

ALFANATIC

Coming Events

Saturday, July 14, 9:00 a.m.-12:00 noon

Open House at Valenti Classics Inc.

9848 South 57th Street, Franklin, Wisc.

(Park in back lot)

A few of us visited Valenti last October and had a great time despite the ugly weather. We scheduled this event in the hopes that the weather would be much more cooperative. Expect to see a Ferrari Testa Rossa restoration in process, in addition to a Mustang and a Chrysler Town and Country. The Ferrari Club has been invited so we should have an Italian-themed parking lot. For more information contact Craig Valenti at 414-421-6300.

Sunday, August 12, 10:00 a.m. - 3:00 p.m.

AROC-WI and Reina International Auto Present The 21st Annual Italian Car and Motorcycle Show

Join fellow Alfisti and other Italian car aficionados in this annual celebration of all things Italian. Our hosts at Reina International go all-out to make this event memorable for all attendees. Proceeds will be donated to the American Heart Association.

See page 3 for entry form and details.



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Summer Is Car Season in Wisconsin

July and August are premium times for car events in Wisconsin. There are too many events to list and only a few made our events calendar.

Starting Friday the 13th, fans of vintage oval racing can enjoy the 2018 **Millers at Milwaukee** at State Fair Park. This event for pre- and post-war Indy cars is a must for fans of vintage Indy cars. It runs two days.

For a pleasant Saturday morning, drive out to the AROC-WI-sponsored **Valenti Classics Open House** July 14. Valenti always has interesting cars in their shops. Last fall we marveled at a super-trick Corvair being built for a client. This year a Ferrari Testa Rossa is scheduled to be in the house. The local FCA chapter has been invited and its members can be counted on to dress up the parking lot.

The long-running **Weathertech® International Challenge with Brian Redman** follows, July 19-22 at Road America. We are sure to have club members among the entrants at this massive vintage event. Come on out to cheer your fellow Alfisti.

And don't forget to sign up for the **Show and Glow Paddock** at the **Milwaukee Concours d'Elegance**,

Sunday, August 5. Show your colors and enjoy the Concours at a discounted rate.

If you shined your car for the Concours, it will be ready for our **Italian Car and Motorcycle Show (ICAMS)** the next Sunday, August 12. See the next page for the entry form.

This event is always well-attended. Alfas, Fiats, Ferraris, Lamborghinis, Maseratis, Etceterinis—this show has them all. Reina International generously pitches in with food, drinks and entertainment. The proceeds will go to the benefit of the American Heart Association. 🍀



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

July 13-14	2018 Millers at Milwaukee Vintage Indy Car Event, The Milwaukee Mile
July 14	Valenti Classics Open House , 9848 South 57th Street, Franklin, Wisc.
July 19-22	The Weathertech® International Challenge with Brian Redman, presented by Hawk, Road America
July 24	Brew City Cruise Night featuring Italian cars, nines American Bistro, Mequon
July 27-29	Concours D'Elegance of America , Plymouth, Michigan
Aug 2-5	IMSA / Continental Road Race Showcase, Road America
Aug 5	Show & Glow Paddock at the Milwaukee Concours , Veterans Park
Aug 5	Milwaukee Concours d'Elegance , Veterans Park, Milwaukee
Aug 8-12	AROC Sempreverde 2018 (National Convention), Olympia, Washington
Aug 12	ICAMS AROC-WI Italian Car and Motorcycle Show , Reina International Autos, Inc.
Aug 23-25	NASCAR Trucks and Infinity Series, SCCA Pro Trans Am, Road America
Aug 26	Pebble Beach Concours d'Elegance , Carmel, California
Aug 26	Geneva Concours D'Elegance , Geneva, Illinois
Sep 7-9	Concours d'Elegance of Ephraim, Hillside Inn of Ephraim, 920-854-7666
Sep 14-16	Ariens Art on Wheels Weekend, Featuring the VSCDA Elkhart Lake Vintage Festival®, Road America
February 9-18, 2019	Chicago Auto Show, McCormick Place, Chicago
March 8-10, 2019	Amelia Island Concours d'Elegance , Amelia Island, Florida

Twenty-first Annual!

