

ALFANATIC

*Happy Alfa New
Year!*



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LOCAL ALFA DEALER HOLDS “VERY ITALIAN CHRISTMAS” EVENT IN ITS ALFA SHOWROOM



By Bob Ludwigson

On the evening of December 15, International Autos in West Allis, Wisconsin, held an open house in their new dealership to showcase Alfa Romeo and Maserati cars. Also present were several other suppliers of automobile related equipment.

In the showroom were an Alfa Giulia Quadrifoglio (yes the 505HP model), a Giulia Ti and a Stelvio. The dealership has four Quadrifoglios in stock and a total of 74 Giulias and Stelvios to choose from.

I met with the new sales manager, Chad Gonzales, and offered to supply him with a flier that promoted the Alfa owners club, with the intent that he would give one to everyone who purchases a new Alfa. Needless to say Chad was very interested.

The flier has been created, (see next page) and with some suggestions from our esteemed editor, I delivered a quantity of the fliers to Chad. When he saw it, he immediately put some in the folders that new car owners received. He also mentioned that he appreciates the efforts that club does to promote the brand, and is planning to offer Alfa club members a special discount off the price of a new car!

I feel that this could be the start of a good relationship with International Autos. 🍀

2018 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

Jan 14-21, 2018	North American International Auto Show , Detroit, MI
Feb 10-19, 2018	Chicago Auto Show , McCormick Place, Chicago
Feb 24 - March 4	Greater Milwaukee Auto Show , Wisconsin Center
March 9-11, 2018	Amelia Island Concours d'Elegance , Amelia Island, Florida
May 5, 2018	AROC-WI Das Krurze Klausenrennen , New Glarus, Wisconsin
May 18-20, 2018	SVRA Spring Vintage Festival Weekend, Road America
June 14-17, 2018	WeatherTech® Chicago Region SCCA June Sprints, Road America
June 21-24, 2018	Verizon IndyCar Series Kohler Grand Prix and Pirelli World Challenge, Road America
July 19-22, 2018	The WeatherTech® International Challenge with Brian Redman Presented by Hawk, Road America
July 27-29, 2018	Concours D'Elegance of America , Plymouth, Michigan
Aug 2-5, 2018	IMSA / Continental Road Race Showcase, Road America
Aug 4, 2018	Show & Glow by the Lake , Veterans Park, Milwaukee
Aug 5, 2018	Milwaukee Concours d'Elegance , Veterans Park, Milwaukee
Aug 8-12, 2018	AROC Sempreverde 2018 (National Convention), Olympia, Washington
Aug 23-25	NASCAR Trucks and Infinity Series, SCCA Pro Trans Am, Road America
Aug 26, 2018	Pebble Beach Concours d'Elegance
Aug 26, 2018	Geneva Concours D'Elegance , Geneva, Illinois
Sept 14-16, 2018	Ariens Art on Wheels Weekend, Featuring the VSCDA Elkhart Lake Vintage Festival®, Road America

THE ALFA ROMEO OWNERS CLUB WANTS YOU!



The Wisconsin chapter of the Alfa Romeo Owners Club congratulates you on your purchase of a new Alfa Romeo! You will enjoy many years of fun and exciting motoring.

You can enhance that experience by joining the local Alfa Romeo Owners Club! As a member you will receive notices of local Alfa events, such as our annual car show, visits to local car enthusiast businesses and our annual banquet.

You will also receive a copy of the monthly *Alfa Owner* magazine published by the national organization, as well as an e-mail copy of our own monthly magazine, the *Alfanatic*, published right here in Wisconsin.

Joining is easy. Just log on to the national Alfa website at www.aroc-usa.org and click on the Membership tab. The yearly fee is \$68.00.

For more information you can contact
Bob Ludwigson at Rludwigson@aol.com or
Steve Wirtz at swirtz@charter.net
See you soon!



The Greatest Alfa Romeo You've Never Heard Of

By “Twincharged”, oppositelock.kinja.com

This is a story of speed, secrecy, and technology. It is the story of The Great Escape, but not as you know it. This is the story of the Alfa Romeo 6C 2300 Aerodinamica Spider.



The year is 1934, and in racing Alfa Romeo is basking in a warm glow of victory in the European Grand Prix, winning more than half of all the races they entered. However, Alfa Romeo's chief engineer Vittorio Jano had noticed the looming threat of the mid-engined Type A from Auto Union. Realizing the performance potential, Jano set about designing and creating his own mid-engined racing car.



