

ALFANATIC

Two AROC-WI and FCA Joint Events in October!

Saturday, October 21

JWS Classics

6900 Industrial Loop Greendale, WI,

9:00 a.m. - 12:00 noon



AROC-WI and the FCA are invited to visit John Splude's JWS Classics (phone 262 923 0632). John is a Ferrari club member who founded JWS in 2012 to market "condition one" automobiles, specializing in sixties muscle cars. John is, of course, a collector in his own right. You can expect to see some great cars this Saturday.

Saturday, October 28



Valenti Classics

9848 S 57th St. Franklin, WI

9:00 a.m. - 12:00 noon

The following Saturday, AROC-Wi and FCA will visit Valenti Classics (phone 414 421 6300). The father-son Valenti team first set up shop in Caledonia in 1994 and later relocated to a larger facility in Franklin. They are a full-service classic car operation, offering sales, service, restoration, custom builds and consultancy.

Thanks to club member Roy Ferrari for arranging these visits. Join us for one or both events.



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Bill's Thing

Correspondent Bill Siegfriedt reports on Bill Hall's "Thing," held Sunday, September 17, near Elkhart Lake.

Bob --

Corky and I went to Road America for the day today to see our Group 1 friends (vertical radiator cars, as Henry Adamson was fond of calling them) race. They ran at 9:00 a.m., so we were done in plenty of time to go to **Bill's Thing**. After we had been there awhile, Corky noticed that there was no Alfanatic reporter on duty. So I shot some photos.

I regret that I did not get a picture of Bill Hall or his Fiat 600 (running 800+ cc's). Neat car!

-- Bill Siegfriedt



Clockwise from top: Good-looking Italians; Tom Heinrich and his good-looking GTV6; another view of the Italians. Not everything needs to be Italian to be interesting. Tom and Al confirm the Busso V6 is still in there.

2017-2018 Local, Regional, and International Events Calendar

Anything missing? Send dates for events we've missed and we'll include them in the next calendar. email: rabhalter@att.net

October 14-15	MVP Track Time: <i>Cheese Heads on Track</i> , Road America
October 21	AROC-WI and FCA visit to JWS Classics, Greendale, WI
October 28	AROC-WI Visit to Valenti Classics, Franklin, WI
March 9-11, 2018	<u>Amelia Island Concours d'Elegance</u> , Amelia Island, Florida
May 5, 2018 (T)	AROC-WI Das Krurze Klausenrennen , New Glarus, Wisconsin
Aug 4-5, 2018 (T)	Milwaukee Concours d'Elegance weekend
Aug 8-12, 2018	AROC Sempreverde 2018 (National Convention), Olympia, Washington
Aug 26, 2018	Pebble Beach Concours d'Elegance

Briefs

Next Up, a Giulia Coupe

According to *Automotive News* and other sources, we should soon see a two-door version of the Giulia. Slated to compete with the BMW 4-series and the Audi A4, a coupe based on the Giulia platform should appear by the end of 2018.

While a larger sport sedan based on the Giorgio platform is still in the pipeline, it is not expected to appear until 2021.

Also in the works is a larger crossover, intended to compete with the BMW X5 and Audi Q7. Expectations have been that this offering, considered important for U.S. sales, would be next in line for introduction; however production plans are uncertain. We could see it before the large sedan but plans have not been firmed up.

CEO Reid Bigland has hinted that the Giulietta and MITO, which he feels are important in Europe but not the U.S. market, could eventually be replaced by a small crossover.

2018 Alfa Giulia and Stelvio Semifinalists for Car and Utility Vehicle of the Year Awards

In a first for the marque, two Alfa Romeos have been identified as semifinalists in the North American Vehicle of the Year Awards. The winning vehicles will be announced prior to the North American International Auto Show held next January in Detroit.

The Giulia will compete for Car of the Year honors which for the first time has no cars from U.S. companies among the 11 semifinalists.

