

# ALFANATIC



## Next Event

### **The Heinrich's Sportscar Solstice Howl at the Moon Garage Party and Happening Wednesday, June 28, 2023, 6 p.m.**

#### **All Are Welcome**

Lift Incorporated World Headquarters  
2737 West Mill Road  
Glendale, WI 53209

Questions?  
Call Tom Heinrich,  
414-353-5353/office  
612-805-1179/cell  
[tom@liftinc.com](mailto:tom@liftinc.com)

Join our hosts Pam and Tom Heinrich for an evening of cars and conversation at this informal gathering. They'll provide the venue, hospitality, and a grill. You provide your chosen meal and beverage, and, if you wish, something to share. All are welcome.



#### **In This Issue**

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## Planning Underway for ICAMS Car Show

By Bob Ludwigson

Our ICAMS car show may be still be 2½ months away but planning has begun! We have selected the American Cancer Society as our charity. They have been contacted and are happy to participate on site. As you may know, all proceeds from the show are donated to the selected charity.

In addition, the La Cabana Cortez food truck will be back to serve its delicious Mexican specialties. As we have done for the past 2 years, the show will be held at the Sussex Village Park in Sussex, Wisconsin. Hopefully the weather will be better than last year! Look for the flier on page 3. Spread the word. Tell your friends. 🍀

*Some scenes from last year's show*



## Local, Regional, and International Events Calendar, 2023

Something missing? Send dates for events we've missed and we'll include them in the next calendar. email: [rabhalter@att.net](mailto:rabhalter@att.net)

May 19-21	SVRA Vintage Weekend, Road America
June 2-4	MotoAmerica Superbikes, Road America
<b>June 5-15</b>	<b>AROC Goes to Italy, 6th Annual Tour</b> <a href="http://www.aronc-use.org">www.aronc-use.org</a>
June 10-11	24 Hours of Le Mans Centenary Race
June 15-18	NTT IndyCar Series, Road America
<b>June 17-20</b>	<b>AROC-USA Pre-Convention Tour, Asheville, NC</b>
<b>June 21-25</b>	<b>Alfa del Piemonte, AROC National Convention, Concord, NC</b>
June 23-25	SCCA Chicago Region June Sprints, Road America
June 24	<a href="#">CAROC/Lotus Corps Annual Lapping Day</a> , Blackhawk Farms Raceway
<b>June 28</b>	<b>Tom Heinrich's Howl at the Moon Summer Solstice Party</b>
July 7-8	Millers at Milwaukee, State Fair Park, West Allis WI
July 7-9	TransAm Speed Tour, Road America
July 13-16	WeatherTech International Challenge, Road America
<b>July 23</b>	<b>AROC-WI Italian Car and Motorcycle Show, Sussex Village Park</b>
July 27-29	NASCAR Xfinity Series, Road America
Aug 3-6	IMSA Sportscar Weekend, Road America
Aug 18-20	Fanatec GT World Challenge, Road America
Aug 19	Concorso Italiano, Monterey, California
Aug 20	Pebble Beach Concours d'Elegance
Aug 27	<a href="#">Geneva Concours d'Elegance</a> , Geneva, Illinois
Sept 10	<a href="#">2023 Des Moines Concours d'Elegance</a>
Sept 15-17	Ariens Art on Wheels (VSCDA), Road America
Sept 22-23	<a href="#">Detroit Concours d'Elegance</a> , Detroit Institute of Arts
<b>Oct 19-23</b>	<b>AROC Goes to the USGP 2023, Austin TX</b> (sold out, wait listed)
2024	
March 3	The Amelia Concours d'Elegance, Amelia Island, Florida
<b>May 3-5</b>	<b>AROC-WI, Das Kurze Klausenrennen, New Glarus, WI</b>



## Das Kurze Klausenrennen

By Bob Ludwigson

This past weekend the New Glarus Hill Climb, called Das Kurze Klausenrennen, was held. This is a two day event. However I only attended the actual hill climb event on Saturday morning. The hill climb is run on a 0.7 mile stretch of Kubly Road just east of State Highway 69, on the outskirts of New Glarus. The town closes the road for the duration of the event. Although runs are timed, it is not a race.

I noticed that safety was emphasized in many ways. First off, each participating car was inspected to insure it was in good working order. Seat belts were required, as well as racing helmets for people in the car. While spirited driving was encouraged, excessive speed was not.

