

ALFANATIC

Saturday March 18, 2017

AROC-WI ANNUAL BANQUET & BUSINESS MEETING

FOX & HOUNDS RESTAURANT & TAVERN

1298 Friess Lake Road, Hubertus

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<http://www.foxandhoundsrestaurant.com>

Please join us for an evening of fun and relaxation at a great venue. Relive the events of last year and enjoy great conversation with fellow Alfanatics. With a wonderful atmosphere, moderate prices on great food, free dessert, and door prizes, why would you not want to join us? A business meeting with election of officers follows dinner. President Gary is not seeking another term so we'll be electing a new leader. See the President's Column for more details.

5:30 – 6:00 Cocktails at the bar (cash bar)

6:00 – 7:45 Dinner in the Hunt Room (upper room, small section, go left at the top of the stairs)

7:45 – 8:15 Business meeting w/election of officers followed by door prizes & continued socializing.

Important!

Your reservation is requested by Tuesday, March 14.

See menu choices and registration on the next page.



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Meal choices include:

Char grilled Tenderloin Filet – 8 oz. juicy, hand-cut, choice tenderloin served with garlic buttered mushrooms and savory au jus. Includes soup or salad, steamed vegetables and your choice of potato. **\$22.50**

Grilled Salmon – Fresh Atlantic salmon chargrilled to perfection then dressed in a creamy dill sauce. Served with vegetable rice pilaf, soup or salad and steamed vegetables. **\$21.50**

Tuscany Chicken – Sautéed chicken breast tossed with red peppers, fresh garlic, pea pods, red onions, sun dried tomatoes, penne pasta, and mushroom herb sauce, steamed vegetables and your choice of soup or salad. **\$21.50**

Fresh Vegetable Pasta Sauté – Broccoli, red onion, carrots, pea pods zucchini, asparagus and Parmesan cheese tossed over a hot fire with roasted garlic, olive oil, and flavorful herbs. Served over a bed of linguini pasta and garnished with Parmesan cheese. As delicious as it is beautiful. Includes your choice of soup or salad. **\$19.00**

All meal prices include: 18% gratuity (applied to the non-discounted price) and 5.6% sales tax

Because of the 2 for 1 meal pricing, beverages other than water are not included in the meal:

Coffee, tea or milk is \$2.00. Soft drinks are \$3.00. Bring cash to pay the wait staff.

Free Dessert: For those wishing a dessert following the meal, the club will pick up the cost.

IMPORTANT:

The restaurant wishes to know by Tuesday, March 14, how many coming, and our food selections.

Name(s): _____

Main Selection: _____

Total \$ Enclosed: _____ **Check#:** _____

MAIL your selections and payment no later than **Friday March 10th** (checks made out to **AROC-WI**) to Randy Swanson, N66 W6684 Cleveland St, Cedarburg, WI 53012. If you make a late decision to come, please contact Gary by March 15th ---- you may then pay Randy at the event.

Questions: Contact Gary Schommer at alfaman@wi.rr.com or 262-252-3750

PRESIDENT'S COLUMN

Our March 18th Annual Banquet & Business Meeting is fast approaching. You'll want to sign up promptly so you don't miss out. The food and atmosphere is great and the prices are reasonable. See the event announcement for details. Regular attendees know that following dinner we have a very short business meeting, the primary purpose of which is to elect/re-elect officers.

After having served as President/Membership for more years than I can remember, I have decided for personal reasons not to continue another term. As club president, I've had the pleasure of developing lasting personal relationships with many of you over the years and these I will always treasure. I plan to continue as an active club member and I'm willing to help out where needed.

I know that we have many talented and knowledgeable members in our club and that we all share a passion for the Alfa Romeo marque. I ask that you please review your gifts and talents and give consideration to being a candidate for taking on this role. If you are willing to be a candidate, have questions related to the role and responsibilities, or wish to nominate someone else, please let me know at your earliest opportunity. If you nominate someone, I will reach out to them to confirm that they are open to being a candidate. Elections will take place at the business meeting on March 18th.

As Alfa sales take off with the new Giulia and Stelvio, this coming period should be a time of growth for our club. I've read and heard great things about the latest Alfas and look forward to new members joining AROC-Wisconsin.