The 2018 Stelvio will compete for Utility Vehicle of the year, a category added in 2017 to recognize the popularity of this vehicle type.

Winners will be announced in Detroit January 9.

Alfa Romeo Sales Creep Up in September

FCA reported total U.S. sales of 1,268 Alfa Romeos in September, bringing the year-to-date total to 7,352. Giulia and 4C sales stayed level at 916 and 23 units, respectively. Stelvio sales rose to 329 in the period, the second in which the sport-utes were generally available. Overall, FCA sales were down by 10% compared to last year due to a reduction in fleet sales.

Stelvio Quadrifoglio Does ‘Ring in 7:51.7

Alfa last week publicized its latest assault on the Nürburgring’s Nordschleife, this time with a 2018 version of the Stelvio Quadrifoglio. The 505 hp all-wheel-drive super grocery-getter did the 12.9 mile lap in seven minutes 51.7 seconds, eight seconds faster than the previous record for an SUV and only 19.3 seconds slower than the Giulia Quadrifoglio.

This feat makes it the world’s fastest SUV. You can have your very own copy starting in early 2018. The line forms at your local Alfa Romeo dealer.

Pirelli Broadens Classic Offerings

Looking for bonus points at your next concours? Pirelli may be able to help, as it has broadened its line of offerings for modern classic cars originally fitted with its tires.

The Pirelli Collezione (Pirelli Collection) grew out of an effort to produce period-correct tires of modern construction for early Porsches. Pirelli has expanded the effort to produce tires in patterns and sizes to fit a broader range of ‘50s through ‘70s collector cars.

For a few years now, owners of 101-, 105-, and 102-series Alfas have been able to buy the CA67 and CN36 styles in sizes to fit their cars from dealers like [Lucas Tire](#). They are not inexpensive, but they are period correct and with the dwindling number of options for properly sized tires seemingly dwindling by the day, they may be a good option for you.

If you have other Italian or British cars in your collection and are looking for new shoes, you might want to visit the [Pirelli site](#) to see if your car’s size is now available. 🍀

Links Worth Following

[Petrolicious](#) often has excellent features on collector and sports cars and personalities. Follow this link for an interesting interview with Max Banks, operator of the well-known British Alfa enthusiast supplier, Alfaholics.

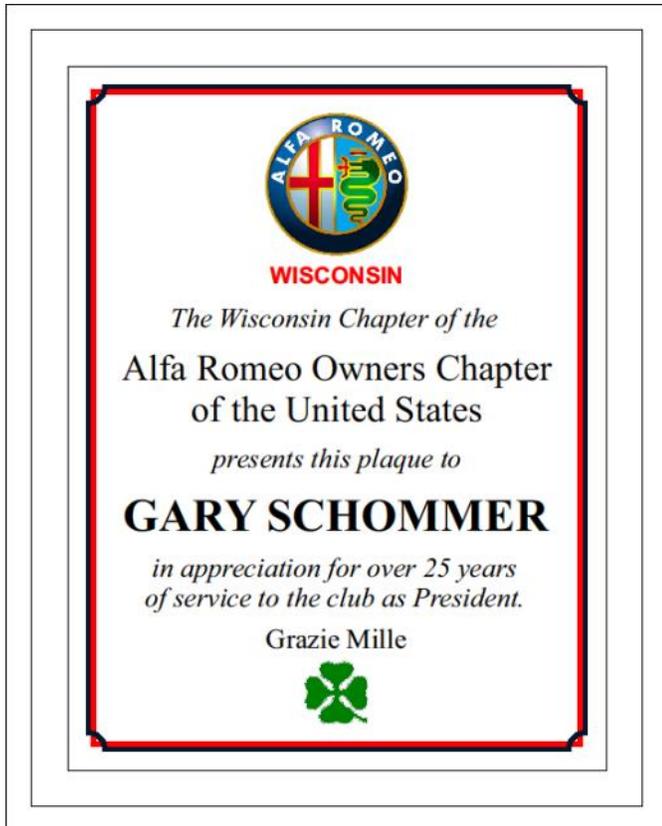
Last year [Bloomberg](#) ran an informative and fairly accurate lifestyle feature on Giulia Sedans. This year they have produced one on the Series 2 Alfa Spider as a collector vehicle. There are good hints in the article for Alfa novices. It’s good to see our cars featured in the popular press. 🍀

