

ALFANATIC



*The Alfanatic
Wishes All Alfisti and
Their Families
a
Very Merry Christmas and
a Happy New Year*



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Briefs

Small Alfa SUV to Be Based on Jeep Renegade— Models to Include Hybrid Power Train

Auto123.com and other sites reported that a planned smaller Alfa SUV will be based on the Jeep Renegade front wheel drive platform rather than a scaled down version of the Giorgio platform, the same one that underpins the Giulia.

The article quotes Pietro Gorlier, FCA Chief Operating Officer for Europe and Emerging Markets. This is

being done to save development costs, reduce development time, and insure profitability. The Renegade uses the same platform as the Fiat 500X.

Although there was no discussion concerning bringing the new, smaller SUV to the U.S., it seems inevitable.

It's apparent that there will be plenty of crossbreeding among euro FCA SUVs, with the Stelvio providing the basis for a small Maserati and the Levante providing the basis for the larger Alfa SUV. 🍀



2019 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

- January 18-20 AROC Sixth Annual Palm Desert Retreat, Palm Desert, California
 February 9-18 [Chicago Auto Show](#), McCormick Place, Chicago
 March 8-10 [Amelia Island Concours d'Elegance](#), Amelia Island, Florida
 May 3-4 **AROC-WI Das Kurze Klausenrennen, New Glarus, Wisconsin**
 May 12-22 [3d Annual AROC Goes To Italy Tour](#) (*reportedly sold out, but there is a wait list*)
 May 17-19 [SVRA Spring Vintage Weekend](#), Road America, Elkhart Lake, Wisconsin
 May 31-June 2 [MotoAmerica Dunlop Championship](#), Road America
 June 14-16 [WeatherTech® Chicago Region SCCA June Sprints®](#), Road America
 June 20-23 [Road America INDYCAR Series, Elkhart Lake, Wisconsin](#)
July 13-15 AROC Pre-Convention Tours, Pittsburgh, Pennsylvania
July 16-21 AROC National Convention, Pittsburgh, Pennsylvania
 July 18-21 [WeatherTech® International Challenge with Brian Redman presented by HAWK](#)
 July 26-28 [Road America Vintage MotoFest and AHRMA Vintage Motorcycle Classic](#)
 August 1-4 [IMSA WeatherTech® SportsCar Championship and IMSA Michelin Pilot Challenge](#)
 August 3-4 [Milwaukee Concours d'Elegance](#), Veterans Park, Milwaukee
August 11(T) AROC-WI 22nd Annual Italian Car and Motorcycle Show
 August 18 [Pebble Beach Concours d'Elegance](#), Carmel, California
 August 22-24 [NASCAR XFINITY Series, Super Trucks, SCCA Pro TransAm](#), Road America
 August 25 [Geneva Concours d'Elegance](#), Geneva, Illinois
 September 13-15 [Ariens Art on Wheels Weekend featuring VSCDA Elkhart Lake Vintage Festival](#)
 September 20-22 [Pirelli World Challenge](#), Road America
July 20-26, 2020 AROC National Convention, Colorado Springs, Colorado

Alfa Outselling Fiat in U.S.

Alfa Romeo sales in the U.S. continue to set records. Sales for the year are 119% units ahead of 2017 and will be roughly triple the 1986 sales volume of 8,201 units, the highest sales year prior to Alfa’s 1995 market retreat.

Meanwhile, Fiat’s U.S. sales are off by more than 40% and trail Alfa Romeo in volume, 14,544 vs 21,874, year-to-date. Good news for Alfa but bad news for Fiat. Sales of the bread-and-butter 500 are off by almost 60%. Even the 124 Spider, Fiat’s most recent offering, is lagging 21% behind 2017 sales. 2019 models get new, more powerful motors and facelifts but will that be enough to reverse the downturn? With no new models in the pipeline, it is likely that Fiat will continue to play a marginal role in the FCA line-up.

Giulia’s U.S. Sales Overtake Volvo, Jaguar Models

In a December 8 article, ClubAlfa.it compared U.S. sales of the Alfa Giulia and Stelvio with its direct competitors.

Premium Sedans

Model	YTD Sales	%Inc (Dec)
MB C-Class	48,000	-32%
BMW 3 Series	41,000	-23%
Infinity Q50	31,000	-13%
Acura TLX	27,000	-13%
Lexus IS	20,000	-12%
Alfa Giulia	10,646	35%
Volvo V60	9,714	-37%
Jaguar XE	4,261	-50%



The two takeaways here are that overall, the premium sedan segment of the market is significantly depressed, and the market is moving aggressively to SUVs. The Giulia, however, is the only model in this segment exhibiting year-over-year growth.