Ciao,
Gary



2017 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

March 10-12	Amelia Island Concours d'Elegance , Amelia Island, Florida
March 18	AROC-WI Annual Banquet & Business Meeting , Fox & Hounds, Hubertus, Wisconsin
May 6-7	AROC-WI Das Kurze Klausenrennen, New Glarus, Wisconsin
May 13	John Ehle's Mother May 1? driving event. Email Johnehle@comcast.net
May 19-21	Spring Vintage Weekend, Road America
June 2-3	Fuelfed Motogearo 250 , New Glarus to Prairie du Chien, WI
June 15-18	WeatherTech® Chicago Region SCCA June Sprints®, Road America
June 21	The Heinrichs' Sportscar Solstice Gathering , Lift, Inc., Glendale
June 22-25	Verizon IndyCar Series KOHLER Grand Prix, Pirelli World Challenge, Road America
July 7-8	Millers at Milwaukee , Vintage Indy Cars, State Fair Park, West Allis
July 13-16	ARCC & AROC Combined Convention , Montreal, QC, Canada
July 19-23	Fiat Club of America Fiat FreakOut, Milwaukee, Plans TBA
July 20-23	WeatherTech® International Challenge with Brian Redman presented by HAWK, Road America
July 28-30	Concours d'Elegance of America , Plymouth, Michigan
August 4-6	IMSA/Continental Tire Road Race Showcase, Road America
August 5	Show and Glow by the Lake, Veterans Park, Milwaukee
August 6	Milwaukee Concours d'Elegance, Veterans Park, Milwaukee
August 13	AROC-WI, Italian Car and Motorcycle Show
August 19	Concorso Italiano , Black Horse Golf Course, Seaside, California
August 20	Pebble Beach Concours d'Elegance , Carmel, California
August 25-27	Road America 180 Fired up by Johnsonville XFINITY Series, Road America
September 2-13, 17-28	Car Guy Tour(s) Italia, http://www.carguytour.com/
September 23(T)	AROC-WI and FCA visit to John Spulde's "Man Cave," details TBD
September 8-10	Third Annual Ephraim Hill Climb, Tour, and Concours, Ephraim, Wisconsin
September 15-17	VSCDA Elkhart Lake Vintage Festival, Road America

Alfa News Notes

Giulias Now Available in Wisconsin



No need to run off to Illinois to buy your new Giulia. The powers that be at Alfa Romeo have begun stocking cars in our backyard. Last month saw deliveries at both Bergstrom in Appleton and Palmen in Kenosha. International in West Allis and Don Miller Alfa in Madison both list vehicles in stock.

Your editors visited Palmen on February 23 for a test drive in a beautiful blue Giulia Ti AWD. Alfa specialist Brandon Grimes is friendly, knowledgeable, and enthusiastic about the brand. He has gone to school (literally) on Alfas and had the opportunity to get seat time in a Quadrifoglio and its competitors during his orientation session in New Orleans. His sale to one of our club members was claimed to be the first of a Giulia in Wisconsin.

The test drive confirmed everything we have heard about the car. The Giulia has plenty of punch, even with the 2-liter turbo. It's comfortable, sporty, well-appointed, and fully worthy of consideration. In case you're wondering, the warranty is 4 yrs. or 50,000 miles, bumper-to-bumper, as they used to say. Oil changes are included for the first year. Color and model choices may be limited for a while, but Palmen, and I'm sure the other dealers, will work with you to get the car you want. Palmen General Manager Giacomo Ruffolo is very enthusiastic about bringing Alfa's premium brand to Kenosha. Brandon and Frank Chiappetta, New Car Sales Manager, have entered an order for a screaming red Giulia Quadrifoglio with all the options. I can't wait to see that one on the lot, but the model that's most likely to grace my driveway will be an AWD Ti. Stay tuned.

Alfa U.S. Sales up 843% in February

This line led the RoadandTrack.com posting about Alfa's recent sales results. They go on to say that for the year 2106, Alfa sold a total of 516 cars in the U.S.; while in January and February Alfa sold 551, bettering the results for all 12 months of 2016.

Alfa sales in Italy for the first two months were up 25% over last year, while the Giulietta increased its market-segment share to 9.2%, according to Clubalfa.it. Sales in the German market were up 68%, with 705 cars sold. They also reported that initial interest in the new Stelvio SUV is

high, based on the initial open house conducted recently.

Next Up? Larger SUV and Flagship Sedan

Alfa's next new models are likely to be a replacement for the long-discontinued 166 "flagship" sedan and a new larger E-segment SUV, this according to clubalfa.it. Both will likely be released in 2018. The website suggests that we will hear more about these models as 2017 progresses, with a possible introduction late in 2017 or early in 2018. 🌱



Event Briefs

Man Cave Visit Delayed

Last month we announced an April 22 visit to John Splude's "Man Cave," but unfortunately some scheduling issues popped up and John won't be available to host us that day. Roy Ferrari is now looking at a possible September event, to be held jointly with the Ferrari Club of America. We should know more in May. You may remember that John is a retired business executive who operates JWS Classics in Greendale, where he deals in #1 condition muscle cars of the sixties with a few "foreign" cars offered from time to time. Further details on the visit will be forthcoming.