Schommer Presented Service Plaque

25 Years of service to the club

Past president Gary Schommer was presented with a plaque in recognition of his untiring service to the chapter. President Steve Wirtz and past president Roy Ferrari made the presentation at this year's ICAMS show, held August 13 at Reina International Motors.

Gary modestly and accurately observed that he had not held the presidency for a full twenty-five years, but was grateful for the recognition. 🍀



The Origin of the Quarter-Mile Drag Strip

History or Urban legend?

Daniel Strohl, writing for Hemmings.com, recounts the story of how the quarter mile became the standard length for a drag strip. He writes that it had its origins in a match race staged between a quarter horse and a particular Deuce roadster built by Pete Henderson. The car is being auctioned at RM Sotheby's October 5-6 auction in Hershey, Pennsylvania.

The story goes that the owner of a well-trained quarter horse was making the rounds of local California car buffs challenging them to match races over a sixty-foot course, the distance between two telephone poles. The horse owner increased the possibility of winning by soliciting the races outside of bars, count-

ing on the owners to be drunk enough to accept the challenge without thinking. The horse, guided by a veteran jockey, reportedly could reach 35 mph in four strides and was trained to take off at the drop of a hat.

The horse's owner reportedly approached hot rodder Ak Miller in 1944. He and friend Connie Weidell, feeling that their cars would be no match in the contest, approached Henderson, a resident of Pasadena, who had the reputation of having a hot car with a much-worked-over flathead Mercury V-8.



The Henderson 1932 Ford Roadster photo: RM Sotheby's

The race was held on a two-lane highway outside La Habra, California, in front of a group of 50-60 hotrodders. Although the horse got off to an early lead, Henderson's Deuce was ahead in 50 or 60 feet and won the race by a radiator, the only time the horse was bested.

Now this is an interesting story, and apparently more-or-less a true one, as there is a grainy picture and plenty of witnesses who agree to the details. What isn't clear to me is how this sixty-foot race was the basis for establishing 1320 feet as a drag racing standard some years later. Because the horse was a *quarter* horse? Whaa?

Other sources suggest that the quarter mile became the norm because the length of the runways used for the early races allowed for that distance, plus a comfortable slow-down area.

Does anyone else care to render an opinion on the origin of the quarter mile? 🍀

Alfas at Auction – Monterey

By Bob Abhalter

Monterey car week, which used to consist of the Pebble Beach Concours, the vintage races at Laguna Seca, and a single auction, has grown to cover nearly two weeks, innumerable events, and this year a total of six auctions—too much for a person to take in—so one needs to be selective. Overall, this year's six auctions grossed in the neighborhood of \$328 million, according to Autoweek.com. This is about \$10 million less than last year's total sales.

Although that sounds like bad news, market watchers, including Colin Comer writing for Hagerty.com, viewed the sales totals as favorable considering earlier predictions of a more drastic market slump. High-dollar cars sold well, while some lower-priced offerings struggled due to unrealistic expectations, but the market overall remained robust. Comer feels an abundance of choice promotes a healthy buyer's market.

For Alfa hunters, this year's auctions were especially fruitful, as every auction company offered at least one Alfa for sale. They ranged from true classics and iconic race cars to mainstream Giuliettas, track day cars, and at least one beater. No fewer than five Giulia and Giulietta Sprint Speciales were on offer, certainly a buyer's opportunity. In all, 21 Alfas went on the block and 12 sold for a sales rate of 57%. (Most of the sales prices referenced do not include the buyer's premium—usually 10%.)

