

ALFANATIC

AROC-Wisconsin and Reina International Present
the Twentieth Annual

Italian Car & Motorcycle Show



Sunday Aug 13, 2017

10 a.m.– 3 p.m.

Reina International Auto

12730 W Capitol Drive, Brookfield, WI

All Italian vehicles welcome: daily drivers or showroom condition

Proceeds to the American Cancer Society



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See Page 3 for details and entry form. Mail in your registration or pay Sunday.



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Also in August:

Milwaukee Concours d'Elegance

Next weekend, August 5 and 6 is Concours weekend in Milwaukee. This year's show was moved up in the calendar to avoid conflicts with other major show in the region.

You'll want to set aside the Saturday, August 5, for the Show and Glow by the Lake. Held on the same grounds as Sunday's Concours, this is yet another chance to share your Alfa enthusiasm with other car guys.

It's too late to sign up for the Show and Glow on the Milwaukee Concours website, but you can register in person Saturday at the show grounds. Just get there between 7:30 and 9:30 and bring \$25.00 It's a good deal as the registration gets you two admissions to Sunday's show, a \$60 value. Classes this year will be determined by the results of the advance registrations and awards will be presented in each class. If we have enough Italians on the field we may not have to be grouped with the German cars this year!

Friend of the club Colin Comer is in his second year as chief judge of Sunday's event. He and TV celeb Wayne Carini will participate in a Saturday panel discussion on Concours judging. Joining Colin and Wayne will be long-time Pebble Beach judge Roger Morrison and Dustin Wetmore of Motion Products. The panel will be moderated by noted automotive author Jonathan Stein.

As for Sunday's show, the offerings get more ambitious every year and we're looking forward to new entries enabled by the revised show dates. 🍀

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

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 6	Lake Mills Cars & Coffee, 8 a.m.—11 a.m., Lake Mills, Wisconsin
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 3	Lake Mills Cars & Coffee, 8 a.m.—11 a.m., Lake Mills, Wisconsin
September 8-10	Third Annual Ephraim Hill Climb, Tour, and Concours, Ephraim, Wisconsin
September 10	Wheels of Italy, Minneapolis, MN http://wheelsofitaly.com/events/wheels-of-italy
September 15-17	VSCDA Elkhart Lake Vintage Festival, Road America
October 1	Lake Mills Cars & Coffee, 8 a.m.—11 a.m., Lake Mills, Wisconsin
October 14-15	MVP Track Time: <i>Cheese Heads on Track</i> , Road America
October 21 (T)	AROC-WI and FCA visit to John Spulde's "Man Cave," details TBD
October 28	AROC-WI Visit to Valenti Classics, Franklin, WI
March 9-11, 2018	Amelia Island Concours d'Elegance , Amelia Island, Florida
May 5, 2018 (T)	AROC-WI Das Krurze Klausenrennen , New Glarus, Wisconsin
Aug 8-12, 2018	AROC Sempreverde 2018 (National Convention), Olympia , Washington

Twentieth Annual!

Italian Car & Motorcycle Show



Sunday Aug 13, 2017
rain/shine

Reina International Auto
12730 W Capitol Drive, Brookfield, WI

All Italian vehicles welcome: daily drivers or showroom condition

- 10 AM to 3 PM
- dash plaques
- awards (participant judging) & door prizes
- Italian coffee / biscotti
- food & beverage
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- Italian music
- spectators - free, but a good will offering to the American Cancer Society is appreciated
- sponsor: Alfa Romeo Owners Club of WI in cooperation with Reina International Auto
- info: Bob 262.527.2396 dudwison@aol.com or Reina Intl. Auto @ 262.781.3338 or 781.4077 info@reinaintl.com

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After August 5th: \$12 per vehicle
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Make _____ Year _____ Model _____

2018 National Convention in Northwest

Planning next year's summer vacation? How about taking a swing out west? The Northwest Alfa Romeo Club hopes you'll visit them at AROC Sempreverde 2018, the AROC national convention, Aug 8-12, 2018. In fact, they hope you'll come early and stay late, as they are hosting pre-convention tours Aug 4-7 and are promoting Monterey Car week, culminating in the Pebble Beach Concours d'Elegance, held just two weeks after the convention ends.