John Ehle's Mother May I? Spring Drive

This annual spring tour is scheduled for Saturday, May 13. Organized by member John Ehle, this low-key Mother's Day weekend event is open to all vehicles, although vintage sports cars are preferred—get your car fix in Saturday and celebrate Mother's Day on Sunday! No fee is involved and participants pay for their own lunch and dinner. The tour starts at 9 a.m. in Beloit and heads north-northwest to Mt. Horeb for a lunch stop. After visiting Governor Dodge State Park, the tour heads east and ends with an early dinner in Stoughton. John will email more details in about a month. Email Johnehle@comcast.net to be added to the mailing list.



Fueled Motogearo Scheduled for June 2-3

Last month club member Kurt Jensen wrote: “*Last year Fueled started a “Rally” targeted at smaller displacement cars (and motorcycles). We should add it to the Alfanatic Calendar. I participated last year and think it is perfect for the AROC membership. Fueled is a private club for 1990 and older European cars, so a modest yearly membership fee is collected, but that allows participation in other activities. A number of AROC members are also Fueled members already. A link to details on the Motogearo is below.* www.motogearo.com 🍀

Alfa Romeo at Chicago Auto Show And Other Observations

By Bob Abhalter

Alfa Romeo once again had a significant presence at this year’s Chicago Auto Show. Last year’s display was a significant, but ultimately frustrating, experience, as none of the cars were open and with the exception of the 4C, none were actually available for sale.



This year Alfa teased the Stelvio, but they were ready and willing to let prospects sit in and poke around the several Giulia models on the stand, Quadrifoglios excepted. (I don’t know why the Quads were locked, as the adjacent Maserati display had almost all their cars open.) And the place was busy, with people lined up to take looks. Examples of the base and Ti models were on display and open. Both trim levels had ap-



pealing interiors and it takes a keen eye to distinguish the two models from the outside. There is no model-specific Ti badging, only Q4 badging for the all-wheel-drive option. Trim levels are distinguished by relatively subtle differences in front and rear fascia treatment. You’ll have no problem, however identifying the Quadrifoglio models, with their extra venting and prominent green four leaf clovers.

The Stelvio is muscular in appearance and boasts a contemporary silhouette. It drew a lot of interest and should offer buyers a viable and sporty alternative to similarly sized BMW and Audi SUVs. The product specialists on duty stated the the should be in showrooms in May or June, however dealers I talked to think that timing is really optimistic and suggest a late fall might be more reasonable. Time will tell.



*There’s an engine in there somewhere.
Giulia 2.0 liter four*

Other Observations

BMW’s display was significant—they showed only their plug-in and hybrid vehicles and nothing powered by gas or diesel engines.



Not all hybrids are slow. BMW i8

Toyota takes this year's award for the strangest collection of concept vehicles. Something must have gotten into the water in the styling studios. Collectively, they get my vote for the concepts least likely to make production.



Of course, the vehicles that did make it into production are pretty strange themselves. (See next the pic of the up-

coming C-HR crossover.)



Volkswagen displayed their huge new 2018 Atlas, a three-row SUV that competes in size with the largest the U.S. has to offer. Quite a departure for them.



FCA occupied quite a bit of real estate in McCormick Place. There were plenty of Dodge, Ram, and Fiat products to view, but it was difficult to find a Chrysler sedan anywhere—Pacificas yes, but I spotted just a lone 300. Of course, that's about the only sedan they've got left.

Fiat showed several 124 Abarth Spiders, and Abarth 500s of various specification. They don't have quite as many variants as Mini, but they're getting close.



Chevrolet showed a really neat full-size Lego Batmobile. It was more fun to look at than all of the many variants of the Cruz populating their floor space.



Mercedes Benz off-road vehicles had one of the most extreme customer ride-along experiences going—almost straight up and straight down.

Volvo apparently doesn't believe that U.S. customers won't buy station wagons. They showed both V-60 and V-90 versions, very handsome rides. You can also buy a jacked-up crossover version if you wish. 🍀



Repairing Minor Dents in Your Alfa

By Bob Ludwigson, *photos by the author*

Do you have minor dents and parking lot dings in the sides of your Alfa? If so, I'll tell you how to fix these blemishes. This article is not intended to cover damage requiring welding or panel bumping. If you are generally handy with tools, you should have no trouble successfully making these repairs. I'll guide you through the various steps in the process. So, let's get started!