Gooding

The Gooding auctions, held August 18 and 19, bill themselves at the official auctions of Pebble Beach. They offered a diverse selection of ten Alfas this year, six of which sold.

Gooding's lot number 1 was a red **1976 Alfetta GT**, with blue-gray fabric upholstery. It was said to be a



California car from a San Francisco collection in original condition, showing 63,000 miles. Other than the sixties-era Alfa hood emblem attached to the steering wheel center, the car looked remarkably unmolested and complete. The GT sold at no reserve for \$24,200. Is this the new normal for Alfettas?

Only a single pre-war classic Alfa was presented this year, and that was Gooding's **1931 6C1750 Series V Gran Sport**, s/n 10814349. Originally said to have been delivered to Switzerland, the provenance was traced from there to a Belgian dealer, then to the U.S., where at one point it was offered on a St. Louis Cadillac dealer's used car lot. More recently it spent over 50 years in the ownership of the same family.



While the engine and chassis are original, not so the body. Early in its life the car was rebodied after an accident, leaving none of the original exterior sheet metal intact. Then in 1993 the owners commissioned a comprehensive restoration and exacting duplication of a Zagato body. The body is claimed to be near perfect with meticulous details. The finished car had its debut at the 1996 Pebble Beach Concours where it won first in class.

Perhaps the uncertainty surrounding the original body and the reproduction Zagato coachwork discouraged potential bidders. The Gran Sport was a no-sale at a high bid of \$1,350,000. Gooding had it on offer post-sale with an asking price of \$1,650,000.



At Gooding you could have your choice of two Sprint Speciales. The first was a **1960 Giulietta SS**, s/n AR10120*00177, that has seen extensive use as a vintage racer, including ten years of appearances at the Monterey Historics. It looks every bit the track warrior, sitting low on its track suspension, but oddly the seats are not the expected bolstered racing seats.



A 2009 restoration was claimed, as well as a race rebuild for the engine in 2015, but very few miles have been logged since then. The successful bidder also got the logbook, the bolt-in roll bar, the bones of a period-correct spare engine, and the street suspension. All that for only \$99,000.

The other SS was a **1963 Giulia Sprint Speciale**, AR380526. From a U.S. collection, the car was originally sold in Italy and was restored there sometime after 1997. Finished in the attractive original bluetta, the SS sported tan upholstery which showed some light wear. Overall the car presented very well, with only minor panel fit issues around the nose and hood and an ambitiously polished cam cover to detract. It sold for \$165,000.



1963 Giulia SS Interior



Gooding also offered two 6C2500s, one cabriolet and one coupe. The **1950 6C2500 SS Cabriolet**, s/n 915788, was bodied by Pininfarina and in the possession of its second owner for 50 years. A jazz aficionado, he used it to carry himself and his close friends to jazz festivals around Europe. It underwent a 6-year Italian restoration completed in 2012 and is finished in its original combination of black coachwork with green interior. The cab sold for \$484,000.



The **1949 6C2500 SS Coupe**, s/n 915831, was a recent restoration, shown but not judged at the 2015 Pebble Beach Concours. It was also delivered new to Switzerland, as was the cabriolet. The Touring-bodied coupe was restored in England about ten years ago and received a repaint to its present light over dark gray metallic two-tone scheme in 2014. Wire wheels were added and the interior redone at that time. The motor was not the original one, having been replaced early in the car's life. The 6C2500 was bid to \$560,000 but the owner was looking for more. Gooding is soliciting offers around \$750,000.

The **1961 Giulietta Sprint Zagato**, AR10126*00113, was first owned by Libero Liberati, the 1957 500cc Motorcycle Grand Prix World Champion. It had some early but apparently undocumented racing history, but plenty of vintage racing later. The red car with black bolstered racing seats was restored about 12 years ago. The high bid was \$460,000 but the owner was looking for \$600,000, which could be a reach for this car considering the current sales median for this model is closer to \$375,500.