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	DNF	11	0
Canada	10	15	1
France	10	13	1
Austria	9	10	3
Gr. Britain	DNF	DNF	0
Germany	15	9	2
Hungary	DNF	15	0
Belgium	DNF	10	1
Italy	11	15	0
Singapore	9	11	2
Russia	7	13	6
Japan	DNF	12	0
USA	DNF	10	1
Mexico	7	9	8
Brazil	7	DNF	6
Abu Dhabi	7	DNF	6
Tot. Pts.	39	9	48

Alfa Monthly Sales Results

	November	YTD	vs 2017
Giulia	912	10,646	35%
Stelvio	1,034	10,980	537%
4C	11	228	-40%
Total	1,957	21,874	119%

Premium Mid-Size SUVs

Model	YTD Sales	%Inc (Dec)
Mercedes GLC	62,000	+47%
Audi Q5	62,000	+23%
Lexus NX	53,000	+ 3%
BMW X3	52,000	+45%
Volvo XC60	29,000	+45%
Infinity QX50	22,000	+46%
Porsche Macan	21,000	+ 8%
Range Rover Velar	15,000	New
Jaguar F-Pace	11,000	-35%
Stelvio	10,980	New

Above we can see a growing market, with all models save the Jaguar recording year-over-year sales growth. It doesn't take a genius to see that SUVs are the flavor of the month. (year?) The opportunity is there for the Stelvio as long as the market sees it as an attractive alternative to the established brands.

Sauber/Alfa Team Performance Improves in 2018
Changes coming for 2019 season

The Alfa Romeo-sponsored Sauber F1 team finished the year ranked 8th in the constructor's championship, an improvement from its 10th place showing in 2017. Drivers Charles Leclerc and Marcus Ericsson placed 13th and 17th respectively in the driver's rankings. Leclerc was named rookie of the year for his performance.

An infusion of sponsorship money and technical support from Alfa Romeo helped Sauber develop a more competitive second-tier team although due to technical issues and driver error it still had difficulty getting both cars to the finish line. Leclerc failed to complete the race distance six times while Ericsson stopped before the checkered flag four times. The team placed both cars among the top ten finishers only twice, in Austria and Mexico.

Next year will see some dramatic changes in personnel, with Leclerc trading places with Kimi Räikkönen and Kimi being joined at Sauber by up-and-comer Antonio Giovinazzi, a Ferrari hopeful. Marcus Ericsson is headed to Indycar for the season, but will retain a role as reserve driver for Sauber. In fact, there will be new driver alignments up and down the F1 grid next year, with only two of the ten teams having the same pilots as this year.

The new season starts March 17 in Australia, not that far away at all. 🍀

Concepts That Never Quite Caught On
Photos courtesy of Gary Schommer



Series 2 Isetta?



A very early Amphicar prototype



The designer had some spare aluminum windows just laying around, so...