I participated in several runs and found them to be exciting. In addition, it was an excellent opportunity to meet drivers of various types of older sports cars. Many Alfas were present, but all makes were welcomed. I'm looking forward to participate next year! 🍀



*Colin Comer launches his Giulietta Spider Veloce for another run up the hill.*



*Gary Schommer conducts the drivers' meeting.*



*Our headquarters, The Chalet Landhaus, went all out for the event.*



*These Bentley (l) and Wolseley specials attracted a lot of attention.*



## Hill Climb Pleases, as Usual

By Bob Abhalter

Faithful members of AROC-WI and the VSC keep the first weekend of May open for a trip to New Glarus for the Hill Climb. For most, it's not so much the short blast up the progressively disintegrating Kubly Road that brings them out, but the chance to trade stories with fellow car nuts. For those that drive their vintage cars to the event, the trip to and from New Glarus on the winding two lane roads of south-central Wisconsin is one of the highlights of the weekend.

This year, entrants who drove in on Friday afternoon and left Sunday morning got more than their money's worth, as driving conditions on those days were mostly ideal. However, Saturday morning's weather wasn't the greatest, with clouds, low temperatures, and intermittent misting doing their best to spoil the fun. But iffy weather conditions were not enough to deter the hill climbers and their guests. They turned out some 34 strong, from as far away as Nebraska, driving 16 different marques.

This being the first event of the season, some projected entries failed to successfully awake from their winter slumbers. Undeterred, their owners made last minute substitutions, some which were not quite consistent with the spirit of the event. The organizers promise more scrutiny will be applied next year.

The headquarters Chalet Landhaus once again provided the finest in hospitality for the banquet, and Alpenhorn players George and Heinz entertained at the president's reception. Their act never seems to get old, no matter how many times you see and hear them. Despite ever-increasing costs of running the event, the hill climb was able to contribute over \$1,600 to the New Glarus boy's baseball program. In view of those cost increases, the entry fee for next year's event will be \$80, an increase from the \$40 fee, unchanged since the event's founding 33 years ago.

If you missed the hill climb this year, do consider a visit next year. Mark your calendars for May 3-5, 2024. 🍀



*Kevin Caulfield and Aaron Anding's son work starting and timing.*

*Bob Ludwigson's Giulietta*



*Mark Atterbury and son drove this Alfetta GT from Nebraska.*



*Bentley, Morgan, and Wolseley, Britain's best*



*(l) How did that Prius get in there?  
(Below) Ken Arlen's sweet DKW*



*(top) Kevin Caulfield addresses the president's reception as Gary Schommer looks on.. (l) George and Heinz entertain. (r) Participants and guests enjoy the reception.*





## Alfa Carabo Featured during Milan Design Week

The Italian men's fashion brand [Larusmiani](#) borrowed the Bertone-styled Carabo show car from the Alfa Romeo Museum to exhibit during the opening of its new Milan boutique.

The brand, a producer of specialty fabrics, produces a collection of bespoke high-end menswear and accessories, including motoring items. Larusimani is re-releasing a clothing line inspired by the Carabo's design and tied to the boutique's opening.



The Carabo, a concept based on the Type 33 Stradale, is the design product of Marcello Gandini. It was first shown at the 1968 Paris Motor Show. Its flat surfaces and angular lines were a stark departure from the original 33 Stradale designed by Scaglione, which was all roundness and flowing curves. Gandini's design, the concepts of which he would further develop with the Lamborghini Countach, Lancia Stratos, and Maserati Khamsin, looked to the future while Scaglione's original Stradale paid homage to the past.

In May, following the opening, the Carabo will reside temporarily at Larusimani's headquarters, where it will be the center of a collaboration between Alfa Romeo and the Miami-based artist and photographer [Ri-ocam](#), known for his surrealistic photographs of women and supercars. 🍀

## Alfa Romeo in Brazil *"Daughters of a Lesser God"*

Adapted from a post in [ilgiornale.it](#), by Tommaso Giacomelli, 4/21/23, supplemented by Wikipedia

Mention of Brazil brings to mind a myriad of wonderful images, including enchanting sunsets by the sea, white beaches, and lots of joy poured into the street during Carnival. Perhaps unsurprisingly, many of the country's car makes and models are unfamiliar to us. But an Alfisti attending a Brazilian Cars & Coffee might find some eerily familiar Brazilian-produced Alfa Romeos. From the 1960s through the end of the '80s, they roamed the streets in variants never seen in either Italy or the U.S.

### Alfa and FNM

Fábrica Nacional de Motores (FNM) was a creation of the Brazilian state, founded with hopes of jump-starting the country's industrial base. Its factories in Duque de Caxias, near Rio de Janeiro, were built in the early forties, first to create aeronautical engines and later, trucks, establishing a close relationship with Isotta-Fraschini. When that company ended vehicle production, its place was taken by Alfa Romeo. FNM then successfully developed Alfa-branded trucks for the South American market. Emboldened by the experience, FNM, with encouragement for the government and support from its Italian partners, ventured into auto manufacturing, taking over a stalled joint venture, Fabrai, S.A.