To keep the project secret, development and construction of this new car would not take place at the Alfa Romeo factory. Arguably, it would not even take place in Italy. Instead, Jano recruited the assistance of Hungarian engineering brothers Gino and Oscar Jankovits—licensed dealers of Alfa Romeo and the owners of the largest garage in Fiume (now Rijeka) in Croatia, which by 1934 had been annexed by Italy. With their wealth and technical assistance, Jano's vision for a revolutionary racer could be manifested in metal.

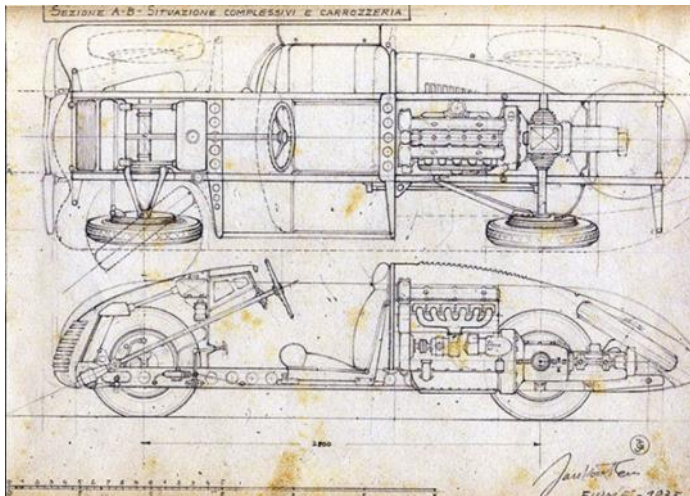
Technology

Throughout 1935-1937, the Aerospider began to take shape. Its chassis was designed to take two different engines—a V12 12C engine designed for racing, and a 2.3l straight-six 6C for road use, both mounted in the middle. It had a central driving position with seating on either side of the driver for passengers, just like a McLaren F1.



It also had a clever twin-circuit braking system with two fluid distributors, two master cylinders and adjustable duplex brakes. This allowed for an equalizer that would vary the distribution of the braking force between the front and rear, presumably to reduce the possibility of locking up the wheels under heavy braking. The transmission was lifted from a standard 6C 2300, but a pre-selector system was developed to change gears. Furthermore, the clutch was hydraulically assisted and the Aerospider enjoyed the benefit of all-round independent suspension, with double wishbones and hydraulic dampers at the front, swing

axles with a transverse leaf spring and torsion bar at the rear.



Most significant though was that sensuous, voluptuous body. At the time, aerodynamics were only starting to become understood and the Aerospider made full use of that knowledge. Not only was the body smooth on top with integrated door handles and lights, but underneath as well. By incorporating a mainly flat underside, turbulence and front-end lift were greatly reduced.

Furthermore, fenders enclosed the wheels as opposed to most open-wheeled designs of the time and care was taken in regards to the nature of air pressure. Inlets for cold air were placed in zones of high pressure, whereas hot air outlets from the engine and brakes were placed in zones of low pressure. The Aerospider, with its slippery body propelled by just a straight-six engine outfitted with triple Weber carburetors and weighing in at less than 1000kg, could hit speeds in excess of

155mph. The project looked ever more promising.



That was until 1937. Alfa Romeo was now conceding defeat after defeat in Grand Prix racing, with the opposition from the Teutonic Silver Arrows outclassing them entirely. Looking for someone to blame, Alfa Romeo bosses turned to chief engineer Vittorio Jano, brainchild of the Aerospider project, and decided to dismiss him from the company.

All of a sudden, the Jankovits brothers in Fiume lost access to the V12 powerplant needed to make the Aerospider a competitive machine on track. Nevertheless they soldiered on, developing the project into the road car it was also designed to be by installing creature comforts such as bumpers, a windscreen, and a heater.



Gino and Oscar Jankovits with the Aerospider chassis.



However, as WWII broke out, the Janovits were forced to hide the car in their garage to keep it away from prying eyes and hands, where it stayed until after the war.

The Great Escape

After WWII, the city of Fiume came under Communist control as part of Yugoslavia. The Aero-spider remained hidden within the Jankovits' garage until one brother, Gino Jankovits, was accused of collaborating with the Nazis. With the loss of the family business and property through seizure by the new Communist government under Tito and facing execution, the Jankovits realized escaping the country was the only solution to survival. But how would they escape the country?



While sources are unclear as to the actions of Oscar Jankovits and how he survived, his brother Gino was set on a plan—he would save the Aero-spider and use it for a do-or-die run to freedom. So under the cover of darkness on Christmas Eve 1946, Gino unearthed the Aero-spider from the Fiume garage and woke it from its wartime slumber.