*From Alfa Romeo Duetto Spider as seen in the February 1996 *Alfanatic*.*

How the Spider Lost Its (Round) Tail

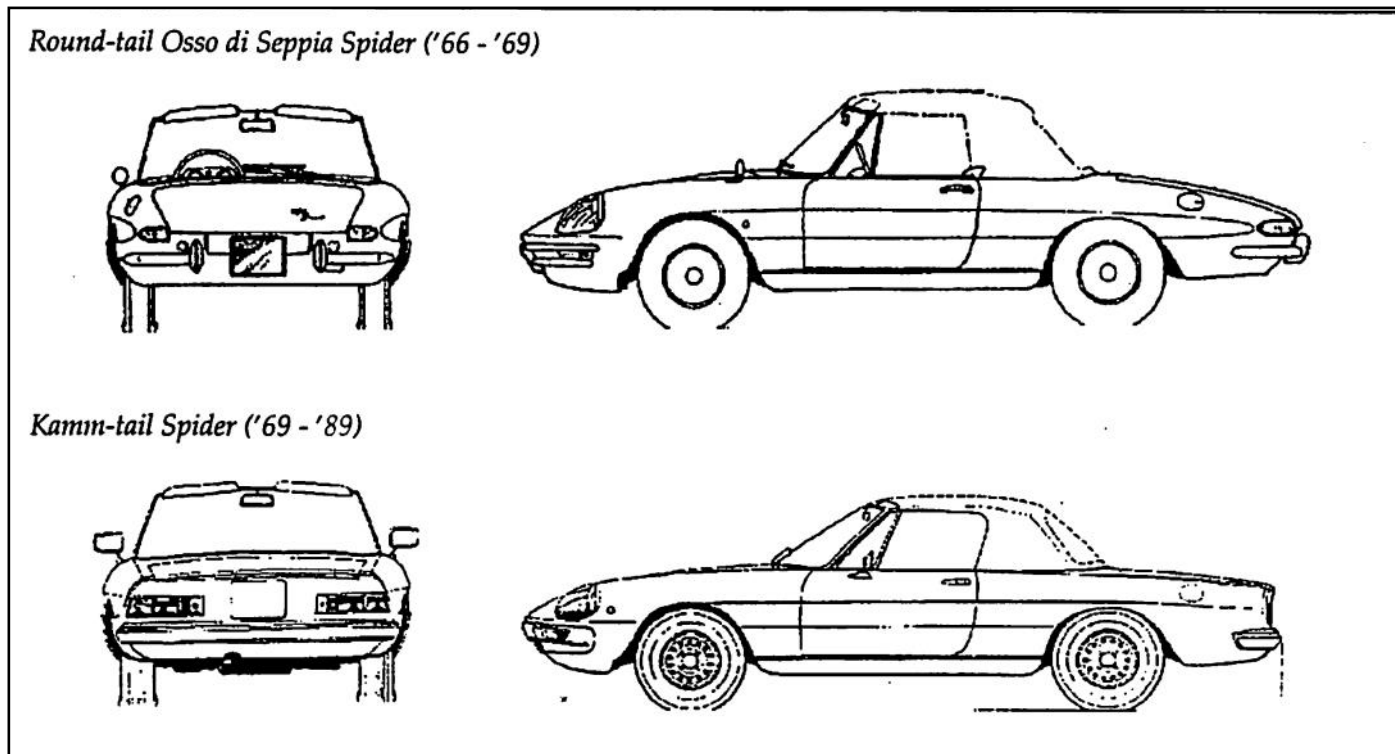
by Giancenzo Madaro

At the 1969 Turin Motor Show, held from October 29 to November 9, the Alfa spiders were presented with an extremely important design modification: the rounded tail that had given rise to the “Osso di Seppia” nickname had been amputated. (Osso di Seppia, or “cuttlefish bone” was a name given to the round-tail spider in the factory after the round tail styling of its coach work.)

However, putting aside purely personal opinions on the aesthetic merits of the restyling, the short tail and the other modifications carried out at the same time created what was, in effect, the second series of the Alfa spider.

The mechanical basis was fundamentally the same as used in the previous models, the 1300 and the 1750, so much so that the official code number for the two models remained unchanged: 10557 for the 1750 and 105.91 for the 1300 Junior.

The adoption of the Kamm tail reduced the overall length of the car by 5.1 in, from 167.3 to 162.2 in; the rear overhang was reduced from 42.0 to 37.5 in and



In the trade at the time it was rumored that the Pininfarina stylists were suffering from an attack of “Kammitis” (the German Professor Kamm had been claiming since the mid-thirties that lopping off car tails led to healthier drag coefficient, Cd, figures). The press release stated that “with the modification of the truncated tail, this car presents a profile that is the fruit of the most recent study and testing carried out in the wind tunnel at the Turin Polytechnic” (the large wind tunnel belonging to Pininfarina, which allows tests to be carried out on full sized cars, was not opened until November, 1972). Taking the official declarations at face value it appears that the short tail was adopted for sound aero-dynamic reasons but, despite the fact that it was designed with great care, it was undeniably discordant with the frontal section of the car, which remained rounded in style.

now precisely matched that of the front overhang. The capacity of the luggage compartment was increased thanks to the greater vertical space provided by the new boot line. The new capacity declared by the manufacturer was 10.6 cu ft. Alfa never provided a figure for the first series, but it was calculated at around 8.1 cu ft.

Without wishing to offend Professor Kamm and his theories of aerodynamics, despite the amputation of the tail the second series spiders did not demonstrate any substantial differences as far as performance or handling were concerned. 🍀

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 me know.

