded front and tail, convex sides, and very low belt line. The second series, introduced in late 1969, was known as the “Coda Tronca,” distinguished by the aerodynamic cut of the rear.

The third series was the “Aerodinamica,” introduced in 1983 and developed in a wind tunnel. In 1989 the last generation, the Series IV, was introduced. It was a car with clean and racy lines, a return to origins.



Four generations and over 124,000 units produced in 28 years – the longest life ever for an Alfa Romeo model. 🍀

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

Low Mileage '93 Spider Veloce



(From AROC Detroit Newsletter)

Alfa Romeo Spider for sale by the original owner: 1993 Spider Veloce, 4 Cylinder/5 Speed with 25K miles. This sweet car has been lovingly cared for. \$17,000 - will negotiate. Call Sue (248) 360-0786

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

Alfa Romeo Literature. Ray Petry writes: I have a huge pile of Alfa Romeo literature and I think it is time I shared it with another enthusiast. It includes an Alfa Indy car poster, many copies of 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. 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

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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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