FNM's first car was the 2000 (see previous page), introduced in 1960. It was also named the FNM JK, in honor of Brazilian President Juscelino Kubitschek during his tenure. The sedan was assembled at the Xerém factory. It was powered by Alfa's 1975 cc cast iron block twin cam, originally introduced for the 1900. It produced 95 hp in twin carbureted form, with its compression ratio reduced to accommodate the local fuels. The body, produced under license, retained the design of its Italian counterpart, the 102 series 2000 sedan. In 1966, the 2000 TiMB (Turismo Internazionale Model Brazil) was introduced, with engine output boosted to 130 hp. These 2000s were said to be the largest, most luxurious cars produced in Brazil at the time.



A Brazilian-designed coupe, the Onça, also released in 1966, used the same platform. Its design was unmistakably cribbed from the first series Ford Mustang but it displayed an Alfa grill.

### Alfa Takes Charge

In 1968, Alfa bought FNM, making it a wholly owned subsidiary. It released the facelifted 2150, a model unique to the Brazilian market but still recog-



nizable as a 2000 sedan derivative. Displacement was increased to 2132 cc and power increased to 125 hp. A five-speed transmission was added and the familiar *scudetto* echoed the one used for the 1750 in the home market.



In 1974 Alfa replaced the 2150 with the new 2300. The FNM branding disappeared, replaced by the traditional Alfa Romeo seal. The 2300 was the stylistic cousin of the Alfetta and was designed in Italy for the Brazilian market. It was a larger car, at 185 inches some 16 inches longer overall and 2.8 inches wider than the Alfetta, providing limousine-like interior space. Mechanically, unlike the Alfetta drivetrain which was all new, the 2300 made do with underpinnings derived from the original 2000. The car received several updates over its 14-year production run and was finally powered by a 140 hp, 2310 cc dual-fuel engine capable of running on ethanol as well as gasoline. In 1985 it was renamed the Alfa Romeo 85.

An interesting sidelight was Alfa's attempt to sell the Brazilian 2300 in Europe following the market failure of the Alfa 6. The increasing use of ethanol in Brazil had created a surplus of unsold gas-only 2300s. The cars were renamed "Rio" and sent to be marketed by Alfa Romeo Germany. Additionally, about 600 Rios were shipped to the Netherlands. Those few that were sold had huge rust and quality problems and most had to be repurchased and scrapped.

### The End

Alfa's fate in Brazil was sealed with the parent company's 1986 acquisition by Fiat. Fiat already had a commercial vehicle operation in Brazil, and the FNM automotive operation was easily integrated into the Fiat portfolio. The last Alfa 2300 rolled off the line in 1988. 🍀



## Will We See U.S. Built Alfa Romeos?

This week, [Autoweek](#) reported on comments made by Alfa Romeo's CEO, Jean-Philippe Imparato during the press preview for the U.S. Tonale in Milan. He stated that a U.S. assembly plant could be an important asset for Alfa's growth in the market. It would be a logical move to build the anticipated E-segment SUV or sedan in the U.S., considered the prime market for the larger vehicle, expected to arrive in 2027.

The plant would not be a green-field operation. Stellantis has existing facilities, notably the recently idled Belvidere, Illinois, plant, that could be outfitted for the task. The move would be analogous to

BMW's establishment of its Spartanburg, SC, plant which builds X5s for worldwide export.

The CEO indicated that it would be Alfa-U.S. head Larry Dominique's decision whether to bring the upcoming smaller B-segment SUV, to be built in Tychy, Poland, alongside the Jeep Renegade, to the U.S. That small SUV will be offered in both Battery-only (BEV) and mild hybrid versions, at least in most of the world. Imparato predicted it would be a "Mini Countryman killer" when it arrives.

Beginning in 2025, assuming plans hold, every new model release from Alfa will be BEV-only. If you want a gas-powered Alfa, it might be wise to get your order in soon. On the other hand, if you're interested in a fire-breathing BEV 1000 hp Giulia, wait a bit, but start wiring your garage now. 🍀

## Uh-Oh, Competition for The Amelia

This week, RM Sotheby's, which this year lost its position as the preferred auction house of The Amelia concours weekend, announced its promised replacement spring Florida event, set to premier in 2024. It's not likely a coincidence that the weekend is scheduled for February 29 – March 3, the very same weekend as The Amelia.