Italian Car & Motorcycle Show



Sunday Aug 12, 2018
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
- low key & FUN
- music
- spectators - free, but a good will offering to the American Heart Association is appreciated
- sponsor: Alfa Romeo Owners Club of WI in cooperation with Reina International Auto
- info: Bob 262.527.2398 rudwiqson@aol.com or Reina Intl. Auto @ 262.781.3338 or 781.4077 info@reinaintl.com

Help celebrate the uniqueness & excitement of Italian design!
LA DOLCE VITA !!!

Proceeds to benefit the American Heart Association



Donations welcome: they will have a booth on site

Pre-registration by August 6th: \$11 per vehicle or \$20 / two
After August 6th: \$15 per vehicle
Make checks out to: AROC - Wisconsin

R. Swanson – ICAMS
N66 W6684 Cleveland Street
Cedarburg, WI 53012

Name _____ Phone (____) _____

Address _____ Email _____

City _____ State _____ Zip _____

Make _____ Year _____ Model _____

Briefs

Ephraim Hill Climb Folds - Replaced by Concours

There will be no fourth annual Ephraim Hill Climb and Concours d’Elegance. The organizers have elected not to continue the popular Fall Door County event. Although there was no official statement made, it is assumed the financial burden became too great.

In its place, the Hillside Inn of Ephraim has announced the Concours d’Elegance of Ephraim, to be held September 7-9, 2018.

The three-day event begins on Friday with self-guided tours and an evening reception for registered entrants. Saturday features a parade through Ephraim and an afternoon concours display at Eagle Harbor. Sunday the cars return to the Concours field for judging, concluding with a 3:00 p.m. awards ceremony.

The \$200 entry fee includes the Friday reception, show entry for one or multiple vehicles, a complementary lunch Saturday, and concierge service for Saturday dinner reservations.

The event is actively soliciting sponsors for the event.

For more information on entry or sponsorship contact the Hillside Inn at 920-854-7666 or email Carrie Counihan at carrie@arborcrownproperties.com

Say Goodbye to 4C Coupe

Several sources recently reported that Alfa will end production of the 4Ccoupe in 2019. They reference product manger Danny Pritt’s recent interview with *MotorAuthority.com* as the source of the news. Sales of the 4C coupe have been flagging and the specialty car, which was scheduled for production through 2022, will be retired early.

The same sources report that the 4C Spider will continue in production for some time longer.

Hyudai Rumored to Swallow FCA

Motori.it, on June 29, reported that it’s possible that Hyundai may wish to take control of FCA next year after Sergio Marchionne departs as CEO. Marchionne is expected to retire next spring and the Asian business press has recently reported the Korean industrial giant’s interest in expanding its number 5 position among the world’s carmakers.

This would certainly be interesting development for Alfa Romeo. Whether it would be good news or bad for our favorite Italian Marque remains to be seen.



Sauber-Alfa F1 Box Score

Race	LEC	ERI	Const. Pts
Australia	13th	DNF	0
Bahrain	12	9	2
China	19	16	0
Azerbaijan	6	11	8
Spain	10	13	1
Monaco	18/DNF	11	0
Canada	10	15	1
France	10	13	1
Austria	9	10	3
Tot. Pts.	13	3	16

Alfa Monthly Sales Results

	May	YTD	vs 2017
Giulia	1,175	5,382	117%
Stelvio	1,183	4,538	New
4C	19	95	-57%
Total	2,337	10,016	271%

Links You’ll Like

Car & Driver assembled this nice slide show of exhibits at the Alfa Romeo Museum in Arese. If you haven’t yet completed your obligatory pilgrimage, this site should give you a flavor for what you’re missing. (Thanks to the St. Louis Chapter’s *I Saluti* for this reference.)

<https://www.caranddriver.com/flipbook/allora-alfisti-a-visual-tour-of-the-alfa-romeo-museum-in-italy#1>

Summer Solstice Happening Brings Out Unusual Cars

By Bob Ludwigson

Pam and Tom Heinrich held their annual Summer Solstice Happening on June 20, 2018. Weather on that Wednesday was threatening until just before the event when the skies cleared allowing guests to drive their cars without the threat of rain.

Approximately 20 people showed up and they brought an unusual selection of cars. Colin Comer drove his 427 Cobra, and the Abhalters arrived in a step nosed GT Junior, but the star of the show was Al Pinkowski's much-modified Callaway Turbo GTV6.