1. The first step is to isolate the area to be repaired. The dent I fixed was on the driver's side door. The



Photo 1. The damage

dent did not occur from someone hitting my car, but rather through a freak accident. I was loading a cabinet into my truck (I have a woodworking business), and my Alfa happened to be right next to it. A gust of wind knocked the cabinet over, and it banged into the door of the car. Although the cabinet put a pretty good dent in the door, I was able to push out most of it, leaving only small indentations. Photo 1 shows what was left.

My Alfa storage space is unheated, so I unbolted the door from the car and made the repair in my heated shop. If you are fixing a fender or other part of the car you will have to do it in place. Since I was planning to paint the entire door, I removed all the hardware. The window, the window tracks, the winder mechanism and door latch hardware can be removed after the inside door card is removed. But first the window regulator and door handle must be removed. Alfa uses two methods to hold these items in place, either drive pins or keys in a slot. I had one of each! Photo 2 shows how I removed the door handle drive pin using a homemade spacer.



Photo 2. Handle removal

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2. The next step is to remove the existing finish in the area of the repair. Body filler (Bondo) sticks best



Photo 3. Area sanded and ready for filler

to bare metal. I sanded off the many coats of paint to reveal the steel door side. Photo 3 shows the door ready for filler.

3. Next, I applied the body filler to the door. Since I was repainting the whole door, I sanded the rest of the door to remove wax and dirt. I then applied the filler making sure I applied enough to fully cover the depressed areas. Excess filler is easy to remove when it is in a semi-plastic state. I used a cheese-grater type rasp for this. Once it hardens it can still be removed, but it's more work.

I then sprayed a coat of rattle can primer and did a light sanding. This



Photo 4. Filled and spot putty applied

reveals any low spots. I had several, and I filled these in with glazing putty (red in color), and sanded them smooth. Photo 4 shows the result. You'll notice I filled in a few other dings as well.

4. Once the surface is nice and smooth, it's time for paint. I used paint from an automotive paint dealer that I sprayed on. Using paint in rattle cans will not give you a lasting finish appropriate for your Alfa. I had no idea what the correct paint was, so I experimented with several scratch fixer kits. The paint dealer then mixed up that shade. You may be lucky and actually have a paint code listed on the car's info plate.

Several things to keep in mind about automotive paint: a. The paint is expensive. I used single-stage

paint—that's paint without a clear coat. (No old Alfa was ever painted with clear coated paint.) This is the least expensive paint. Even so, one quart of paint, the catalyst, and reducer cost me \$90. Colors like red and yellow are more expensive. b. The paint gives off fumes. For a small job like this it was okay not to have ventilation.



Photo 5. Applying paint

For a bigger job you should have proper ventilation, I sprayed on two coats of paint, as shown in Photo 5, following the directions supplied by the paint supplier.

5. The final step is to buff the finish smooth. (See Photo 6.) Although the paint went on nice and shiny, there were some dust nibs and other blemishes. These are removed with a polishing compound and an electric buffer. I used Mequiar's Fine Cut Cleaner No. 2 polishing compound. Photo 7 shows the final product.

You're now finished! You can reassemble the parts you removed and start to enjoy your newly repaired Alfa. 🍀

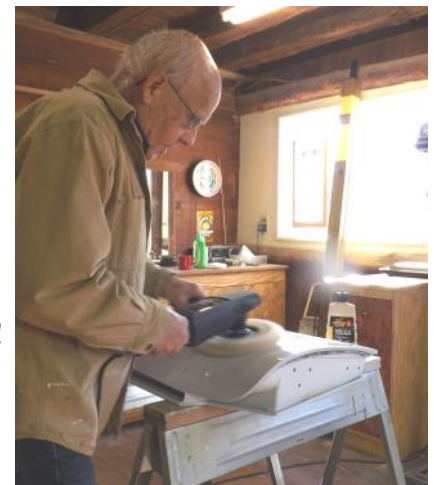


Photo 6. Buffing out



Photo 7. The finished product

Alfas at Auction

By Bob Abhalter

Photos courtesy of the auction companies

Rétromobile 2017

Rétromobile, the massive French vintage auto show, runs in Paris every February for five days. This year's show attracted over 90,000 attendees to its 550 vendor and exhibit booths covering 60,000 square feet in the Porte de Versailles Exhibition Center. The French auction house Artcurial hosts the "official" auction, but RM Sotheby's and Bonhams also host large sales. According to Sportscarmarket.com, the three auction houses moved a combined total of \$81.3 million in merchandise this year. Opportunities abounded for serious Alfa collectors with a total of 17 cars offered. Some were rarely seen specimens while others were market staples. Results were somewhat mixed as only nine sold, an Alfas-only sales rate of 52%. I've picked a few pairs of cars to illustrate this year's auction results.