The Northwest club, headquartered in Seattle, are pros at convention hosting. They last hosted a national convention in 2005. Despite the fact that some of their members said "never again," the organizers are back at it again.

The organizing team wanted to avoid the challenges posed when hosting a convention in a congested urban area such as Seattle by moving 60 miles down Puget Sound to Olympia, the state capital, a community of some 51,000 persons. By making this choice of location we are promised a less traffic-intense venue, easily accessible by car or plane (SeaTac airport is about 30 miles up the road.) amid some great scenery and Alfa roads.

The pre-convention tours will be headquartered at the convention hotel and visit Mounts Rainier and St. Helens plus the Pacific coast on successive days, each trip beginning and ending at the hotel.

Track events will be held at Ridge Motorsports Park, a new facility only a 20-30 minute drive from the hotel and all other events will be readily accessible from the venue.

So mark your calendars. Seattle would make a good road trip, or just fly in and explore the area with Alfa friends. 🍀

Stelvios in Stock at Palmen

It was a bit of a shock to see Palmen Alfa's Facebook post last Thursday, July 27, announcing the arrival of the first three Stelvio SUVs to hit the dealership. It was a shock because they arrived somewhat earlier than promised and much earlier than might be anticipated based on Alfa's earlier performance getting the Giulia out to dealers.

Palmen wasted no time getting the new SUV in front of the public. A Vesuvio Black Stelvio and an Alfa



2018 Stelvio in Vesuvio Black on Kenosha's lakeshore

Red Giulia greeted the visitors to *A Taste of Wisconsin* held last weekend on Kenosha's lakeshore.

I'm sure the other Alfa stores in our area will have stock soon. Give the Stelvio a look. If you're looking for this kind of vehicle, I think you'll be pleased. 🍀

Colin Comer Lightens the Load

Cars from collection to sell at Mecum Monterey auction

Former AROC-WI club member Colin Comer (we want you back, Colin) is thinning the herd, so to speak. Faced with the collector car equivalent of having ten pounds in a five pound bag, Colin is selling a portion of his collection. He told *Mecum Monthly Magazine* "I love all these cars, and as a result, I've become a much more accomplished buyer than seller over the years, which is why I somehow have over 40 cars here, yet I have ample room for 25."



All who know Colin and his cars know that they are all top-drawer examples. Of particular interest to Alfisti is Colin's all-original 1965 Sprint Speciale, a two-owner, unrestored, 51,000 mile example formerly owned by Hal Chalmers. Hal purchased it new from Knauz Imports in Lake Forest. Colin purchased the car in 2012 from Hal's son Rex.

Comer Sale (continued)

Colin is also selling a three-owner 1985 Spider Graduate. Always a Utah and Arizona car until its purchase by Colin, the black Spider with red upholstery is in immaculate condition.

The cars will go on sale Aug 16-19 at Mecum's Monterey Auction. 🍀

1991 Spider for Sale



Reposted from our friends in St. Louis, July 26, 2017

Phil Tafra writes:

I am now ready to sell my 1991 Spider and was hoping you could list or email to interested parties. The car is silver and has about 88,700 miles. I am in the Affton area of St. Louis County. The car is in fair condition.

I can be contacted at: ptseven7@gmail.com 🍀

October Visit to Valenti Classics Set

Roy Ferrari writes: Hi, we're all set to visit Steve Valenti at Valenti Classics., 9848 S. 57th St., Franklin, WI 53132 There are some interesting cars and it reminds me of Motion Products where they can do about everything in car restoration. They will have donuts and coffee and time is from 9 am to noon. Date is Sat., Oct. 28. *More information later, ed.*

Heinrich Giulietta Update

Tom Heinrich writes: "Word from the body shop is that the car is 100% in primer and awaiting finish paint (Bertone Red in my case)."

