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DECEMBER 2018

Concorso Italiano 2018



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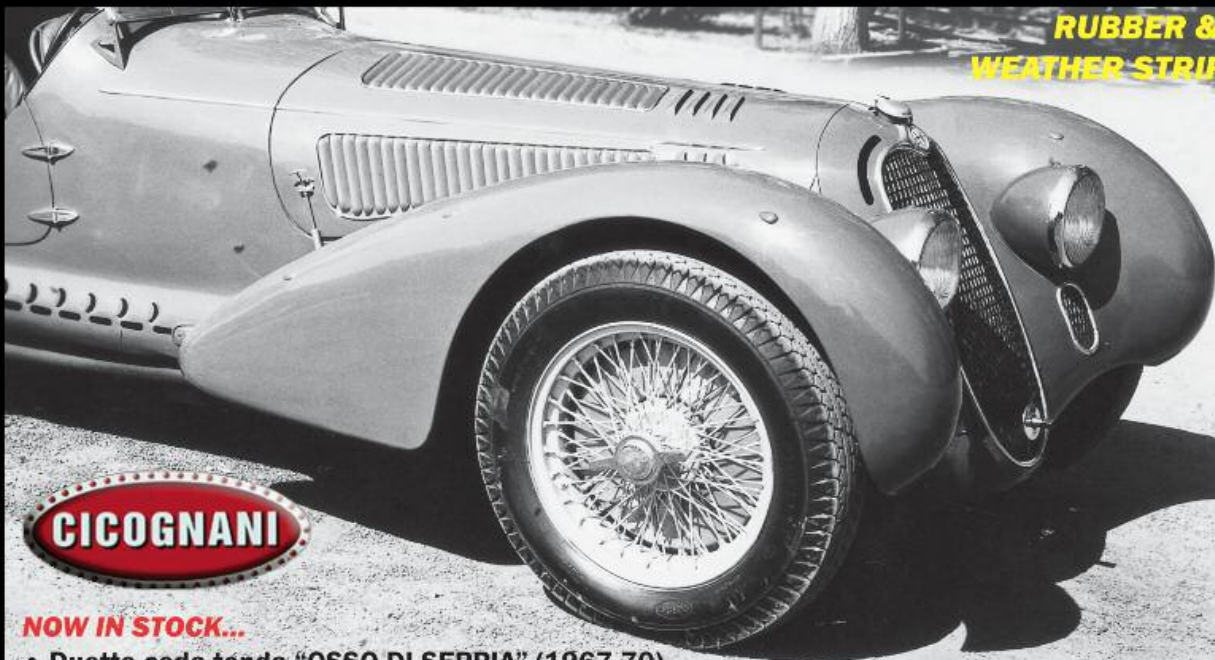


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On the cover: Alfa Romeos old and new were out in force at Concorso Italiano 2018 in Monterey Bay.
Above: The rain gods tried their best, but the ItalianCarFest went on as planned. More on page 14.

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From the Driver's Seat



A Magical Year

As the holiday season unfolds in these coming weeks, our thoughts will turn to family and friends as we celebrate by coming together for good cheer, bountiful repasts and shared memories. For a brief time, all the challenges of the Alfa not being ready for prime-time or it coming to a dead stop during a road rally are set aside. In these longer nights and shorter days, we can take time to chuckle over the potholes and pratfalls of the past months while recalling the wonderous moments of driving our Italian autos. These halcyon days are a respite before we start the New Year and a new driving season.

What a year it has been for Alfa Romeo! From David and Ginny Sydorick's 1937 Alfa Romeo 8C 2900B Touring Berlinetta taking Best of Show at Pebble Beach, the three Alfas (the 6C 1500 Gran Sport Testa Fissa, the 6C 1500 Super Sport and the 6C 1750 Super Sport Zagato) placing one-two-three overall at the Mille Miglia, to strong sales figures for Alfa in the U.S., including a record number of AROC members purchasing and leasing new Alfas, are phenomena that fulfilled Alfisti's most fervent hope of the marque being rediscovered by our country.

The impact on AROC cannot be understated. Membership numbers are climb-

ing, chapters are welcoming new enthusiasts, invitations are arriving to join in collector car events around the country that will feature Alfa Romeo, and new activities are being added to supplement our ongoing favorite events.