For those of you who are not familiar with this car, it was created by Reeves Callaway in the 1980s, at the urging of Don Black, Alfa of America's chief engineer. He needed a halo car to help sell other Alfas, as the only models available were the aging Spider and the GTV6

Reeves started with standard GTV6s, and modified them with twin turbochargers. Horsepower was raised from a standard 154 HP, to 230 HP. This made the car a real screamer, with a 5.9 second 0-60 time, and a top speed of 140 MPH, which was faster than most cars of the day.

Alas, only 35 cars were converted, which makes them very rare indeed. It also was very good for Reeves Callaway, as General Motors got a hold of one of the Alfas and were so impressed, they hired Reeves to make the same conversion on the Corvette.

Pinkowski's GTV6 has been upgraded with even more power on tap and chassis improvements engineered for better handling. Interested Alfisti had the opportunity to do an A-B comparison between Al's hot rod Callaway and Tom Heinrich's straight stock GTV6.

Also on display was a rare Maserati—an Allemano-bodied A6G/54 (I believe) that Tom was storing. The car is very valuable but was in rough shape, and will take much time and money to make roadworthy.

As for the food, plenty was on hand, as well as that brought by the guests, and the evening turned out to be very pleasant indeed. 🍀



Attendees discuss the finer point of engine management.



Blue Callaway vs. stock red GTV6



Maserati and Sprint—some assembly required



←
Count on Colin C. to bring something interesting.



All makes welcome...

Not all conversation was about cars. →



8 Days in Italy, The AROC Tour, 2018, Part 1

By Tom Heinrich

As the fates allowed, our reservation for the 2019 AROC Goes To Italy trip turned into an opportunity to attend the tour a year early, welcome news for Pam and me. We travelled, ate, drank, met wonderful and friendly people, toured vineyards, and had a wonderful time. The tour was arranged through the Steve Austin tour empire, which sets up automotive-related tours, but which includes enough cultural and historic activities to really keep everyone entertained. And, did I mention cars? Yes, we saw cars. Of course, being an Alfa Romeo Owners Club tour, we saw lots of Alfa Romeos, but there were plenty of other makes included for good measure.

The “car” portion of the tour started with a tour of the Ducati motorcycle plant, and then a tour of the Lamborghini manufacturing plant—both very interesting to see with all the hand work that is employed in assembling these fine Italian machines. No photos were allowed inside the manufacturing area, but Lamborghini had a fine museum where we saw a few lovely bits.



The groundbreaking Lamborghini Miura, the first Italian “Supercar”

Once back on the tour bus (a very comfortable air conditioned double-decked machine with plenty of space) we toured through the countryside to a fine chef-owned Ristorante Italiano where we were treated to lunch.

And the food kept coming. And coming. And after being fully wine-and-dined the chef invited us back in the kitchen where we learned how to make Tagliatelle. By Hand. Hand rolled. Hand cut. The Italians are passionate about their Pasta.



When you are hand rolling and cutting Tagliatelle for a restaurant full of people, you have a lot of dough to roll.



A Master

Next stop, which was conveniently right across the road, was the Righini Collection. If I have the story right, the Righini family owned a scrapyards and had the foresight to save the more interesting cars starting

in the 1940s and has amassed an amazing collection, all housed in an old Mill building, so lots of stone and other wonderful 1700's ambiance (but not a lot of light, or room for photos). Here are a few highlights of the tour:



An Alfa Romeo 8C2300 that Nuvolari piloted to victory in the Italian Gran Prix at Monza



The "Ferrari" Auto Avio Costruzioni tipo 815

Since Modena was "on the way" back to the hotel, why not squeeze in a stop at the Enzo Ferrari museum? They had a couple of nice cars on display:



A pair of the best 1930's sporting automobiles available in the world

Not only Alfa Romeos, but many of the other best makes of Europe from 1900 – 1960 were on display. He also managed to obtain Enzo Ferrari's first production car, built in 1940, before he could call it a Ferrari.





Short Wheelbase 8C 2900



And so ended our first “car” day. The main course was to come on our next day—a visit to Brescia for the start of the Mille Miglia.

An early morning start found us on the luxury coach wafting along the autostrada and then secondary roads of Italy bound for the automotive mecca for those of us interested in historic sports and racing cars.

There were cars and people everywhere once we got into town. An overwhelming and exquisite crush of cars and people and sound!