Still don't know what that means in terms of when the car will leave the body shop, but it has to be pretty soon I am guessing." 🍀



Alfa Romeo Sales Steady in July

FCA reported total U.S. sales of 1,225 Alfa Romeos in July, bringing the year-to-date total to 4,944. Giulia made up the bulk of sales with 1,104 units. Alfa also moved 22 4Cs and 99 Stelvios in the period. Overall U.S. industry sales were down by 7% compared to last year while FCA sales were down 7.4%, according to *The Wall Street Journal*.

Giulia sales seem to have found a level of around 1,100 per month, a number that will hopefully improve over time. Now that Stelvios are in dealer showrooms it will be interesting to see how many Stelvios will go out the door in the month of August.



A Note From Gary - Alfa Expo 2017

Debbie and I very much enjoyed ALFA EXPO 2017.

- I spent significant time making sure my '71 GTV was prepared for the road trip to Montreal. Careful scrutiny, repacking the front wheel bearings, a tune-up, a few spare parts, a well-equipped tool box and a high capacity fire extinguisher helped provide the necessary confidence. I'm happy to report that we made the trip without incident. While not as comfortable as a modern air conditioned car, we did travel in great style.



Montreals line up in Little Italy, Gary S. photo

- On Monday evening July 10 we took the Lake Express from Milwaukee to Muskegon. What a great way to avoid Chicago traffic! We stayed overnight in Muskegon and Tuesday morning visited the Frederik Meijer Gardens & Sculpture Park north of Grand Rapids. It features more than 170 sculptures, not the least of which is a 24 ft. tall Leonardo da Vinci bronze horse.
- On Wednesday we visited Fort Henry near Kingston, Ontario, where we spent 4 hours learning about the early 1800 history of relations between this British territorial area and the USA. Wednesday evening we picked up our registration materials at the convention hotel and visited the goody room.
- Thursday we took a group bus tour of Montreal with other Alfisti and in the evening a unique and entertaining meal featuring French-Canadian culture, food and music in a rustic mountain-side Maple Sugar Cabin.
- Friday, using public transportation (bus and subway), we visited Old Montreal, Notre Dame Basilica and St. Joseph Oratory.

- Saturday was a day for visiting people, checking out cars, and a tech session on Alfa in the movies followed by the banquet.
- Sunday morning – concours in Little Italy with an early afternoon departure.
- Monday July 17, we stopped at the Sloan Museum in Flint and later caught the 11 pm Lake Express out of Muskegon, getting back to Milwaukee around 12:20 am
- Tuesday morning: Good thing I was able to catch a nap on the way, as I was back at work before 8 am.
- I wish there'd been more time to get out to watch the track and autocross events. Normally I would do, that but the sights, sounds and smells of Montreal drew me in.

My "Ten Best Things List" includes:

1. Old Montreal with unique shops, wonderful restaurants, street entertainers and people watching opportunities
2. Friendly Canadians
3. Over 125 Alfas and and more than 430 Alfisti. (We all spoke *ALFA* --- "hey")
4. The Basilica of Notre Dame and the 1 hour musical performance on the organ with 7,000 pipes
5. Favorable exchange rate
6. Smoked Meat Sandwich
7. Montreal Bagels
8. Split Pea Soup Recipe from Alex Sandor Csank, Convention Chair, 'ALFA EXPO 17' and President, Alfa Romeo Club of Canada (ARCC). I have his blessings to pass it along – **bon appétit!**
9. Little Italy
10. We had a great time and made it home safely

Gary & Debbie Schommer



City Hall, Vieux Montreal, Bob A. photo

A note from Gary — continued

An associate from work grew up in Montreal. His must-eat food list for me as tourist included:

- Smoked meat sandwich
- Montreal bagel
- Split Pea & Ham Soup - I could not find any restaurants offering it. Some offer it in the winter months. Convention Chair Alex Csank was kind enough to offer me his recipe to share with our members.