The pinnacle of the year came when, most unexpectedly, an inquiry was received from Italy asking if AROC could provide two classic Alfas to ferry the Alfa Romeo Sauber F1 team around the Austin, Texas, Grand Prix circuit for the parade lap. Two hundred members responded, and while it was necessary to pare down the list to two specific cars, the outpouring of support was gratifying and exemplary – demonstrating your passion to support Alfa in America in all of its endeavors.

Our profound gratitude goes to Thom Flewell, his wife, Janet, and their daughter, Allison, and Nicola Cervera and Giuseppe Dipaola, who on a moment's notice transported their gorgeous '59 Spiders from both the West and East Coasts to Austin for the USGP. Seeing the sweet classic Spiders circulating the 3.4-mile track of the Circuit of the Americas (COTA) with Charles Leclerc and Marcus Ericsson aboard, amidst the vintage Corvettes that all the other drivers used, was an emotional moment. Proud, happy, excited, awe-struck with a "Can this

really be happening?" look on our faces barely describes the thrill AROC members felt, watching as two of our members and the F1 drivers waved to the crowd as they proceeded around the race course.

With complete coverage of AROC Goes to the U.S. Grand Prix in the January 2019 issue of *Alfa Owner*, I assure you that the members who took a leap of faith to join us in welcoming Alfa Romeo back to Formula 1 racing in America had an extraordinary, unforgettable weekend.

The level of excitement about Alfa Romeo and the intense interest in AROC membership was akin to being heralded as the star of the runway. We look forward to bringing you the story.

As my beloved '78 Alfa Spider enjoys her 40th year of running the Oregon roads and byways, it is hard not to reflect on the passages my own life has taken these past four decades. I've had some challenges along the way, but mostly experienced an enriched life lived to the fullest because of the love of beloved family, dear friends and Alfa Romeos. Not a moment goes by that I don't repeat my favorite oft-used phrase, "The cars bring us together; the people keep us together." As this season of festivities, thankfulness and kindness surrounds us, I want to thank all of you for your support, your enthusiasm and your passion for Alfa Romeo. Together, we have a bond that brings joy and happiness to our days.

Your dedicated AROC Board of Directors and I wish you the merriest of holidays. May your Alfa run true and strong in the New Year. May the magic continue into 2019 and beyond.

Motor On,

Cindy Banzer

Cindy Banzer
President



What a team meeting at Austin! Doug Zaitz, Tatiana Calderon, Joe Faherty, Cindy Banzer, Marcus Ericsson, Mike Bange and Chris Bright.



CLUB60

We Are Still Celebrating!

The Alfa Romeo Owners Club's 60th anniversary is not yet over! You still have time to be a part of the passion of Alfa Romeo in North America as a member of Club60. Support from Club60 is helping sustain our North American Alfa Romeo community by

- Leveraging the success of the expanded *Alfa Owner* magazine
- Continuing improvements to the AROC website
- Growing AROC's presence at major automotive events that members attend
- Bolstering local chapter outreach and event planning

THANK YOU CLUB60 DONORS!

The Club profoundly thanks these members who have responded to our fund-raising appeal by joining Club60. Your understanding and appreciation of the value of AROC to keep the Alfa legend alive helps us to continue our Club's achievements!

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Member Profile



Name: George and Alma Beston

Occupation: Retired.

Where do you live? Cobourg, Ontario, Canada.

What was your first car? First car was an MG TD.

Your first Alfa Romeo? First Alfa Romeo was a 105.48 1750 Berlina.

Currently, what Alfa Romeos are in your collection? We have two Alfas, a 1969 Spider Jr. and a 1976 Alfetta Berlina.

Favorite Alfa owned? The 1750 Berlina

stands out because it was such a revelation at the time.

Worst Alfa owned? Let's face it, they all have their moments, but nothing stands out as "worst".

Favorite road to tour? We are blessed with hilly topography in our area, and there are many roads that we really like. Our absolute favorite is a back road route between Cobourg and Canadian Tire Motorsports Park (aka, Mosport), about 35 miles north and west of Cobourg. It has everything from spectacular views to whoop-de-dooos as well as some challenging curves.

Best thing about owning a vintage vehicle: These days, it guarantees a lot of friendly conversations with total strangers who recognize a car nut when they see one and like to share their own

experiences.

If you could have any one Alfa: It's hard to answer that because there are so many desirable historic Alfas that it is difficult to pick just one. There is a really sweet 1750 GS Zagato Spider in the Canadian Automotive Museum in Oshawa, Ontario just 30 miles from home. I (George) would love to liberate it from its un-used confinement there. So, right now, today, that specific car would be my choice.