Headliners

RM Sotheby's February 8, 2017, auction had two of the most interesting offerings. The star of the auction was the **1934 Tipo B P3** monoposto race car. The ex-Scuderia Ferrari Grand Prix car has had a documented history since new, having been campaigned by Ferrari until its 1936 sale to an English enthusiast. It remained in British hands until 1950 when it was sold to a New Zealand collector. After sojourns in Japan and the U.S., the P3 was restored sometime after 2007.



When new, the car was campaigned by the likes of Nuvolari and Varzi. Remarkably, some 80 years later the car is "mostly original"—at least as original as an 80-year-old, actively campaigned race car can be. Even many of the body panels are original, not an ordinary occurrence. The sale included an additional engine that originally powered one of the famous P3 Bimotore race cars and was later used in this P3. This piece of Alfa racing history sold for \$4,180,680.

The other RM Sotheby's star car was the **1957 Giulietta Spider 750G Competizione**, chassis 00301. While any Alfisti would recognize this car as an early Giulietta Spider, one could be forgiven for not realizing this was one of only twenty-four race prepared Giuliettas, equipped with alloy panels, extra chassis bracing, a Conrero-tuned race engine, and a special magnesium-cased 5-speed close ratio gear box. A tip might be the missing outer door handles and inner



window lifters, plus the monoposto cockpit shroud with a driver's windscreen in place of the typical windshield. The cars, commissioned by importer Max Hoffman, were intended for use in U.S. sports car racing and acquitted themselves well in major European races as well. This particular car was imported to the U.S. and was owned and raced by a string of East Coast owners until 2007, when it returned to Italy. It again changed hands in 2011 and underwent a full restoration that took five years. After working through the various layers of paint and Bondo, the restorers identified the original color—a red very close to Alfa's Zagato red. One of four known to exist, the car looks factory-fresh and authentic, and undoubtedly is worth the \$509,320 winning bid.



Coupe or Spider

You may have heard it said about car valuation: “When the top goes down, the price goes up.” That is, for the same model car, the convertible is usually more expensive than the closed version. A case in point is the value difference between the Alfa 2600 Spider and 2600 Sprint. RM Sotheby’s offered a **1963 2600 Spider Touring** in red with black upholstery.



This two-owner car lived in California, where it was purchased as a graduation gift. It was used for a while, then stored for 30 years. In 1998 its first owner gave it a full restoration, after which it covered less than 500 miles before being sold to its present Swiss owner in 2013. The auction photos show a very clean looking car with good shut lines and a very original look. The interior, often a let-down in these Spiders, looks fresh and crisp. The engine compartment is clean but prepped for driving and not for show. The car sold on a bill-of-sale for \$107,856.

By contrast, Bonhams sold a **1963 2600 Sprint Coupe** at its February 9 sale. A white car with brown leather upholstery, it was said to have been restored in France between 2009 and 2014. Invoices for almost \$44,000 documented the work undertaken at that time. The coupe presented well overall. The interior was original and the leather was nicely patinated, presenting an appealing lived-in look. The car was



obviously restored to be driven and has experienced some wear, evidenced by scuffed sill plates and missing wheel cover trim among other issues. There were also some trim fit issues visible with the rear bumper and an oddly cockeyed center grille. These defects, although annoying, could easily be remedied. The Sprint sold for \$43,079, about 40% of the Spider’s selling price. While you might argue that this isn’t an apples-to-apples comparison, there are other similar results to which one could point.

Of course, for every rule there is an exception. In the Alfa world, the relative values of GTVs and Spiders are inverted, with values for



good ‘70s Coupes easily doubling the selling prices of the contemporary Spiders. Unfortunately, the two GTs offered in the Bonhams sale, a well-restored mustard yellow **1967 Sprint GT** and a very clean, red **1975 GT 1600 Junior**, both failed to sell at their \$40,000 to \$50,000 asking prices. If they were true to their auction descriptions, they didn’t seem overpriced.

A Tale of Two (or Three) Montys

Both RM Sotheby’s and Bonhams offered Montreals. RM’s sold, Bonham’s didn’t. The white **1973 Montreal** offered by RM Sotheby’s has been seen at auction before.