French-Canadian (Quebécois) Split-Pea Soup with Ham

Prep Time: ~20 minutes, Ready in ~3.5 hours

Ingredients:

- 2.5 cups dried yellow split peas
- 1 ham bone with some meat (you can substitute a small amount of diced ham in small cubes, or even chopped bacon, just don't use too much - about one cupful ought to do it)
- 4 carrots, diced
- 1 medium-sized onion (Spanish is best), diced
- 5 stalks of celery, diced
- 2 teaspoons dried thyme
- 2 tablespoons salt
- 1 pinch of black pepper
- 8 cups of water (maybe more depending upon how thick it gets)

Directions:

1. Place peas, ham, carrots, onion, celery, thyme, salt and pepper into a large pot.
2. Pour in the water.
3. Bring the mixture to a boil - stirring occasionally to avoid burning on the bottom - and then skim off the foam with a spoon.
4. Once it has come to a boil, reduce heat to a simmer and cover, stirring occasionally until peas are tender and the soup is thick, about 3 hours.
5. Remove ham bone from the soup (if used). Strip meat from bone, chop the meat into small pieces and return the ham pieces to the pot.
6. Serve with a fresh, rustic white french bread and butter.

Rev high!

Alex 🍀

Alfas at the Vintage Races—Photos from Gary Schommer



AROC-WI member Alan Thom at Road America



Alan checking the hood of his TI parked next to his Aston Martin



A GTV on the track at Road America Brian Redman Challenge

On the Road with Giulia

To Montreal and return in our new Alfa

By Bob Abhalter

What better way to break in our new Giulia than a trip to the AROC/ARCC joint convention in Montreal? Chrystal and I ordered our Ti in late March and took delivery on June 9. After putting in about 600 around-town miles, including a visit to Tom Heinrich's Sportscar Solstice party, we were ready to pack and make off for Canada.

The Giulia is a great road car. It has good manners and superior road dynamics. The "N" setting of the DNA control makes the Ti a superior touring car—quiet, powerful when you need it, with sharp handling. I was able to use the adaptive cruise control to favorable effect while negotiating the Tri-State Tollway. The car draws attention on the road. Drivers slow to take in the car's lines and logos. Kids stare from passing passenger windows.

The Pre-convention Tour

We signed up for the pre-convention tour this year and joined the group in Kingston, Ontario. Kingston sits at the eastern end of Lake Ontario at the origin of the St. Lawrence River. It was Canada's first capital city. Two other new Giulias, one black and the other red, joined the group of 25 cars, ranging from the fabulous red 1954 1900C SS Touring Coupe driven by Oliver and Lucie Collins to the big rental Ford 4X4 truck driven by Bill and Marian Gillham from Oregon. "This is what I drive every day at home. Why shouldn't I be comfortable on the road?", said Bill. Over the next three days, genial tour director and



The Kingston, Ontario lakefront

president of the Alfa Romeo Club of Ottawa, Mark Faubert, led us over the roads and byways of Toronto and Quebec. Monday's travels introduced us to Rideau Heritage route, following the Rideau river and its system of 19th century locks and dams first used for military transport and later to bring settlers and supplies into Ontario's interior.



Tour director Faubert

On the twistier parts of our drive I had a chance to switch the Giulia into the "D" setting and experience the more responsive handling and revised shift points. The sport suspension makes the Giulia come alive, and while the effect may be lost in city driving, the sporty feel is a treat that makes one want to seek out more back roads. If desired, the sports seats can be configured to fit like a glove. By the way, you can alter the instrument panel to read in metric. I was able to tell exactly how much over the artificially low Canadian speed limit I was going. Monday evening took us through Ottawa and across



The Giulia in front of Canada's longest covered bridge—unfortunately closed to traffic

the river into Gatineau, Quebec, a part of the National Capital Region. We spent the next two days exploring the logging region north on the Gatineau river, then making our way toward Montreal, with a stop at the Faubert's home for coffee and donuts (from Tim Horton's, of course.)



Chrystal at Parc des Chutes Coulonge logging area

The Convention

The convention fulfilled our expectations. When it was good it was very good and when it was bad it still was pretty okay. Veteran convention organizer Alex Sandor Csank (he also chaired the 2010 AROC convention in Frederick, MD) managed to tick all the boxes, or at least most of them, in putting together a first-class convention. Unfortunately, he had no control over the weather, which delivered some cool and some wet along with some very seasonable days.



