

ALFANATIC

September Area Events

Ephraim Hill Climb and Concours d'Elegance—Ephraim, WI, September 8-11

VSCDA Elkhart Lake Vintage Festival, Road America, September 16-18

Upcoming

AROC-WI Fall Color Tour , Northern Kettle Moraine, Saturday, October 15
Details next month

PRESIDENT'S COLUMN

Special thanks go out to Bob Ludwigson, Glenn Henke, all of the Reina's, Joe Cabibbo of Centerline Alfa and the many attendees and helpers for helping make our Italian Car and Motorcycle Show a huge success. As the slogan of the Alzheimer's Association states "Have Fun Do Good." Indeed we did!

If you act immediately you should still be able to get into the September 8 – 11 Ephraim Hill Climb & Concours d'Elegance . See: www.ephraimhillclimb.com

I'm looking forward to the Fall Color Tour next month (see the events calendar). Twenty-one years ago Jim and Marjie Thiel developed the route and passed their hand written instructions along to Gary Wirth who formally documented it. This was the basis for our 1995 Fall Rally. Debbie and I had the pleasure of riding along with Jim and Margie this Labor Day weekend to see what has changed over the years. Indeed a few things have, and so a few updates are in order. It is a delightful route with some great stopping points. More details to follow next month.

Ciao,

Gary Schommer 



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2-Seater Sports Car Group Event Sunday

2-Seaters will search for I.S.C.R.C. (International sports car road classification) roads this Sunday (September 11.) We use our Badger dialect and call them “Strada Tortuosa” - classic 2-seater roads, never straight, up or down, usually devoid of traffic both ways.

Meet 2:00 p.m., Mobil Station, corner of Highway 14 and Pleasant View, Middleton, WI.

Nerve-calming dinner about 5:00 p.m. in Middleton.

Please sign up by email: choon-lu29@gmail.com

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2016—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

2016

- September 8-11 [Ephraim Hill Climb and Concours d'Elegance](#), Ephraim, WI
 September 16-18 VSCDA Elkhart Lake Vintage Festival, Road America
 September 18 [Wheels of Italy](#), Minneapolis, MN
 September 25-27 ~~[Alfa-Iowa Invasion](#), Cedar Rapids, IA area~~ **Cancelled**
October 15 **AROC - WI Fall Color Tour, Northern Kettle Moraine**
 Nov 18 - 27 Los Angeles Auto Show (Alfa Stelvio SUV Introduction?)

2017

- Feb 11-20 [Chicago Auto Show](#), McCormick Place, Chicago
 Feb 25-March 5 [Greater Milwaukee Auto Show](#), Wisconsin Center, Milwaukee
 March 10-12 [Amelia Island Concours d'Elegance](#), Amelia Island, FL
May 6-7 (T) **AROC-WI Das Kurze Klausenrennen, New Glarus, WI**
 May 19-21 Spring Vintage Weekend, [Road America](#)
 June 15-18 WeatherTech® Chicago Region SCCA June Sprints®, [Road America](#)
 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 20-23 WeatherTech® International Challenge with Brian Redman presented by HAWK, [Road America](#)
 August 4-6 IMSA/Continental Tire Road Race Showcase, [Road America](#)
August 13 (T) **AROC-WI, Italian Car and Motorcycle Show**
 August 20 [Pebble Beach Concours d'Elegance](#), Carmel California
 August 25-27 Road America 180 Fired up by Johnsonville XFINITY Series, [Road America](#)
 August 26-27 (T) Milwaukee Concours d'Elegance, Veterans Park, Milwaukee
 Someday, maybe [Concours d'Elegance of Chicago](#), Northerly Island, Chicago, IL



ALFAS SHOW THEIR STUFF AT THE MILWAUKEE CONOURS

Report and Photos by Robert Ludwigson

The Milwaukee Concours d' Elegance held its Saturday Show and Glow by the Lake on August 27. This event, formerly called Club Day, is a casual show open to all cars. Previously only car owners who were members of a car club could display their car. This year the new show management team, undoubtedly wanting to increase the number of entries, decided anyone could show their car.