Lovely Fiat 8V "Otto Vu"



Another 5-window 1900 CS, still dressed in its bumpers



A pair of Touring's most beautiful efforts, a "5-window" 1900 CS covering a 6C-2500



A way-cool 1900 Berlina, resplendent in its dark olive paint. Even missing its hubcap it is not to be outdone by the fancier 2-door coupes on the tour.





Fantastical special bodied Fiat, festooned with lights, ready to tackle the Futa pass



Wow, 1930's artistry



This beautiful car was bodied by Ermini, another of the multitude of custom Italian coachbuilders of the 1950s.



Didn't realize it at the time, but I managed a photo of Simon Kidson and his co-driver as they pushed their Bugatti toward the red carpeted square in Brescia. According to his article in [Sports Car Market](#) their avowed aim was to accumulate as many penalty points as possible during the rally.



Super Cool 750 series Giulietta Sprint Veloce "alleggerita" (Lightweight), on which the factory included an aluminum trunk, hood, and doors and plexi side windows and special race seats. Conrero-prepared (in 1956, anyway), this was the Giulietta hot rod until Zagato started building their all-aluminum purpose-built Giulietta race cars.



Lovely mid-afternoon sun gleaming off a 1900 CS as it cruises over the cobbles of Brescia



Another Touring-bodied 1900 CS 5-window coupe



Looking a bit Jaguar-C-type-meets-Frogeye-Sprite, this Alfa looked nevertheless ready to have a go.



Three more Alfa Romeo Giulietta Sprint cars, all 750 series cars (as the later 101 series cars are too “new” to compete on the Mille Miglia event). The center, red, car is another Sprint Veloce Alleggerita. Whew.



After several photos of Touring 1900 5-window coupes, a lovely 3-window variety graced the Museo Mille Miglia parking area.

Folks, it was an awe inspiring and incredible experience. And, boy, did I want to take part in the rally!

After this full day of automotive extravagance, we headed to our next hotel in the “Riviera Garda,” the Grand Hotel on Lake Garda.



Think 1920s décor, wood, marble, last-century timeless elegance, all set on beautiful Lake Garda. The sort of place that you would pack your trunks (I’m talking steamer trunks), board the Queen Mary, and spend a month, shopping, swimming, and hobnobbing with the European elite. Perhaps share a cigar and glass of champagne with Winston Churchill whilst discussing the geopolitical climate of the day. Absolutely lovely. (to be continued...) 🍀

How Many Floor Mats Does It Take to Make a Ferrari GTO?



Source: *Classic Cars Journal*

Congratulations are in order for David MacNeil, CEO of automotive products maker WeatherTech, who, according to motorauthority.com, recently purchased Ferrari 250 GTO chassis # 4513GT for a cool \$70 million dollars. It has been reported that this sale sets the record for the highest price ever paid for an automobile. Not surprisingly, the previous record (\$50 million, plus) was also held by a 250 GTO. The seller is thought to be a German collector.

The 1963 model has a significant racing history including a win at the 1963 Tour de France Automobile piloted by Lucien Bianchi, with co-driver Georges Berger under the colors of Ecurie Nationale Belge. The silver-with-Mondena-yellow-stripe livery was then as it is today. In 1964 the car placed fourth overall at the Le Mans 24 hours race. Remarkably, in two years of racing the car was never crashed.

With only 39 units produced, the 250 GTO is the most highly prized of all Ferraris, and most would call it the most sought-after of all collector cars.

Mr. MacNeil is said to own several very desirable classics and is a racing enthusiast. His son was scheduled to compete at Le Mans this year in a Ferrari.488GT.

Will GTO no. 4513 retain its record for long? GTO no. 3413 is being offered at auction by RM Sotheby’s in Monterey in August. The third GTO produced in 1962, it was rebodied as a updated series II car by Carrozzeria Scaglietti in 1964 after distinguished racing success by private entrants Edoardo Lualdi-Gabardi and Gianni Bulgari. While this car may or may not match the value reportedly achieved by the MacNeil car, at an estimate of \$45 million it will certainly challenge the record for the most valuable car sold at auction. 🍀

Alfas at Auction - 105/115 Spiders

By Bob Abhalter

Series 105/115 Spiders are by far the most plentiful of the Alfa Romeos found in our garages. With a 27-year production run totaling over 124,000 units, a healthy majority of which were sold in the U.S., a Spider is what the average person envisions when you tell them you own an Alfa Romeo.