After loading it up, Gino set a course for Italy, buried his foot to the floor, and made a break for the border. As he approached the barrier gate at high speed, Communist soldiers alarmed by the Aero-spider's sleek and rapidly approaching silhouette opened fire. Bullets ripped through the rear tires and hit the rear bodywork but thanks to the Aero-spider's low profile and speed, Gino was unharmed and with expert driving skill, rocketed past the border guards by driving *underneath* the barrier gate to Italy and freedom.

Sadly, to finance their life in Italy, the Jankovits were forced to sell the Aero-spider to an Anglo-American soldier based in Italy and it disappeared for 20 years until it was found once again in the United Kingdom.

Since its discovery, it was returned to Italy for a full restoration and has since made several appearances at car shows including the Concorso D'Eleganza Villa d'Este, Salon Privé and Goodwood Festival of Speed. It is now currently on display at the Auto & Technik Museum in Sinsheim, Germany. 🍀



Alfas at Auction – December

Bonhams Padua Auction

By Bob Abhalter

The Auto e Moto d’Epoca, held annually in Padova (Padua in English) is billed as the most important collector car event in Italy. This show, held annually since 1983, is a mix of manufacturer’s exhibits, seminars, marque club booths, dealers, services, and parts vendors large and small. One can view over 5,000 collector cars and motorcycles, 4,000 of which are for sale. It’s said that you can find even the most obscure parts for any Italian car among the myriad rows of vendors. The show routinely draws 90,000 visitors over its four-day run in late October.

British auction house Bonhams chose the Padua event to stage its first Italian auction, Saturday, October 28, 2017. It presented 60 lots, biased heavily toward Italian and German marques and realized \$3.487 million in sales. The high sale was a 1957 Mercedes Benz 300SL roadster that sold for \$1.058 million. Eight interesting Alfa Romeos were offered.



Late GTV sold for \$27,107

The first Alfa offered was a 1975 2000 GTV. Sold first in Germany, the coupe passed through four owners before its purchase by the consignor in 2015. The car was described as being in “good condition.” Overall, it looked pretty average, apparently

lacking any attempt at a pre-auction “fluff and buff.” The front fenders sported dual red-tipped Talbot-style round mirrors, mounted above the peaks of the front wheel wells, Japanese-style, to supplement the normal driver’s side mirror. Stains were visible on the bumpers and the rear window revealed an object that could have been either an aftermarket defrosting fan or a third brake light. The seats were in decent shape, but the floor mats were worn and dirty. The sales price was \$27,107.

The 1981 **Giulietta Barchetta** was a handsome one-off roadster created by Italian coachbuilder Ugo Dall’Ara. According to the auction house, Dall’Ara was known for producing highly accurate replicas, difficult to distinguish from the originals. This design, however, was an original—an evocation of ‘50s and ‘60s sports-racers, designed by the builder on commission from its first owner.

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This handsome one-off evokes racers of an earlier era.

Ugo dropped the guts of a later-model Giulietta into a custom-designed tube frame and wrapped everything in a pretty aluminum body. There are appealing design touches, like the suggestion of the traditional Alfa heart in the front grille, the simple engine-turned dash with wood-rimmed steering wheel, and the intricate routing of the side exhaust. The first owner kept the car for some 35 years before passing it on to the consignor. The roadster sold at no reserve for \$35,240. I'd say it was worth that money and more.

The **1961 Giulietta Spider Sebring Barchetta** was a recreation of another sort. Built in the early '80s, the attempt was to emulate one of the famous 750G "Sebring" racing Spiders commissioned by U.S. Alfa importer Max Hoffman. Doors, hood, and trunk lid were replaced by aluminum units and a prepared 1600 cc engine was used. Fitted with a driver's roll hoop, '80s-style racing seats, and harness, the car was campaigned, most notably in the 1986 Historic Targa Florio, where it placed 13th in class and 38th overall.



Not a real Sebring Spider, but a nice repro

The car presents well as a racer, with a very spare cockpit graced by a custom dash with a center-mounted speedometer. Pictures of the interior show that the inner frame rails were drilled for lightness. Most peculiarly, the trunk lid sports a metal script emblem identifying the car as a (sic) "Spyder Veloce." The auction estimate of \$59,000 - \$71,000 proved too rich for the bidders' blood.

Another "no sale" was a **1969 1300 GTA Junior**, AR775100. This car was originally delivered in Italy and has had a known ownership since. Records exist of entries in about 20 races when the car was new, but recent outings have been limited to car shows and club events. The current owners have had the car in the family for about 30 years.