Cars were shown in ten classes, e.g., Porsche, late U.S., British, etc. Alfa owners were put in the category labeled Euro Continent. This means we were placed with BMWs and Volvos. There was a good showing of Alfas, eight in all, (and one Lancia) and I felt we could have had our own category.

The best car in each class was driven to the stage and given a best in class award. In our class a 1974 BMW 3.0CSI was awarded first place. In addition there was a People's Choice award, which went to Mike and Deb Korneli with their 1958 Jaguar XK150. In all honesty every one of the class winners and the People's Choice winner were exceptional cars.

Also noted were cars that deserved a special merit award. Our own newsletter editor, Bob Abhalter, won this award for his 1967 Alfa Giulia Super Berlina. Congrats to Bob!

Unfortunately there was not a lot of "Glow" to go around as the weather was gloomy most of the day. Also, in your reporter's opinion, the cars were not displayed to their best advantage. Our Alfas were placed front to front with the BMWs, with their back ends facing the aisle. There was also a lot of empty space between the different classes. Maybe they had expected a lot more cars.

And now your reporter's pick for this year's favorite vehicle—yes, it was the 1968 Mercedes 404 Unimog truck. 🍀



Gary Schommer with Angelo Ramirez



Bob A. with "Distinguished in Class" Award



Reporter Bob Ludwigson's choice from the "Show and Glow" field—1968 Mercedes Benz 404 Unimog

More from the Show and Glow by the Lake



"Show and Glow" people's choice winner—1958 Jaguar XK 150



Bob Ludwigson's Giulietta at the "Show and Glow"



Euro Class winning 1974 3.0 CSI



A pair of '67s—Spider and Berlina

An advertisement for GT Motorsports. The background is a checkered flag. The text "GT Motorsports" is written in a stylized font. Below it, the name "Al Pinkowsky" is written. At the bottom, the address "526 Capitol Drive • Pewaukee, WI 53072" and phone number "ph: (262) 695-4238" are listed. The text "Import Service • Performance Upgrades European Specialists" is also present. Logos for Ferrari, Alfa Romeo, and Maserati are shown in the top right corner.

Milwaukee Concours d'Elegance 2016 - A Pretty Good Show

The old Milwaukee Masterpiece is no more. Welcome to the Milwaukee Concours d'Elegance. After running ten years as the Masterpiece, the renamed event had its first outing Sunday, August 28, under threatening skies that eventually burnt off and blew away, treating the attendees to some fine exhibits reflective of the region's collecting interests.



Alessandra Schwartz's 1933 8C2300, part of the Obry tribute

The entries had a strongly Midwestern flavor. A scan of the entrants showed a preponderance of the cars came from Wisconsin and its neighboring states. This meant that American cars were heavily in the majority (not that there's anything wrong with that). This led to some interesting classifications, such as the best-of-show 1922 Isotta Fraschini Tipo 8 Torpedo Boat Tail in the same class as a striking 1934 Studebaker President Regal Roadster. Both were great cars, but they had very little in common, at least in my opinion.



Colin Comer's all-original 1965 Giulia SS

Arguably the most striking exhibit with the highest overall quality was the Ferraris (and one Alfa) assembled in tribute to the late Wayne Obry, co-founder of Motion Products Incorporated. The quality and elegance represented in that assembly of eleven cars outshone everything else on the field.

Just like any event of this type, there were pluses and minuses. David Curro did a good job as Master of Ceremonies—roaming the field and conducting interviews with interesting owners of interesting cars. Our own Colin Comer recruited some notable honorary judges, including a personal favorite, Donald Osborne, a lover of things Italian “per eccellenza.” The concours village gave exposure to some good area vendors and the Oak Creek Lions were a good choice for a food concession.



Best-of-Show—Elegance, 1922 Isotta Fraschini

On the other hand, the layout of the field left much to be desired. For my money, car circles work much better than rows. That aside, what might have looked good on paper didn't work well in practice. There was a heavy concentration—rows of cars and relatively narrow aisles—immediately in front of the dais, all sort of huddled on the west side of the field. To the east of that scum there was a very large open area that worked to separate the mostly British section of the show from the other entries. You might have thought two different shows were sharing the field.