What do you enjoy most about being a member of your local and national Alfa Club? All the opportunities to bond with my fellow Alfisti. We have enjoyed the camaraderie and moral support for many projects, and, in turn, the opportunity to support and encourage others. ■

*You are Cordially Invited to Join Your AROC Board Members
Saturday, January 19, 2019*

10:00 AM · DRIVE THROUGH THE SAN JACINTO MOUNTAINS
12:30 PM · NO HOST LUNCH AND WINE TASTING IN IDYLLWILD
5:00 PM · POOL PARTY, PALM DESERT
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PALM DESERT & MORE**



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PALM DESERT
= 2019 =



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Would You Like to Serve on the AROC Board of Directors?

Current AROC members are eligible to serve on the national AROC Board of Directors. Twelve members comprise the Board; six members are elected each year.

As well as determining policy to fulfill AROC goals and corporate obligations, responsibilities of Board members include: attendance at annual national conventions; participation in monthly meetings via video conference/phone calls; participation in club business discussions and votes on motions. Further, each Board member acts as liaison with assigned local chapters. Directors elect the AROC Executive Committee, which is comprised of President, Vice President, Secretary, Treasurer and Legal Counsel.

Board members serve a two-year term, commencing at the end of the Board Meeting held in conjunction with the AROC National Convention, which will be held in Pittsburgh, Pennsylvania, in July 2019. The term of office ends with the conclusion of the Board Meeting held during the 2021 AROC National Convention.

Your local chapter may nominate you for a position on the AROC Board by having three chapter officers

endorse your nomination. Alternatively, any member may be nominated by a petition signed by fifteen current AROC members, other than yourself.

Nominations may be submitted by mail or email and must contain the candidate's name, address, email and phone number, along with the appropriate three chapter officer endorsements or fifteen current AROC

members' nomination. A biography of 250 words or less is requested along with an optional photo, to be printed in the *Alfa Owner*. All nominations must be submitted by midnight, West Coast time, on January 15, 2019.

Election ballots, along with candidate's bios and picture, will be

included in the March 2019, *Alfa Owner*. Additionally, the option for voting on line will be provided via email. Voting concludes on April 15, 2019.

Please feel free to telephone the AROC office at 971-254-6660, if you have any questions regarding the requirements or process. Send nomination, biography and photo to aroc.office@gmail.com or to AROC Administrator, P.O. Box 92155, Portland, OR 97292.



We own, we are the Alfa Romeo passion in the United States

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***Nominations Due by
January 15, 2019***

2018 Concorso Italiano

A Brilliant Day by the Bay

By Doug Zaitz, Mary Ann Dickinson and John Clemson



The Alfa Romeo fairway.

J. Hutson Hart (3)



A range of Alfa excellence from four decades.



The 164 was part of the sedan model focus group.

Michael Williams



J. Hulson Hart
A Giulietta Spider and a '90s 916 Spider gleamed on the green.



Michael Williams
Modern sedans arrayed near Art Center College of Design's booth.



J. Hulson Hart
A Carrera Panamericana Giulia 1300 TI with awards and trophies in trunk.



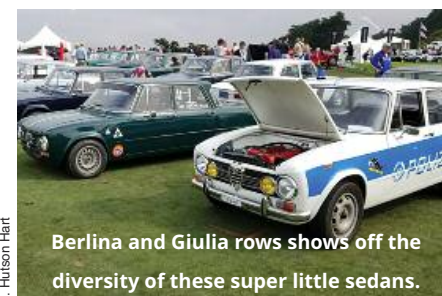
AROC/ARA Booth, manned by Doug Zaitz.

Viewing the sea of cars spread across the rolling greens of Black Horse golf course makes it hard to dispute Concorso Italiano's claim of being the largest Italian automobile event in the world. In Chamber of Commerce weather, with banners floating on the breeze coming off Monterey Bay, the day was brilliant and the crowd buoyant.

There were 125 Alfas registered, and nearly 1000 cars on display. There were Fiats, Lancias, Ferraris, Lamborghinis, Maseratis, and plenty of rare and unusual Eceterini. AROC was among them, in a spacious, comfortable, welcoming 15 ft. x 10 ft. booth, making our second appearance here. We were able to advertise membership opportunities and show issues of *Alfa Owner*, publicize our trips to Italy and the U.S. Grand Prix, and our Club60 fund-raising opportunity. A number of next-gen show-goers stopped to check out what Alfa Romeo is all about and we hope they join up soon!