Perhaps you're ready to move into or out of the Spider owners group. How much should you pay for a good example? How much should you ask for yours when you sell? A portion of that answer lies in the age of your car. Spiders generally are grouped into four series based on production and engine displacement changes over the years. Scott Johnson's generally excellent Alfa Romeo Spider FAQ (www.alfaspiderfaq.org) breaks down the details. This month we'll review some representative cars from these series. Many other examples of recent sales can be found on www.bringatrailer.com.

Series One

Series 1 Spiders—the “roundtails” produced from 1966 to 1969—command top dollar due to their relative rarity and, some would say, purity of design. Keith Martin's *Sports Car Market Pocket Price Guide* lists a median value of \$39,500 for 1967 Duetto and \$29,500 for 1969 Spiders. Hagerty.com lists values somewhat lower than that for condition 2 examples.

Bring a Trailer (BaT) recently offered a white **1969 Spider Veloce** in decent driver condition. The Texas car received an exterior refresh sometime prior to its 2012 purchase by the listing owner. The seller then spent some serious money tending to the mechanical



This 1969 Spider sold May 31, 2018.

Express Yourself

Italian Style



Ferrari 360 Spider

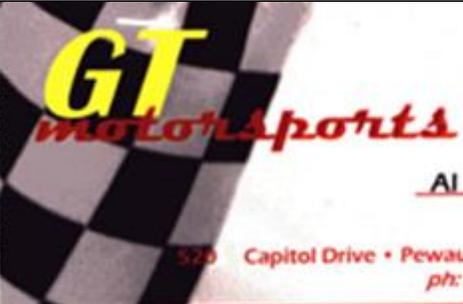


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Morgan
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necessities, documented by paid invoices from a Houston shop and plenty of packing lists from Classic Alfa, a reputable U.K. parts source. The Spider retained its SPICA injection and sported new dual brake servos. The engine compartment could otherwise be described as “functional.” The exhaust was cobbled, the seat coverings were starting to go, the replacement hubcaps were the later style, the tires were eight years old, and there was surface rust in the usual interior areas. The trunk lid badging and Pinninfarina emblems were missing and the soft top was an uncomplimentary shade of beige.



The interior could use a freshening.

On the positive side, there seemed to be no irreversible modifications from standard, and most major maintenance items had been taken care of. The Spider presented well in the pictures and it looked like the new owner could just jump in and drive it away. On May 31, 2018, it sold for \$32,600, perhaps suggesting that the price guides are somewhat behind the market.



Series 2 1971 Spider from BaT

Series Two

Series 2 Spiders, nominally those sold between 1971 and 1974 after Alfa squared off the tail but before the onset of more stringent crash standards, are next down the value chain. At a \$19,000 median value the *Price Guide* pegs them roughly \$10,000 below a 1969 Spider of equal condition.

In April, Bring-a-Trailer offered a **1971 Spider** finished in Rosso Farina. This car was owned and operated originally in Wisconsin, passing through at least two owners before being purchased nine years ago by the selling owner who subsequently relocated to Ohio. The Spider was treated to some modifications over the years, including a Weber carb conversion, Nardi steering wheel, lowered suspension, BWA Sportstar wheels, and Supertrapp exhaust silencer. The removed SPICA bits and original steering wheel were provided with the sale.



Some mods and issues with the condition result in a lower price.

The car was repainted in 1985 and shows signs of normal use with a few dings and rust bubbles starting to show. The top looks serviceable and the trim is still shiny. Inside, the seats are waiting for a recovering. A later radio fills the dash slot, while a pair of unmoored speaker boxes roam the parcel shelf.

The sale price on April 25, 2018, was \$10,750. Overall, this Spider was a perfectly suitable driver in #3-minus or #4 condition, depending on how you judge these things—a healthy discount from the price guide numbers.

Why the low price? Because condition and originality count. When comparing results, remember that the median prices in the *Pocket Price Guide* generally

represent sales of #2 condition vehicles, the typical level for cars offered at public auction. Hagerty.com provides values for #3 and #4 condition cars and the price realized for this Spider is consistent with that listed for a #4 car.

An issue for buyers is that when trying to set an asking price, many sellers tend to over-estimate the quality ranking of their car, discounting the defects they have become blind to. The seller's challenge is that some buyers will pick at the smallest scabs in an attempt to downgrade the offered car.