The event is a partnership between RM Sotheby's and MODAEVENTS, and will be named MODAMIAMI



*Alfa CEO Jean Phillippe Imparato*

By Tom Murphy, Autoweek



*The Biltmore Hotel - Coral Gables*

Ethan Gibson © 2023 courtesy of MODAEVENTS

and held on the grounds of the Biltmore Hotel in Coral Gables. It's billed as an amalgam of "the world's ultimate experiences across automobiles, art, and design with a unique vision."

According to the press release: "MODAMIAMI will be a celebration of creativity and innovation, showcasing world-class art and automobiles in a fresh new format designed to celebrate vibrant communities across the automotive, art, and design worlds. The weekend festivities will include a variety of premium experiences—from world-class cuisine prepared by renowned celebrity chefs to superb driving opportunities—and will culminate with an exhibition of the world's finest automobiles on Sunday, March 3, 2024." So, while cars are still the stars, one can also eat well and enjoy some art, all for a price yet to be determined. We'll likely not have a cars and coffee event or concours d'Lemons to distract us.

The question that will be answered next March is whether the collector car community can support two high end events occurring a mere 380 miles apart on the same weekend. Even though the programs may appeal to somewhat different demographics, there is bound to be some considerable overlap. It seems almost inevitable that the date conflict will be a challenge for both events. But I've been wrong before. 🍀

## Classifieds

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

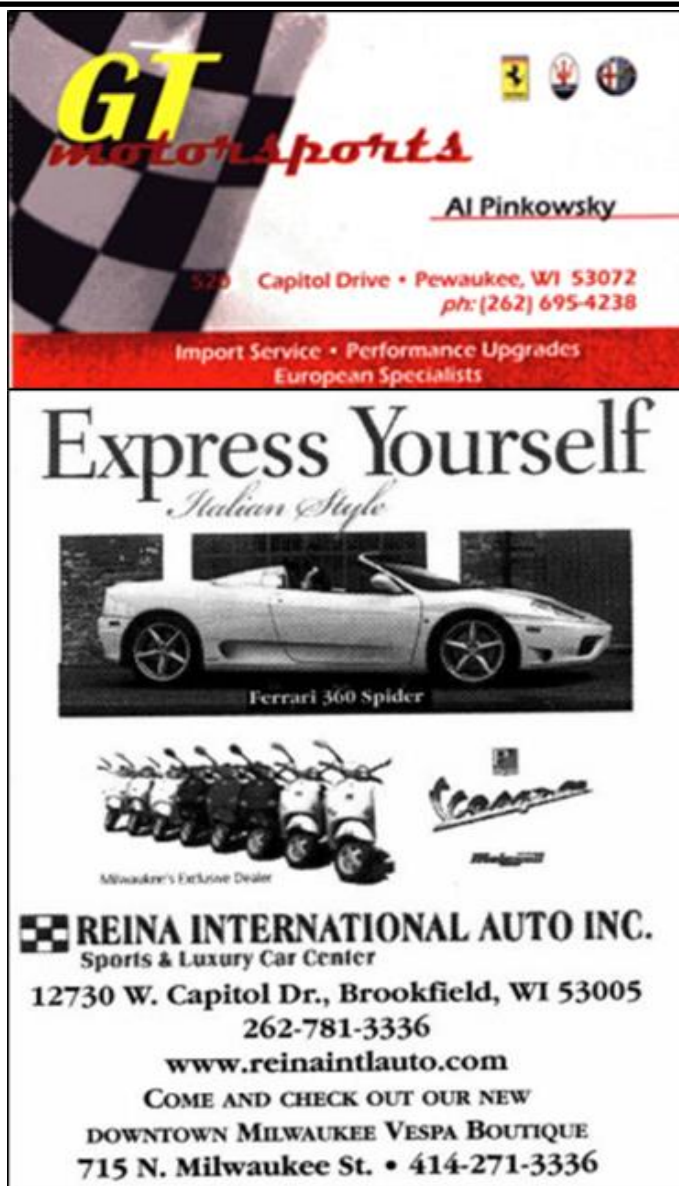
### Wanted

Your classified ads! Posted free! Let us know.

### For Sale

**Jim Thiel** is looking for a new home for his red **1982 Spider**. He's had it since 1989 and is the third owner. The car has traveled a little more than 67,000 miles and has always been garaged during Jim's ownership. The paint is original and the top in good condition, with a clear back window. According to Jim, the tires are in good shape. He says the leather seats and the dash have no cracks. If you're interested, you can contact Jim by email at [jthiel28@wi.rr.com](mailto:jthiel28@wi.rr.com)

**Gary Tree** is still 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](mailto:gjtreehouse@gmail.com)




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**Alfa del PIEMONTE**

2023 AROC NATIONAL CONVENTION






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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](mailto:rabhalter@att.net) and share with your fellow Alfisti.

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