For Sale

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), an Indy car poster from the Alfa power plant years, 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. 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



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

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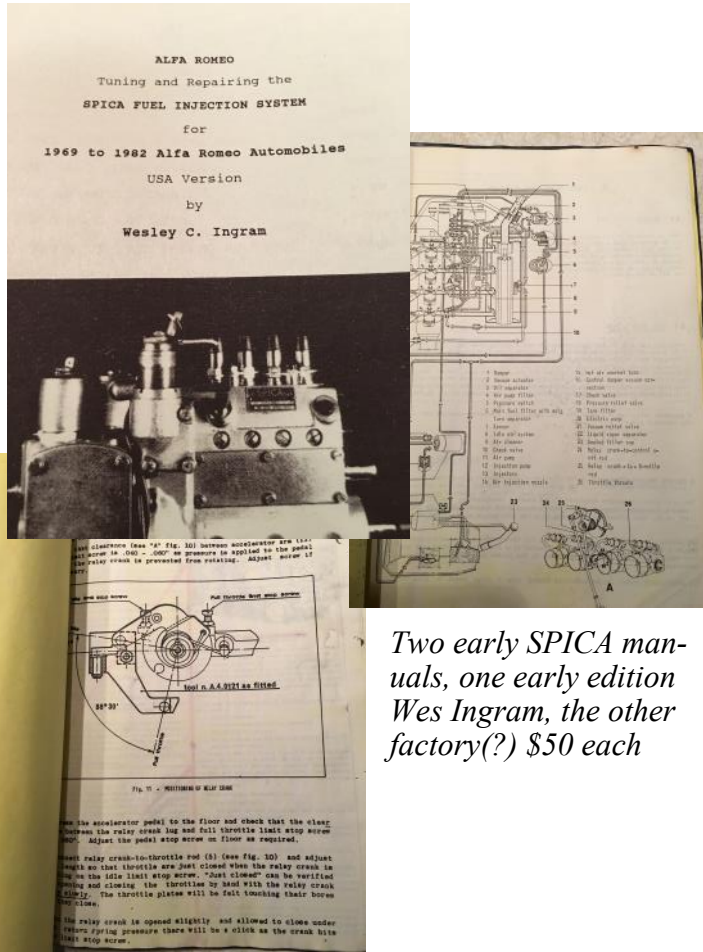
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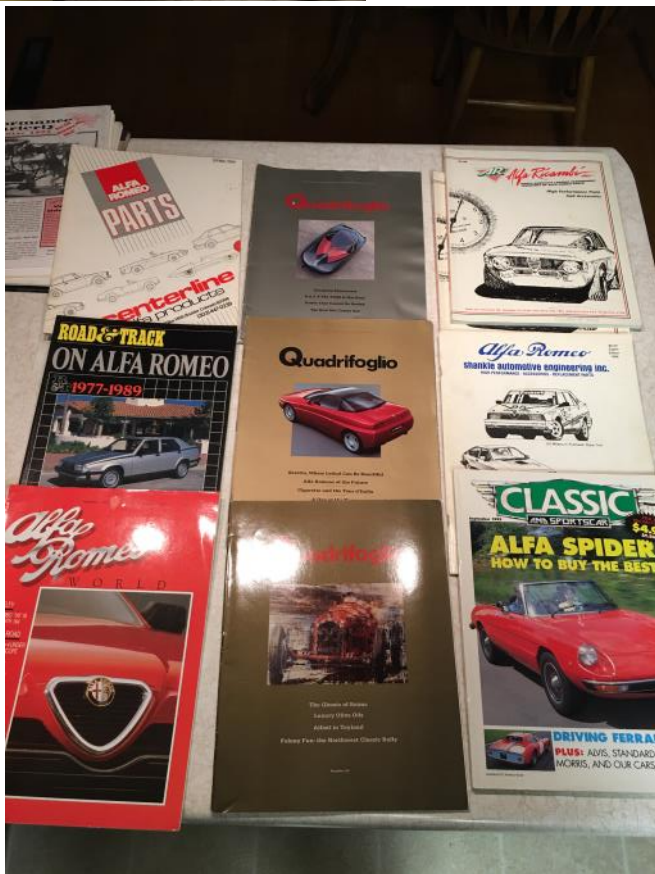
sbcinc@aol.com



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



Several copies of the Performance Quarterly, published by Alfa Ricambi, offers



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



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



Reproduction of an Alfa parts and service sign, 24"x24", \$50.00

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 gjtree-house@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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