Maple syrup anyone? Chrystal with the Schommers and others at the Bienvenue Supper.

Logistics were a challenge, as Montreal is a big, sprawling, and congested metropolis. The Holiday Inn Pointe-Claire is a fine facility, suited to hosting our group of 223 “families” and 125 Alfas. The view from my 15th floor window revealed the multi-laned Trans-Canadian Highway, intersected with traffic-filled boulevards lined with commercial buildings in every direction. The track events at Sanair Super Speedway were an hour-plus away to the east, so

there was little opportunity for a casual drop-by to observe. In fact, most of the events were remote from the hotel, so there was a lot of driving involved. This is not a terrible thing for a car convention, except that every trip began by driving a stretch of the trans-Canada highway. That part was never pleasant.

The Bienvenue Supper was held in at the charming, rustic Sucrerie de la Montagne in rural Rigaud. A lion’s share of the world’s maple syrup comes from Quebec and the Sucrerie is a working low-volume maple sugar plantation built from scratch in the old style by its multi-talented entrepreneurial owner and host. After a brief tour we enjoyed a dinner of ham, sausage, beans and the trimmings, all flavored with maple syrup, followed by pancakes with maple syrup and maple pie. It was all a delightful sugar rush, but a nightmare for diabetics.

There several events for Montreal owners and their cars, of which there were plenty assembled. On Friday evening, SPICA guru Wes Ingram, assisted by Montreal-owner Delmas Green and others, gave a presentation on the model with four Montreals as examples.



Ingram, Green, and 4 Montreals Friday evening

The rally began at the Orange Julep drive in, a giant orange-shaped building sited on a busy commercial street 15-20 minutes east of the hotel. The drive-in serves an orange drink that may have been the prototype for the Orange Julius. We decided to skip lunch there as we had eaten a late and rather large breakfast. Instead, we detoured from the rally route later in the day for a stop at Schwartz’s Deli, famous for its Montreal smoked meat sandwich, a healthy portion of beef brisket, specially spiced and similar to Pastrami. If you visit the city, don’t miss this sandwich. You’ll stand in line for a while but it’s worth it.



Alfas at the Orange Julep. Could this be Florida?

The rally itself took us on a trip through Montreal, with a stop on Mount Royal and a pass through the old city, then over the river and past the site of Expo '67 and on a lap of the Circuit Gilles Villeneuve — not much fun at 25 mph in the rain. Even less fun was getting off the island. The line of cars was endless and the exit onto the bridge tricky. From there, our route took us on a pleasant drive over hill and dale to the south and west of the city.



In line at Schwartz's deli

We returned to the hotel after the four-hour-plus jaunt but we really couldn't complain as the Giulia's climate control and automatic wipers worked well and kept us comfortable. The car's nav system was another story as it seemed to lose its mind when negotiating the congested streets around old Montreal.

Did I mention we were in Quebec—French-speaking Quebec? All the road signs are in French and most every public sign is either French or bilingual. Storekeepers typically greet you with an all-purpose “bonjour, hello” then shift into whatever language

you answer with. This adds to the charm of the place. The convention program was bilingual, and most notably, Saturday's banquet was bilingual. Alex (in English) and CARM president Jean-Michael Reysset (in French) traded off stints at the microphone much to the delight of the francophones in the audience. When it came time for AROC-USA president Cindy Banzer to take the podium, she, too, greeted the audience in French. This *really* pleased the Quebecois, despite the fact that it was obvious that French was not Cindy's first, or maybe even second, language. Cindy's got game!



Alex (Santa Claus beard) and Reysset at the podium

Emcee Alex kept the banquet agenda moving along. Our dinners were accompanied by a really pleasant jazz trio, fronted by a talented singer. There were no after-dinner speakers. Instead the awards for track events and rally were distributed. We only placed tenth in the rally, so no award there.