It was an Alfa Romeo weekend with the Concorso Best of Show going to a 6C 2500 from Southern California and a special Alfa models awards segment honoring our sedans, from which seven received recognition on the drive-through dais.

As is customary at CI, a number of activities swirl through the day – appearances by automotive celebrities; shows-within-the-show, this year featuring Lamborghini Club America

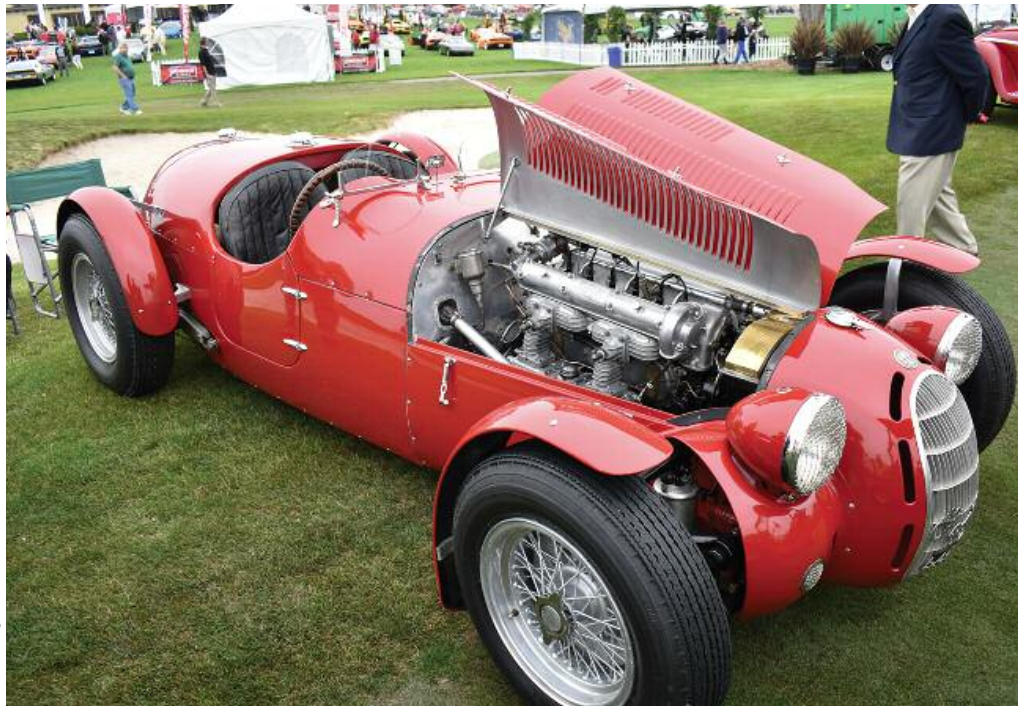


J. Hulson Hart
Berlina and Giulia rows shows off the diversity of these super little sedans.

and several notable examples of the marque; plus an exhibit by the famed restoration house, Hachelli & Villa.

There were so many cars on display that it's impossible for a person to view each car and read its placard, much less chat with its owner. Moral of this story: set your priorities and manage your time while at this event! Plan early to attend in 2019.

Thank you to Concorso Italiano for the display space; to our cadre of dedicated volunteers: Doug Zaitz, John Clemson, J. Hutson Hart, James Treadwell, Mary Ann Dickinson, and to the Alfa Romeo Association for their hospitality in again staging their post-concorso dinner on-site.



Bob Goldberg

Best of Show *Alfa Romeo* *6C 2500 SS*

The car that won this year's Best of Show was a stunning and rare 1951 6C 2500 Super Sport Touring Cabriolet, owned by Herb and Rose Wysard of Fullerton, California. It is notably the final 6C Cabriolet ever constructed, and it is the last of the separate chassis automobiles, with an aluminum body designed by Pininfarina. This past spring the car was shown at the prestigious Villa d'Este Concorso d'Eleganza. The trophy is a sculpture commissioned from Lamborghini's head of design, Mitja Borkert.



Rose and the trophy.

Michael Williams



Supercharged 6C 2300 Speciale

One very interesting Alfa Romeos on display was the 1936 6C 2300 dual-supercharged hillclimb racecar, built in England in the 1970s by Murray Rainey for his daughter Joy to race. Rainey built a period-inspired, cycle-fendered hillclimb car on an original 6C 2300 chassis and engine. Inspired by having raced a pre-War 8C, he sourced two Vickers aircraft cabin air compressors and developed a twin supercharger system similar to that found on the 8C. Also note the steering box sitting outside of the body. Current owner Dr. Roberto Assael of El Paso, Texas just completed a full restoration to its as-built configuration. This weekend was the first time ever that this car has been shown.