A nice GTA with later fender flares and details

The coupe looks ready for racing, with roll cage, fender flares, sliding block rear suspension, and period racing wheels. The engine is said to have been rebuilt in 2016 with only test bench running since. It sports a narrow valve cylinder head and SPICA fuel injection. A 2009 post on Alfabb.com reproduces an ad from a '90s German magazine offering this car for the equivalent of \$50,000. Considering the provenance, specifications, and apparent condition of this car, the auction estimate of \$210,000 - \$260,000 was reasonable. Unfortunately, the high bid of \$185,680 was a little short.

Moving from the race track to the boulevard, Bonhams offered a **1963 2600 Spider**, finished in red with black top and upholstery. The car was said to have been sold in Italy and had only two previous owners, the last residence being with the same family since 1979. It was claimed that the Spider has been used sparingly, suffered no accidents, and was carefully stored. The interior was retrimmed and the top replaced in the '90s and a meticulous restoration with-



A nice 2600 for smooth roads

bare metal respray undertaken from 2016-2017. It appeared that this was a “no-issues” car and the bidders must have thought so also, as it sold for \$124,695, near the top of the Bonhams estimate.



A rarely seen Pinin Farina coupe

A rarely seen **1953 1900C Sprint Coupe** with body by Pinin Farina, AR1900C 01630, was a no-sale with an auction estimate of \$410,000 - \$530,000. While Touring produced several series of 1900 coupes, Pinin Farina produced only 100. This light gray Sprint with painted wire wheels and gray fabric upholstery looked very attractive, yet very sober in the auction photos. The 1900 passed through several Italian owners in Rome and Tuscany. The original engine was replaced during a 1980s’ restoration, after which the car sat unused in a private collection until it changed hands in 2014. The new owner did a refresh and interior re-trim and the car moved on to a new owner in 2015, who located and reunited the original engine with the car. There seemed to be very little to fault with this car. It could be that a certain lack of “pop” was the only thing keeping it from being sold. The high bid was \$371,360.



‘62 Sprint—asking too much?

Perhaps the car’s only defect was the aggressive asking price of \$82,000 - \$94,000, about double the median auction value listed in the latest *Sports Car Market Pocket Price Guide*. Still, the bidding did reach \$71,951.

A fine-looking **1962 Giulia Sprint 1600**, in red with gray fabric upholstery, also failed to make the cut. This car, on only its third owner from new, seemed to be a very nice specimen. The engine and gearbox were rebuilt in 2015-2016 as part of a partial restoration. Overall, the presentation looked very nice.

Perhaps the car’s

Last but not least, a **1961 Giulietta Spider Veloce**, 1495 F 11415, sold for a very reasonable \$78,612. The consignor has owned and used the car since 2003. The red Spider was treated to a restoration in 2010 and a recent engine rebuild is claimed. There are



some trim defects and the dash shows deep scratches around the radio blanking plate, which is missing an “ear.” The car comes with an original Pininfarina hardtop, a nice item but not likely to get much use. I got a kick out of the auction description, which claimed the hardtop would allow the car to be enjoyed in the winter. I’ll pass on that option. *All photos copyright Bonhams* 🍀

Classifieds

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

For Sale

2001 Alfa 156 V6 2.5, 6-speed manual. Red with black leather interior. Car is in very good condition and can be driven right away.

Total mileage is about 150,000 miles. Water pump and all pulleys and belts replaced at 120,000 miles. Suspension, radiator and clutch replaced at 135,000 miles. Runs great! Extra sets of wheels with snow tires and performance tires.



The only problem with the car is a very slow leak in the power steering fluid and an occasional glitch in the immobilizer. The immobilizer reads the key code. It can go months without a problem. When it doesn't unlock, a few tries usually does it. Or there is a work around bypass procedure that will get you home. A \$50 part may fix it for good. The gear shift also doesn't easily return to center with the sideways spring. You have to move it a bit between second and third.

Car sounds great, feels great and is a real head turner. \$7,000 or best offer. Russ Whitford
veloce192@sbcglobal.net

Four Used Cromodora Wheels for 72-74 Alfa Spider. Surface and finish would benefit from some re-conditioning 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

Wanted

Good used windshield for a 1967-1969 Alfa Spider (roundtail). Must be from an early spider. Later windshields are different. Call Bob at 270-564-2821 or mail: rabhalter@att.net

**There's Still Plenty
of Room for Your Classified
Here**

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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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