Gooding offered a **1974 Tipo 33 TT 12**, AR11512*010, that played a key role in the marque's 1975 sports car world championship.



This thoroughly documented car was campaigned the entire season and scored wins at Spa, Zeltweg, and Watkins Glen, driven by Derek Bell and Henri Pescarolo. It has had only a single owner since being sold off by Autodelta and has been vintage raced extensively. Offered in its Campari sponsor livery with a pile of spares, the iconic racer was not sold. Gooding is looking for an offer around \$2.5 million, which may be difficult to achieve despite the car's provenance.

For something completely different, Gooding offered a **1952 1900 M AR51 "Matta,"** s/n AR51*00408, from the collection of noted collector and car personality Donald Osborne. This jeep-like vehicle, commissioned by the Italian Defense Ministry, was sold off into civilian life around 1978. Alfa's designers used the Land Rover as a benchmark when developing this 1900-engined utility vehicle, dubbed "Matta" for its crazy-good performance off-road. Restored in 2015, this "Jeep" sold for \$67,100, well over its \$55,000 high estimate. Forget the Stelvio, buy a Matta! You'll have the baddest vehicle on your block.



Finally, Gooding offered a **1964 2600 Spider**, AR192802. This car was a star at the Concorso of the 2013 Alfa California National Convention where it won its Certificato d'Oro. Earlier in its life it was



Spider on the field at Alfa California RAbhalter photo

owned by a California professor for 34 years until his passing. At some point the car was repainted white from its original red. His estate listed the car on eBay where it sold for \$16,600 in March of 2007—a pretty strong price for what was then a #4 project car.

The sad-looking project was then treated to a detailed, five-year, concours-level restoration before making its debut in 2013. It was refinished in medium gray with perfect black upholstery and came with a red hardtop, a nice-to-have option but not likely to be of much practical use for a show car. The Spider sold for \$308,000, just over the high estimate. If you like Touring Spiders, you'd love this one.



2007 eBay sale photo

Mecum

Mecum, most often associated—at least in my mind—with muscle cars and exotics, offered a brace of Alfas at their four-day Monterey Auction event, August 16 to 19. Two of them were from the Colin Comer collection.

The first of the Comer cars was a **1985 Spider Graduate**, black with burgundy upholstery. This bone stock, well cared-for, three-owner car was detailed to the nines and the catalog write-up was thorough and engaging—an example for others on how to properly present their cars for sale. It sold easily for \$15,000.

Comer's other consignment was a **1965 Giulia Sprint Speciale**, AR381389, a candidate for the best



Colin's Graduate

all-original and unmolested, running, driving, time capsule SS in the world. The green coupe with tan upholstery has a known enthusiast ownership since its initial purchase in 1965. Essentially a two-owner car, it stayed with one family until its acquisition by Comer in 2012. The SS has covered a documentable 47,000 miles.



Active bidding took this lot to \$200,000 before hitting the wall. The consignor was looking for at least \$225,000. Colin later told me he wasn't unhappy to take this one back home.

Mecum's other Alfa lots were somewhat varied, to say the least. A **1969 2000 GTAm Tribute**, essentially an enthusiast-assembled track day car, was based on a 1969 GTV and powered by a later 2-liter Alfa 75



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motor yielding a claimed 240 hp. It boasted a roll cage and single driving seat and the auction description suggested it could be vintage raced. It appeared to be well equipped and handsome in red with a green nose and all the right decals. It showed some signs of on-track use. It was a no sale at a high bid of \$32,000 vs. a 60,000-\$70,000 estimate. Personalized track-day cars can be a tough sell. “The bid goes on,” as they say at Mecum.



Another no-sale was a **1958 Giulietta Spider**, 1495 03813. Done up in bright signal yellow, a shade I don't think was available from the factory in 1958, the upholstery was done to match, in black with yellow piping. \$100,000 to \$125,000 was the “ask” for this (sic) frame-off restoration. Not too bad a job, except for the color and a host of minor details.