Bob Goldberg



Best Sedan: West and Maggie Clark's '72 Berlina 2000.

Bob Goldberg

2018 SPORTS CAR MARKET AWARDS *Alfa Romeo Sedans*

Keith Martin of *Sports Car Market (SCM)* has been presenting Alfa Romeo awards at Concorso Italiano for two decades. For several years now *SCM* has sponsored judging and awards for various featured Alfa Romeo models.

This year, the featured models comprised the four-door sedans: Berlinas, Supers, Milanos, 164s and the new Giulias.

- Best of Show: 1972 Berlina 2000, owned by West and Maggie Clark. "Stella" now has 370,000 miles, with one engine rebuild done at 175,000 miles. How could this be? Per West – just follow the maintenance guidelines in the owner's manual.

- Best Giulia Super, Stock: 1966 Giulia TI (166k miles), owned by David Ogle, the original owner.

- Best Giulia Super, Modified: 1965 Giulia TI (the taxi), owned by Tyler Scott.

- Best 1750 Berlina: 1969 (white, Canadian market), owned by Andrew Watry, keeper of the *Berlina Registry*.

- Best Milano: 1988 75, owned by Nizam Zambri.

- Best 164: 1992 164S, owned by Helia Cornejo.

- Best Giulia Tipo 952: 2017 Ti Sport, owned by Cindy Akana and Fred Russell. Cindy clearly likes driving this car fast; she received a \$1,100 ticket for going 110 mph, claiming that it was worth it!

- *SCM Choice* – Most Miles Driven to Concorso: 1972 Berlina 2000, Brad Miller, 1,040 miles. ■



Cate & Alyssa Crabb's 1960 Giulietta
Sprint took Best in Show.

Alfa is Best of Show at Italian Car Fest ...Weather or Not!

*Story by Harmon Heed
Photos by Paul Valentine
and Art Weinman*



Months ago Jo and I saw the ad in *Alfa Owner* for the 2018 Italian Car Fest at Nash Farm in Grapevine, Texas, declared "Road Trip!" and registered. We coincidentally received word from Texan friends that they had just moved there. We enjoy sailing together, so they insisted we stay with them, attend the car fest on Saturday and crew on their boat in their club's regatta on Sunday. Life is coincidentally wonderful.

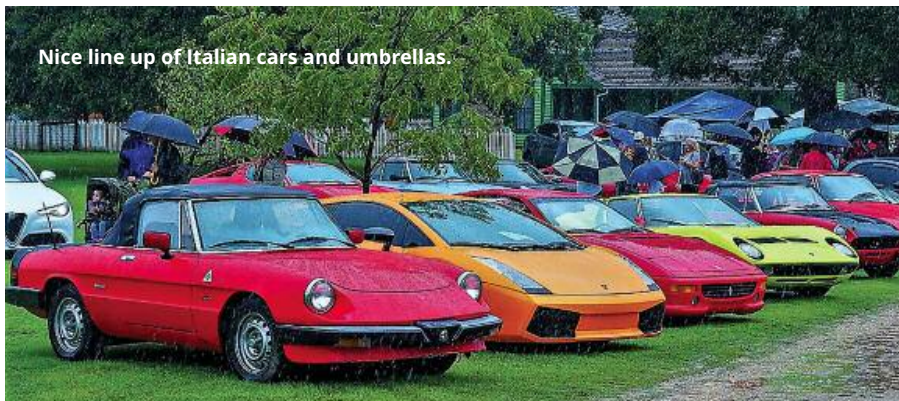
Then along came Hurricane Gordon, predicted to make landfall just west of Pensacola, where we planned to stop the first night. We put up our hurricane shutters at home and delayed our departure a day to let him get ahead of us. We average 400-450 miles a day, so shortly after entering the Florida panhandle, we caught up with his long tail, wagging wet and wild.

We prepped Abby, our 1964 Giulia Spider, for a wet transit. Jo doesn't mind too much not having side windows and I put the top up, ran a piece of clear duct tape along the roof and windshield seam, slid plastic bags over the sheepskin seat covers, applied Rain-X to the windshield, installed a new blade and got the wiper working. Good to go!