And while you're at it, organizers, do something about the ADAMM display. I don't understand how long rows of unattended new cars serve to sell anything or add to the show's enjoyment. Also, do your best to prohibit commercial car selling activities on the field of the “Show and Shine.” There was at least one Mercedes dealer who didn't understand the con-

cept.

Finally, someone should pay some attention to proof-reading the Concours program. Short lead times aside, there's no excuse for pagination errors and publishing a biography that, once beyond the first paragraph, misspells the subject's name throughout (Obry ≠ Opry).

But enough griping. Overall it was a fine day for a concours and the organizers put on a show that satisfied attendees and entrants alike. We wish them all well and are sure that next year's show will be even better.



Donald Osborne (c) takes in a stunning Studebaker.



If you're a fan of fiberglass, you'll love this immaculate '56 Vette.



Best of Show - Sport - 1965 GT40 Roadster



On the other hand, opinions vary about this recreation of a '54 GM show car. Great work—totally unoriginal. Hard to classify



Did I mention that the boats were back? Monster V-12 Packard/ Gar Wood Liberty marine engine. All photos: Bob Abhalter

A Beautiful Day for a Car Show

Sunday, August 14, was warm, but not unpleasantly so, with just a few clouds in the blue sky—in other words a perfect day for top-down driving and car shows. Luckily, this year's Italian Car and Motorcycle Show (ICAMS) was ready to go. Reina International Autos was once again the perfect host and the Club was able to raise some money for the Alzheimer's Association. What better way to spend a late-summer Sunday? 🍀



Alfas lined up for inspection



Star of the show—Jim Fuch's Ferrari 166 MM/53



The Hanke's 2600 Sprint Coupe. I admired it for a while before I noticed it was RHD.



Not at all Italian, but when was the last time you saw a Spyker in the flesh?

Alfas at Auction—Monterey

By Bob Abhalter

Photos courtesy of the respective auction companies

Visiting the Monterey Peninsula during the annual August “car week” can result in sensory overload for any lover of automotive beauty and performance. Some of us make it an annual affair and others can visit only infrequently, but every “car guy” should try to get there at least once. In addition to the capstone Pebble Beach Concours and the Historic Races at Laguna Seca, there are a multitudes of shows, drives, sales, and auctions to choose. As this column is about Alfas sold at Auction, we’ll examine the range of examples of our marque offered this year at the five major auctions. All five offered at least one Alfa for sale.

RM Sotheby’s

RM Sotheby’s offered only one Alfa, but it was a great one—the 1939 8C2900B Lungo Spider by Touring, one of five cars from “A Collection by Design” of Sam and Emily Mann. The pictures show a stunning open-bodied black car with gray leather upholstery. According to the auction company, this was the first time this century an example of the highly desirable and significant 8C2900 B range appeared at public auction.



1939 8C2900B “Lungo” Spider by Touring
Photo: Darin Schnabel © 2016 Courtesy of RM Sotheby’s

The car has quite a complicated history, meticulously documented by Simon Moore, author of *The Immortal 2.9: Alfa Romeo 8C2900*. It includes a rebodging, a shortening of the chassis for racing, a Brazilian racer and an engine swap with a Corvette V8, and the ultimate reuniting of the original body with the restored chassis after a forty-year separation. If all this had happened to a lesser car, critics would call it a “stories” car and mark it down in value. For this particular car, the story of its travels, separations, and

reuniting is a part of its provenance and only adds to its appeal.

Noted collector Sam Mann commissioned the 8C’s restoration and has owned and enjoyed it for 20 years, taking it on many tours and showing it frequently. When it was offered on Saturday evening, bidding opened at a cool \$14 million dollars and went on from there. It passed to another lucky owner for \$19,800,000, making it the second-highest sale at this year’s Monterey auctions and the most ever paid at auction for a pre-war automobile.