Chrystal, however, won 1st place in the art exhibition with her quilted Alfa-logo pillow, an item she had brought along as a back-seat decoration with no intention of entering. Oliver Collins, founder of the ARCC, had purchased an entry for his photographer-wife Lucie but neglected to tell her and thus had no entry. Lucie had seen the pillow on the pre-tour earlier and suggested we enter it using her entry.



Portlander Doug Zaitz was awarded AROC-USA volunteer of the year and David and Andy Hammond of the Detroit chapter were awarded the rarely-bestowed lifetime achievement award. Both awards were well-deserved.



The local Ferrari dealer brought this immaculate Sprint to the show



One attractive model in front of another attractive model—Chrystal with the Collins' 1900C SS



We shared the streets with Fiats—here, an original Cinquecento

Heading Home

There was only one thing to do before we packed up and headed home and that was Sunday's Concorso, held in Little Italy. We were part of a larger Italian Car Day, sponsored by the local Fiat club. The cars were parked over several blocks of Rue Dante. It was a crowded but fun venue. There were several small cafes and bakeries lining the street so food was not a problem. You could also have attended Mass at one of the two Catholic parishes on that stretch of street. Judging the Concorso cars was more of a challenge. In addition to the people's choice voting there were 18 cars to be judged under AROC rules. Except for the Montreals, the judged entries were scattered over several blocks. When my judging duties were over, Chrystal and I took a good look around, had a delicious sausage sandwich at a local cafe, said our good-byes, and headed west.

The Giulia performed flawlessly throughout the trip, with no mechanical gremlins rearing their heads. Mileage was great. While on the road, we averaged 36 mpg, with an overall trip average of 32-plus. Not bad. I still have my gripes with the entertainment system, which sometimes has a mind of its own, but after the first 3,000 miles I'm loving my new Giulia.



Stuff happens. This little backup on Canada's route 401 added an hour or so to our trip west.



Alfas at Auction – July

By Bob Abhalter

July's U.S. live auctions were mostly limited to regional events, as the major players were busy gearing up for August's Monterey car week. Arguably the best place to find an Alfa at auction in July was the Principality of Monaco, and why not as Monte Carlo is a pretty lovely place to be any time of year.

The French auction house Artcurial held its inaugural Monaco collector car sale which is intended to alternate with the biennial Le Mans classic sale. The event, held at the Grimaldi Forum, featured approximately 100 collector cars, along with several lots of Automobilia that included one of Michael Schumacher's racing suits (sold for \$10,338) and a motorcycle helmet worn by Ayrton Senna (\$22,890).

The auction catalog grouped the cars thematically, beginning the sale with *Cabriolets sur la Riviera*. All these offerings were open cars the auction company felt would be appropriate for cruising the Riviera.

The Alfa in this group was a **1964 2600 Spider** (AR192869) in the traditional Alfa red with black upholstery. This driver-level car was originally delivered to France and has had three owners since new. No major restoration was claimed, just some recent repair to the chassis and an interior refresh. The finish looks decent for a driver and the panel gaps present as new. There are the expected blemishes from regular use and the smaller trim items could use some refreshing. The car wears the amber head and fog lamps once required in France and dual Talbot-style side mirrors have been added.



Artcurial's 1964 2600 Spider

The driver and passenger seats have been reupholstered and look quite nice with only minor creasing to

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the driver's seat. The balance of the interior looks "unfluffed" and somber. The original rubber mats are on the floor and non-original sun visors have been fitted. The period Autovox radio is a nice touch, but the knobs are a little crusty. There are no photos of the car with the top up, so we'll have to take it on faith that the canvas is in good order. The Spider sold for \$81,737, probably a fair deal considering its condition.



Clean interior, 2600 Spider

The second half of Artcurial's catalog was titled *Sport et GT sur la Riviera* and, reasonably enough, featured closed cars suitable for cruising the area—perhaps on rainy days. There were five Alfas in this grouping, three of which sold.