Offered this time by a Swiss con-signor, the coupe was restored in 2011. California Mercedes Benz specialist Scott Grundfor



is credited with supervising the final assembly, while the mechanical work was performed in Waukesha, Wisconsin. The car appears to be in the same condition as when it was last offered at auction by Sotheby’s in Monterey, August 14, 2105. Now, as then, the most visible deviation from standard is the substitution of GTA-style wheels for the original Turbinas. Otherwise it appears to be a very handsome example.

The Montreal has had two owners since its restoration and one or both took a bit of a haircut, value-wise. Sales price in Monterey, 2015: \$110,000. Sales price in Paris, 2017: \$83,888—an average result in the current market.

Bonhams' **1972 Montreal** was done in bronze with a fawn cloth interior. It was said to have the original interior, preserved during a 2015 restoration, during which the engine was rebuilt. The British registered car showed 33,000 km on the odometer. The low auction estimate was about \$74,000, but it failed to sell. An almost identical Monty, only 473 serial numbers newer and in the same colors but with 91,776 km on the clock, sold on Bring-a-Trailer February 24, 2017, for \$77,000.



What Price Originality?

A pair of Sprint Specials offered a partial lesson about the premium attached to originality in today's market. Bonhams sold a restored 1963 Giulia SS, in the typical red with tan upholstery, for \$107,363, somewhat below the norm for SS values. The car originally sold in Ireland, was purchased from an estate in 2013, and went to Italy for a respray and cosmetic restoration. Borrani wire wheels were added at the time of that work.



RM Sotheby's offered a 1962 Giulietta SS that was billed as unrestored and original. It spent over 40 years in the ownership of the same family and was said to have its original engine. The blue paint was said to be mostly original. The pictures showed an aged surface that, while still shiny, was definitely showing its age. The trim and badging appeared to be all there and perhaps in better condition than one

would expect for an unrestored car of this age. The gray fabric interior was well worn, but the owners had installed new carpeting, an unusual choice. The clock showed 99,000 km. RM estimated the value at \$128,000 to \$160,000. Unfortunately, the car was a not sold. Was this SS good enough to be preserved rather than restored? The verdict of the bidders was "no."



2nd Series or 3rd Series?

Artcurial offered two 1900 C Super Sprints at its February 10, 2017, auction. The first was a black **1954**



1900 C Super Sprint 2nd Series Touring Coupe. The coupe was said to have had two owners since its 1991 restoration. There was no indication of prior ownership, so one might assume that it sat idle for a while. The most distinctive part of the car was its interior, which was claimed to be original. The striped fabric seats were trimmed in almond green leather. The look was certainly striking, and it was suggested that it may have been ordered for the Paris Auto Show. The car was used in rallies and other event since its restoration and kept its full complement of trim—bumpers and all. The Sprint failed to meet its low auction estimate of \$225,000.



Two lots later, a **1956 1900 C Super Sprint 3rd Series Touring Coupe** crossed the block. This car was done in silver with a red top and sported red and white upholstery. The Swiss-owned car benefitted from a 2104 Belgian restoration. It, too, was fully



trimmed including its bumpers and looked street-ready rather than stripped for the track like some other examples we've seen. It sold for \$229,579.

The differences between the two 1900s were striking and illustrative of the progression of styles in the fifties. The 1954 second-series car seemed sober, upright, and formal in its dark livery. The five-window greenhouse was ample and airy with its slender C pillars. In contrast, the third-series design seems much sportier, an impression aided by the two-tone paint. It is not hard to imagine the 1956 car as a larger Giulietta Spider with a hard top. Both cars have their individual appeal, but this time the later car sold while the earlier design stayed with its owner.

Racer or Poser?

Our final pair comprises two GTAs. The first, a red **1965 Sprint GTA**, was offered by RM Sotheby's. An early car, said to be one of the first fifty, was sold in Switzerland and remained there until 1980, after which it passed through three German owners. The car was claimed to have its original engine and was equipped with a number of racing options from the Autodelta catalog, including wider cast wheels, plastic side windows, an oil catch tank, and 45mm Webers. On the other hand, the interior retained the original seats and upholstery. There was no sign of a roll



bar, but four-point harnesses were installed. The GTA was said to have been preserved rather than restored. Although it's possible the car saw some competition in hill climbs or rallies, it's unlikely that it was ever used for circuit racing. The consignor was looking for something north of \$374,000, but couldn't find a buyer.

Bonhams offered a 1968 1300 GTA Junior with no doubts as to its racing provenance. The Junior was raced in Italy by Luigi Pozzo under the banner of Scuderia Monzeglio Corse and won the 1971 Italian GT2 championship. Originally painted in the Scuderia's colors of yellow with two large brown squares on the roof, the car was repainted red sometime in the seventies and used extensively in vintage racing. The car, with a spare engine, sold for \$231,806.