Condition aside, originality adds value. Personalization may be psychically satisfying but will almost never pay off in higher sales values. In the U.S., Weber conversions of SPICA-injected cars do not add value. Nardi steering wheels and full carpeting are tolerated, but things like open exhausts, non-period sound systems, and non-standard seats and exterior colors tend to detract from value. I'm not saying that you shouldn't personalize your car, I'm just warning you not to expect to get your money back when you decide to sell.



Attention-grabbing color and low mileage make this 1976 Series 2a Spider a winner.

Series 2a

From 1975 until 1982 Alfa's challenge was to meet the tightening emissions and crash standards. U.S cars became heavier with big steel 5 mph bumpers, and emissions tuning reduced power output. Median auction values for these cars are generally half the values of the 1971-1974 Spiders.

BaT offered a very nice **1976 Spider** that ticked many of the value boxes for potential buyers and sold for \$13,000 on May 3, 2018. This price was about

50% over the price guide's median value. Why? Although it was a driver and not a show car, the color was an attention-grabbing giallo pagoda (bright yellow). The car was from the South, having spent its life in Tennessee and Georgia. The 50,000 miles on the clock were believed to be actual and there was no rust visible anywhere. The interior and engine compartments were clean and serviceable, and the owner did the proper maintenance, including a 2013 Wes Ingram SPICA rebuild. The burdensome emissions air pump was deleted as it was not required in Georgia. In this case, condition and mileage trumped any concerns about weight or impaired performance.

Series 3

By 1982, Alfa could no longer meet emissions requirements with SPICA mechanical injection; Bosch injection was introduced, improving drivability and power. This marked the start of the Series 3 Spiders.



A plush series 3 1990 Spider Veloce in good condition

In 1985 the Graduate model was introduced to complement the Veloce and Quadrifoglio editions. It was an attempt to make a connection with the movie from 18 years prior. Apparently the association worked, because there are *a lot* of Series 3 Spiders out there. They appear regularly at auction and are plentiful in the marketplace. Sales values vary widely in the eight-year run of the series 3 Spider. The sweet spot seems to be the 1985 and '86 models. Leather seating, power windows, and air conditioning are not uncommon options.

Typical of the later cars in this series is the **1990 Spider Veloce** offered last March on BaT. The Alfa Red California car with tan top and leather is stated to have covered under 45,000 miles. Paint and upholstery were redone last year and the car has passed its recent California smog inspection. The car wears the

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, 514 Simon Drive, Hartford, WI 53027, jphuff4@gmail.com

Wanted

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

There's Plenty of Room for Your Classified Here

sempreverde 



AROC NATIONAL CONVENTION • OLYMPIA, WA
www.sempreverde2018.org • AUGUST 8-12, 2018

desirable 5-spoke wheels, the engine room is clean and in good order, but the a/c is non-operational, a frequent issue. The dash is cracked, a normal defect for a sunny -weather car. The maintenance records provided document the typical catch-up maintenance, customarily performed all in one big lump for a premium price.

This high-grade driver sold for a reasonable \$10,250 on March 26, 2018.

Series 4

Series four Spiders are the last of the breed. Featuring a tasteful redesign, they were produced from 1991 until the final CE (commemorative edition) produced in 1993 and sold in 1994. These cars were popular with enthusiasts during Alfa's declining years in the U.S. They were expensive when new and have ridden the depreciation curve over the years. Today \$10,000 to \$11,000 is a typical value for the '91 and '92 Spiders, while the average '94-only commemorative edition commands around \$14,000. If you are at that stage of life where operating a clutch has become difficult, automatic series 4 Spiders are available and usually sell at a discount.

If you have a very good, low mileage Spider for which you are seeking top dollar, you might want to take it to a public auction. A car on which we previously reported, a 22,000-mile **1991 Spider**, sold at the RM Auctions April Fort Lauderdale auction for \$20,625. The red car with tan upholstery and black top looked neat as a pin inside and out. The only visible issue was the slightly warped glove box door, a common problem.

Series 4 cars in this condition are popular outside of the Alfa-enthusiast community. They offer a more civilized driving environment and can be used as a holiday car at the vacation home.



Clean and low mileage = premium \$\$

If you have been following along up to this point, you should have figured out that price guide median values are only useful as a general guide. The value of any given car depends heavily on condition, combined with the motivation of buyer and seller. 

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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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