A very green 1972 Montreal

Lately, every auction has at least one **Montreal** consigned. Artcurial's Monaco offering was a **1972** model, AR 1427253. Very little history was available for this green beauty. Apparently, the car was purchased out of Switzerland by the French consignor who commissioned what was claimed to be a detailed restoration, returning the car to its original bold, bright green shade, rebuilding the engine, and reupholstering the interior to original specifications.



Nicely re-done Montreal Interior

Judging from the photos, the restoration job was very skillfully done. The semi-metallic paint gleams. While the color might not be to everyone's taste, it is certainly period-correct. All gaps are as they should be, the trim seems to be all there, and the interior looks great. The engine compartment is close to being concours-ready. The sale was a mid-estimate \$79,013 and seemed to be fair for both buyer and seller.

It's only lately that newer Alfas have come to the collector car auction market. We've seen 8C Competizione models at some auctions and charity sales of the earliest 4Cs, but I think this may be only the second "used" 4C to have crossed the block at a live auction. Of course, many are offered (but few sold?) on eBay and similar outlets.

The subject is a **2014 4C Launch Edition** in white. The car, numbered as 471 of the 500 launch models, came from Spain fitted with several "go-faster" modifications, including aftermarket carbon ceramic brakes and a Pogea chip, claimed to squeeze out another 50 hp from the mill. All the original pieces were said to be included in the sale, along with a spare set of wheels.

There isn't much to say about the condition of the car. With only 3,300 miles of presumably spirited use, the

body and interior still appeared to be in excellent condition. The owner added a broad black stripe, extending from the front grille to the backlight. Hard to miss, and he probably felt it was important to distinguish his white 4C from all the others in the parking lot. Such cosmetic mods are a matter of taste. Some bidders didn't mind, though, and the car was sold for \$64,027.



A flashy Spanish 4C

The consignor of the 4C also offered up his **1991 SZ** with less than 600 miles on the odometer. This mercifully unmodified museum piece failed to sell above the low estimate of \$80,000.

Two GTVs rounded out Artcurial's Alfa offerings. One sold and one failed to meet its reserve.

It was "no sale" for a very nice looking **1973 GTV** in rosso amaranth. The catalog mentioned a comprehensive restoration prior to acquisition by its French enthusiast owner. The engine compartment was said to be in a "very beautiful state" and recent maintenance is mentioned. The low auction estimate was \$45,500, but there were apparently no takers at this price which is only slightly above the norm for GTVs.

The other coupe, a **1969 GTV**, did sell. Originally delivered new to Sweden, after some years the car ended up in a museum collection. Some restoration work was done prior to its display. The consigning owner purchased the car in 2015 and finding a lack of specialists in his Austrian homeland, sent the car to Italy for its restoration.

Judging from the pictures, the Italians did a very thorough job. The handsome bodywork presents as not 100% original but pretty close. The bottom door gaps

seem rather wide. Autodelta emblems grace the front fenders and a right-side mirror was added, along with GTA-style alloy wheels and a sump guard. There are some wear scratches on the windshield and a couple of the lug nuts are oddly unmatched.



1969

Inside the engine compartment, sporty pancake air filters replace the original European filter system and an attempt was made at polishing the cam covers. Otherwise the innards are unremarkable.

More attention was paid to the interior which appears to have been redone in leather. Some moderate wear can be seen on the seats. The un-cracked dash looks to be in good order, with a nice Personal wood steering wheel fronting the clean instruments and veneers. The sale price was \$50,404.

Was this car worth \$5,000 more than the unsold 1973 GTV? It's hard to say with certainty, as two cars at auction rarely allow an apples-to-apples comparison, but such a spread in values between the series 1 1750s and later GTVs is not atypical. We'll call it a good result. *Photos courtesy Artcurial.* 🍀



1969 GTV interior in leather

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

Period 101 Series Air Cleaners

Mike Juneau has an original 101 Series “Normale” air filter canister and a reproduction Veloce canister for sale. The Veloce unit comes complete with the pad-printed FISPA lettering but without the mount and straps.

He says, “The Veloces are exceedingly rare and the reproduction you cannot tell from the original. Anyone interested can drop me a line.”

alfaman1966gtv@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

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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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