These results reinforce a few tenets of collecting and valuation. They confirm that provenance is important and originality adds value—up to a point; cars with relatively few owners may draw auction-goers' attention but don't always result in a sale; spiders trump coupes most of the time, and a racing history is more important than go-fast parts. 🍀

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BOOKS

1. *Bugatti 57 – The Last French Bugatti*, Barrie Price
2. *Ferrari: A Legend*, Sergio Massaro
3. *Essential Alfa Romeo, Giulia & Giulietta Coupes and Spiders, 1954 – 1995: The Cars & Their Stories*, David Hodges
4. *Alfa Romeo Giulia Coupe, GT & GTA*, John Tipler
5. *How to Power Tune Alfa Romeo Twin Cam Engines*, Jim Kartalamakis
6. *The Classic Kissel Automobile*, Val V. Quandt
7. *Standard Guide to Automobile Restoration*, Matt Joseph
8. *Carrera Panamericana, History of the Mexican Road Race, 1950 – 1054*
9. *BMW, Bavaria's Driving Machines*, Jan P. Norbye
10. *Illustrated History of America's Greatest Cars*, Chartwall Books Inc.
11. *The Complete Book of Shelby Automobiles*, Colin Comer
12. *Industrial Strength Design: How Brook Stevens Shaped Your World*, Glen Adamson
13. *The Encyclopedia of Classic Cars*, David Lillywhite
14. *Million Dollar Muscle Cars*, Colin Comer
15. *Automobile Quarterly*, Volume 34, No. 2
16. *Cannonball: World's Greatest Outlaw Road Race*, Brock Yates
17. *Famous Automobile Museums. Museo Alfa Romeo*
18. *The Fabulous Trashwagon*, B.S. Levy
19. *Famous Car Factories: Lamborghini*, Stefano Pasini
20. *Alfa Romeo & Mille Miglia*, Stefano Pasini
21. *The Ultimate History of Fast Cars*, Jonathan Wood
22. *Maserati Quattroporte: The History*, Jurgen Lewandowski w/ Ermanno Cozza
23. *Montezuma's Ferrari*, B.S. Levy
24. *The Treasure of the Automobile*, Ralph Stein
25. *The World's Worst Cars*, Craig Cheetham
26. *Concept Cars from the 1930s to the Present (2003)*, Larry Edsall
27. *Iacocca, An Autobiography*, Lee Iacocca
28. *Best Damn Garage in Town – The World According to Smokey Yunick*, a 3-Volume Set
29. *Duesenberg*, Dennis Adler
30. *2011 Keeneland Concours d'Elegance*
31. *Viva! Alfa Romeo*, David Owen
32. *Alfa Romeo Buyers Guide*, 2nd Edition, Joe Benson
33. *Peter Egan's Side Glances*, From Road & Track
34. *Haynes Repair Manual, Alfa Romeo Sedan * Coupe 1973 – 1980*
35. *Alfa Romeo Giulia History & Restoration*, Pat Braden with Jim Weber
36. *Alfa Romeo Owners Bible*, Pat Braden
37. *Motor Trend Presents Shelby*, Forward by Jay Leno
38. *Chilton's Auto Repair Manual, American Cars from 1966 – 1973*
39. *Road & Track on Alfa Romeo 1977 – 1989*
40. *Alfa Romeo, 90 Years of Success On Road And Track*, David Owens
41. *The Cars That Made History, Alfa Romeo Giulia GT*, Giorgio Nada Editore
42. *Road & Track's Classic Sports Cars – 1986*
43. *Weber Carburetors to 1979*, Haynes Owners Workshop

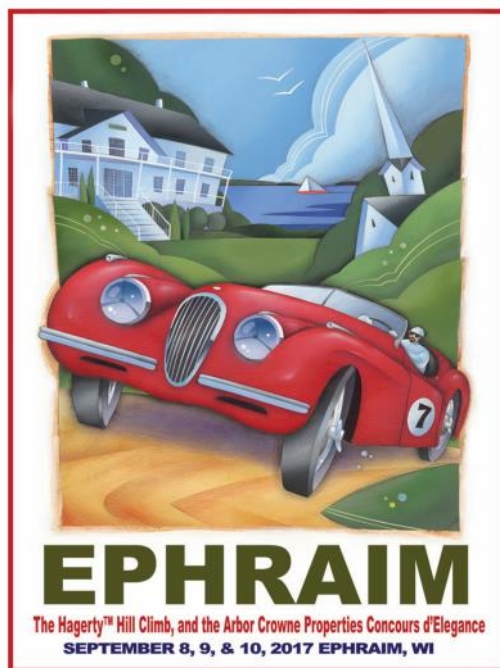
- Manual
44. *Alfa Romeo – Always with Passion*, David Owen
 45. *Great Marques: Alfa Romeo*, David Owen & John Blundson
 46. *Giulia Coupe GT & GTA*, John Tipler
 47. *Alfetta: The Alfa Romeo 158/159 Grand Prix Race Car*, Ed McDonough
 48. *Auto Book Workshop Manual, Alfa Romeo, Giulia 1300, 1600, 1750, 2000, 1962 - 1976*