If the Comer vehicles were exemplary auction presentations, the **1974 GTV** offered earlier in the auction demonstrated the exact

opposite. The description consisted of three bullet points stating: “California car,” “Rust free,” and, most damning, “Salvaged title.” The pictures showed a not particularly well-prepared car with so-so paint, a dash-top carpet concealing who knows what, and suggested that the air conditioning guts had been pulled. It did not sell at a \$21,000 high bid.

Finally, one of the treats of the auction was the **1958 Giulietta Sprint**, 1493 06224, from the J. Geils collection. Mr. Geils passed away this April at the age of 71. After having owned some high-priced exotics in his glory days, the semi-retired musician and producer assembled the quintet of Italian machinery offered at this auction—a Fiat Dino Spider, a Lancia Flaminia Coupe, a Ferrari 250 GTE 2+2, the bones of a Maserati Sebring, and this red, hot-rodded Sprint with red racing seats, a 2-liter engine, and other period-correct boy racer tweaks.



The most striking feature of this car was the nose, which had very obviously been the aggressor in a rather vigorous rear-ender accident. Although Mr. Geils loved to exercise his cars on the track, the site of this accident was a Concord, Massachusetts street, close to his home. He was cited in September of 2016 for rear-ending a woman while allegedly operating under the influence.

Mecum estimated an auction value of \$20,000 - \$30,000, but spirited bidding ensued and the celebrity project car went for \$85,000. Considering that the *Sports Car Market* price guide lists \$49,500 as the median price for a good, un-crashed, 1958 “Normale” Sprint, I'd say the celebrity factor gave this lot a big bump.

Elsewhere

Worldwide Auctioneers presented their inaugural Pacific Grove Auction on Aug 17 and offered two very nice Alfas.



A **1960 Giulietta Veloce**, 1495F07582, sold for \$156,200. Recently carefully restored after a lengthy period of storage, the Alfa red spider showed off its light beige upholstery to great advantage.



A **1969 1750GT** sold for \$49,500. This stunning white car, out of a San Francisco collection, was restored in 2007-2009. Judging from the pictures, the interior presents as showroom fresh and the balance of the car has been restored to very good driver standards. It had no trouble meeting its estimate, selling at no reserve.

Bonhams offered a **1959 Giulietta Spider Veloce**, 1495 F 06373, at its August 18 Quail Lodge Auction. It was handsome in white with red upholstery, having undergone a comprehensive restoration by Bill Gillham. The engine was a replacement of the correct type, and some minor trim imperfections were noted in the auction photos. It was stated to have covered only 150 miles since its restoration. At \$71,100, it sold right at the median value for these cars. Still, I think it was a bargain.



Russo & Steele offered two Alfas at their August 17-19 auction.

A **1975 Giulia Nuova Super**, in green with tan upholstery, sold for \$12,000. The front seats had been recovered in a tan corduroy material along with the radio blanking plate. This appeared to be an improvable but intact later-production Super and probably was worth the money.



R&S's second Alfa was a **1961 Giulietta Sprint Speciale**, AR177276. It looked to be a high-quality driver-level specimen in Alfa red with white "salt & pepper" upholstery. The engine was said to have been rebuilt in the early 2000s and the chrome redone in 2006. It did not sell at a high bid of \$101,650. Wrong crowd?



RM Sotheby's also offered a Sprint Speciale, a **1960 Giulietta SS**, AR10120*00338, at its August 18-19 auction. It was an older restoration finished in a deep dark blue with soft gray upholstery, red accents, and red carpeting. The very handsome car seemed to present well and no doubt deserved the \$137,500 winning bid. 🍀



All photos courtesy of and copyrighted by the respective auction companies, unless otherwise noted.

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:(248)505-0606) 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. Any-one 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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