Gooding & Company

Gooding offered no fewer than eight Alfas at its August 20–21 Pebble Beach Auctions, ranging in age from a 1933 8C 2300 Monza to a 1965 Giulia Sprint GT. Most of them sold for good prices.

The **1933 8C 2300 Monza** sold for \$11,900,000. According to Gooding’s catalog, the car was a well-used



and well cared for example with a well-documented provenance and period racing history. After passing through a number of Italian owners, the car

found its way to Venezuela around 1952, then to California. In 1982, noted Alfa enthusiast Peter Giddings acquired the 8C and it underwent a thorough restoration during his ownership. All the major components were documented. Since then, the car has made frequent appearances at the major vintage racing events and shows.

Gooding also offered two 6C2500s, a **1947 Sport Cabriolet**, and a **1951 Super Sport Cabriolet**. The 1947 Cabriolet was finished in a striking dark blue with red upholstery. With only three owners from new, the car underwent a recent five-year restoration in Germany which was finished in 2014. The car was then shown at Pebble Beach in 2015. The car was estimated to sell at \$450,000–\$750,000 but failed to find a new owner.

The **1951 Super Sport Cabriolet**, however, did find a new owner. Estimated at \$700,000–\$850, it sold for \$621,500. Finished in burgundy with a tan leather interior, the car presented an arguably more striking ap-



1951 6C2500 SS Cabriolet

pearance than the 1947 car. It also had the higher-spec Super Sport engine configuration. With only four owners from new, the car underwent two restorations during its life, the last at a prominent shop in Italy, and was also shown at Pebble Beach in 2015.

We see a theme developing here with the Alfas offered at Gooding.



All the early cars were well documented with few owners. The **1954 1900C Coupe** is no exception. Looking sober in dark blue livery with gray

fabric upholstery, the coupe struck a handsome pose. Said to have received a “thorough yet sympathetic” restoration after its acquisition by its fourth owner in 1966, the car sold for \$412,500, somewhat below the low auction estimate of \$450,000.

Every auction could use a Giulietta Spider or two and Gooding had them—a pair of 1958s, one a “normale” and one a Veloce. The **1958 Giulietta Spider** was a fairly typical 750 D-series red Spider and came with the properly-patterned black upholstery. Offered at no reserve, it sold at \$71,500, just above its low auction estimate. This was a good price for a sound car, despite the use of a later Giulia Steering wheel, the peeling dash cover, and a couple of incorrect details in the engine compartment.

If the first Spider was typical, then the **1958 Giulietta Spider Veloce** that sold later in the auction was extraordinary. The striking black car, upholstered in the original red, looked perfectly restored, at least based on the photos provided by the auction company. Although I’m not a Giulietta expert, the car sport-

ed some details that I know are characteristic of the model and usually overlooked. The car bore its original engine and sported the original data tags, two features rarely seen in these cars. It sold for \$148,500, a very good price.

Two coupes rounded out the Gooding Alfa offer-



A very tidy 1958 Giulietta Veloce engine compartment

ings—one a 101-series car, the other a 105 Sprint. The **1963 Giulia Sprint** was blue with blue-trimmed gray fabric upholstery, said to have had a recent restoration. The interior pictures looked good, but there were some oversights in the engine compartment, and an on-the-scene observer passed on bidding on the car because he felt the car did not present as “fresh.” Regardless, it sold for a fairly strong \$77,000—below the auction estimate but well above the *Sports Car Market Pocket Price Guide* range for these cars.



1965 Giulia Sprint GT

The **1965 Giulia Sprint GT** sold two cars later in the auction order. It, too, was blue—the lighter shade of bluette—with red upholstery. It had a claimed 2015

restoration by the same marque specialist as the 1963 Sprint, and according to my correspondent, had the same issues with appearance. The bidders, however, had fewer qualms, raising it to a sale of \$55,000, below the optimistic \$60,000–\$80,000 auction estimate, but still pretty strong for the model.