VIDEO – VHS

1. RAC British Touring Car Championship, 1994 Season
2. Alfa Romeo TV Commercials 1986 – 1993
3. Alfa Romeo Spotters Guide by International Auto Parts
4. Alfa Romeo 164 Video Test Drive
5. La Famiglia The Video, The 1993 Alfa Romeo Owners Club Convention
6. The Road America Story, North America's Premier Road Racing Circuit

DVD

1. Classic Sports Cars, 4 DED * Memorabilia Collection
2. Great Cars, The Television Series, Ferrari & Alfa Romeo
3. Victory by Design, Alfa Romeo featuring Alaine de Cadenet
4. Auburn, Cord, Duesenberg Museum, 360-degree Virtual Tour
5. History Channel, Italian Style, Ferrari & Alfa Romeo
6. Rides, The Critically Acclaimed TV Series, The Complete First Season
7. The Driving Zone, Essential Techniques for New Drivers
8. Can Am Racing, The Speed Odyssey
9. Ferrari Challenge, Part 1 with Old Alfa
10. Alfa Romeo 1750 GTV & Spider Car Disc CD
11. Alfa Romeo GTV-6 & Milano Car Disc CD



Classifieds

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

For Sale

Parts

Weber 32/36 DGV carb, and air cleaner housing and intake manifold (restored and painted) for 1300cc normale (750-101), all in excellent working condition. Best offer. Jon Block, [\(248\) 505-0606](tel:2485050606) cell, or jblock8586@wowway.com

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 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



1987 Alfa Romeo Spider Quadrifoglio

Luxury trim package. Silver on gray leather including factory hard top, custom wooden MOMO steering wheel & gear shift, new tires, nose bra, bikini cover & full cover. Garaged, no winters, rust free original. Fun ride. Pulls strongly & idles smoothly. 37,240 miles \$15,000 O.B.O. Rockford, IL dek_cmk@yahoo.com

1985 Corvette

Red/Red, 4+3, removable hard top. 51k miles and stored inside since new. All original. Body and interior in great shape. This car is move-in ready and is a nice ride. Blue Book value \$12,000.

Contact: Jim, 262-642-5068 or jzyla@wi.rr.com

For Sale

1986 Spider

Convertible= FUN!! 1986 Alfa Romeo Spider. Five speed manual transmission and electric windows, 96,000 mi. It was totally refurbished four years ago. Four-year-old canvas top. A small amount of money to pay for a really nice convertible. New starter in 2015 and about \$1,200 in repairs. Runs great! Fun fun fun. The paint is five years old and it is a purple-blue paint with a shift. It changes colors as it goes by. Asking \$5,500, Brodhead, WI. Contact: Tomasan Harnack tnhc@charter.net, 608-295-0535



1965 Giulia Sprint

For parts -- body is very bad, 1600 engine is apart, transmission & differential are available, other parts as well.

1967 Fiat Dino 206 -- car is in running condition.

Books (Alfa, Ferrari, etc)

Contact: Graziano Rossetto @ 414-351-2155

Spider Parts

Member Paul Ristow is closing out his stash of parts from '75-'79 Spiders, including bumpers, trim, aftermarket and NOS replacement parts. Following is a partial list:



- * Clutch hose, crank and trans. seals
- * Throttle cable and throttle rod ends
- * Distributor shield
- * Fuel pump
- * Trim parts for heater control
- * Trunk release lever with key
- * Aftermarket chromed pedals with logos
- * Hood rubbers

Contact Paul at 414.807.3675 or pristow44@yahoo.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

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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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alfa-expo17



ARCC & AROC-USA combined convention
Montréal 13-16 July 2017

Hosted by: Club Alfa Roméo de Montréal (CARM)
and The Alfa Romeo Club of Canada (ARCC)

Commemorating the 50th Anniversary of the 'Montreal Prototype'