Bonhams

Second in terms of the number of Alfas offered was the Bonhams Quail Lodge Sale with six Alfas consigned. All sold. Their offerings included a 6C2300-engined Platé Special built in 1949 (\$291,500); a somewhat clumsy looking Ghia-bodied 1959 1900C Super Sprint Coupe (\$165,000); a sporting red GTA Junior with period racing history (\$255,750); and a neat-looking, hot-rodged 1969 Gt Junior, upgraded with a 1600 twin-spark engine and other GTA options (\$68,200)—all fine cars. Most interesting to me were the two Montreals offered—one at the beginning of the auction as lot 2, and one as lot 101, near the end of the auction.



Bonhams' unusual Alfa-engined 1949 Platé Special

Lot 2 was a **1974 Montreal**, in orange with black leather upholstery. It had four known owners, having been imported to the U.S. in 1985 when purchased from the original Italian owner. The vendor treated the Monty to a claimed full mechanical and cosmetic restoration and judging from the pictures he did a thorough job. Montreal aficionados who were present at the auctions posted their comments on AlfaBB.com. Most agreed it was a nice car, but pointed out a few non-standard items and some minor deficiencies. It sold for \$115,500.

Lot 101 was a **1971 Montreal** in black with black upholstery, another four-owner car and, according to the auction description, lovingly cared for and stored in a



Bonhams' 1974 Montreal

climate controlled garage. How, I wondered, had this car gone for only \$52,800? Had everyone left early? What a bargain! Research revealed this to be a prime example of the hazards of judging a car by auction photos alone. Judging from comments posted by a knowledgeable Montreal owner who inspected the car, this offering was probably well sold. The shiny-looking black paint was worse than it appeared, ample bondo was evident, and there were panel alignment issues throughout. Thus the choice was between a “done” car and one that would eat up the \$60,000 difference in prices to make right.

Cars Wanted 1930s-1960s

Jaguar XK, XKE, MGA, MG T-series,
Austin Healey, Mercedes SLs, Porsche
356, 911,

Triumph TR-3,-4,-250, Alfa Romeo,
Morgan

Other European classics and exotic cars.

Any condition, any location.

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Steve's British Connection

630-553-9023

sbcinc@aol.com

Mecum

Mecum offered Alfas for most any wallet at their August 18–20 sale. A snappy-looking 1970 Berlina was the only no-sale, drawing a high bid of only \$5,500. \$11,000 bought a recently restored red 1986 Quadrifoglio Spider with a claimed \$31,000 in receipts for the job. For \$50,000 a lucky bidder took home a very decent-looking white 1957 Giulietta Spider. A red 1961 Giulietta Sprint Speciale went for \$105,000, well under the auction estimate. Finally, a fully optioned red 2008 8C Competizione with only 505 miles on the clock was sold for \$305,000, just at the low end of the auction estimate.



Mecum's snappy 1970 Berlina went unsold.

Russo & Steele

Russo & Steele consignors faced some disappointments this year. Only one of the four Alfas offered, a **1964 Giulia Sprint GT**, sold (\$31,900.) A notable no-sale was the orange **1974 Montreal** owned by an AlfaBB.com member who has documented its restoration as the “Full Monty” since his purchase of the car in January of 2013. The saga wanders through 70 pages of postings, making the condition of this Montreal perhaps the most transparent of any offered for sale. Unfortunately, there was no one in the room willing to meet the owner’s reserve. Undaunted, he was happy to drive the car back to his Nevada home and enjoy it a bit longer. 🍀



Update: The “Full Monty” from the Russo & Steele auction is now on Bring-a-Trailer.

Classifieds

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

For Sale

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, W1852 Pond Road, Rubicon, WI 53078 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

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



1958 Giulietta Spider Veloce

Matching numbers 750F, just finished no expense spared extensive engine and original Weber carbs rebuilt to Concours condition. Ivory paint 30 years old (no rust!). Seat covers and convertible top fairly new. Original tunnel case transmission. Well detailed. Stunning. Loved. \$80,000. Jon (248)505-0606 or jblock8586@wowway.com MI

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

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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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