We made it to Pensacola, but the next morning Abby wouldn't start. I checked



Michael Kean's 1973 GT Veloce



Nice line up of Italian cars and umbrellas.

the battery, all of the wires and the ignition switch; all seemed copacetic. So Jo pushed while I sat in the car and popped the clutch. Abby kick-started right up. (Jo doesn't drive the car, so she had to do the pushing. Honest.) Banging on the starter also helped.

We enjoyed sunshine on the next leg of the drive until we were off I-10 and onto the highways through the cotton fields of Mississippi, where Gordon really let us have it. If you have driven in a southern rain you know it is blinding. When you drive through the rain of a storm with a name, it is like driving through the Gulf of Mexico, under water.

We slogged on, got clear of Gordon by mid-afternoon, then near Hattiesburg, Abby's fifth gear disappeared. All other gears seemed OK, and I began cogitating about doing the next 600 miles in fourth gear, 60 mph at 4,000 rpm. Then her tranny started making munching sounds just south of Jackson. Jo got on the phone, got us a motel room. We felt terrible that this would be the first trip Abby didn't finish with us, but we were

resolute to see our friends, the Italian Car Fest and sail in the regatta. In the motel we worked the phones and got a transporter for Abby, flights for us. We left her covered in the parking lot with the promise from the transport company that she would be picked up that afternoon.

We arrived in Grapevine right on time for dinner. That night the rain continued unabated and in the morning we ventured out to see Grapevine, a suburb of Dallas. It has a clean, quaint, old downtown; there's a lot of community pride here. Next to old town is Nash Farm, 5.2 fenced acres with a flock of sheep, a rafter of turkeys, a few refurbished historic buildings and an open barn for the vendors. And that morning a herd of Portello ponies, cavalinos, Lambo bulls and frisky Fiats were turned out in the pasture.

We parked on the street and walked in. The ground was saturated and every one held umbrellas. They also had big smiles and warm greetings. I was impressed with the number and caliber

of the cars setting on the soggy field. The first one I saw was a sunshine-yellow Miura. Ninety-five cars had registered and 44 showed. We counted 18 Alfa Romeos, eight Fiats, seven Ferraris, five Maseratis, four Lamborghinis and one DeTomaso Pantera. There was even a Maserati-powered Citroen SM, and a Conestoga wagon in Celeste blue.

The judging was done by the entrants of 16 classes: four Alfa, three Fiat, one each DeTomaso, Ferrari, Lamborghini, Maserati, Italian Connection, "Other Italian" and Race Car, Winners Circle and Best of Show. Every owner was given a ballot with the classes on it; he/she wrote in the number of the car she/he judged best in each class, and also the Winners Circle and Best of Show.

The class winners were all worthy, but we're focusing on the Alfas here. Alfa Open thru 1996 went to Dave Chapman's 1981 Spider Veloce. Alfa Open 2015 On, Dan Burch's 2015 purple-wrapped, 4C Spider "Joker". Alfa Closed thru 1996, Cate and Alyssa Crabb's 1960 Giulietta Sprint. Alfa Closed 2014 On, Dan Book's 2017 4C coupe. Race Car went to Lily and Maor Primo's 1967 GTAM. Best of Show was Cate and Alyssa's 1960 Giulietta Sprint.

Besides the cars that won that day, there were other excellent vehicles on display including Val Herrera's red 1971



Dan Burch and his wrapped 2015 4C Joker.



2Bob Rogers showing the rain top of his 1958 Giulietta spider race car.

Montreal and yellow 1971 Junior Zagato; Robert and Cindy Roger's 1958 Giulietta Spider racer with an umbrella over the seat; Jordan Payton's low and hot-looking 2017 Giulia; Michael Keane's Amarato 1973 GTV. Next year, Abby will be there, top down!

The main reason for the great attendance was the boundless energy and hard work of the two organizers. Bob Dezzany is show chairman for the Italian Car Club South West (ICCSW) and principal of the Italian Car Fest (ICF). He got the word out in magazines like Alfa Owner, contacted clubs with Italian cars and organized onsite functions. Barry Feldman is events coordinator of the Grapevine



Lone Star AROC president Richard Cross chats with another participant.



1820 Conestoga spider in Celeste blue brings up the rear.



Lily and Maor Primo took Best Race Car with their 1967 GTAM.

Convention Visitors Bureau; he coordinated local advertising, parking, trash and finances. Jeff Briggs, president of ICCSW and Richard Cross, president of Lone Star AROC, recruited entrants and Lone Star AROC gave a \$75 award to the entrant who drove the furthest. (Abby owes me \$75.)

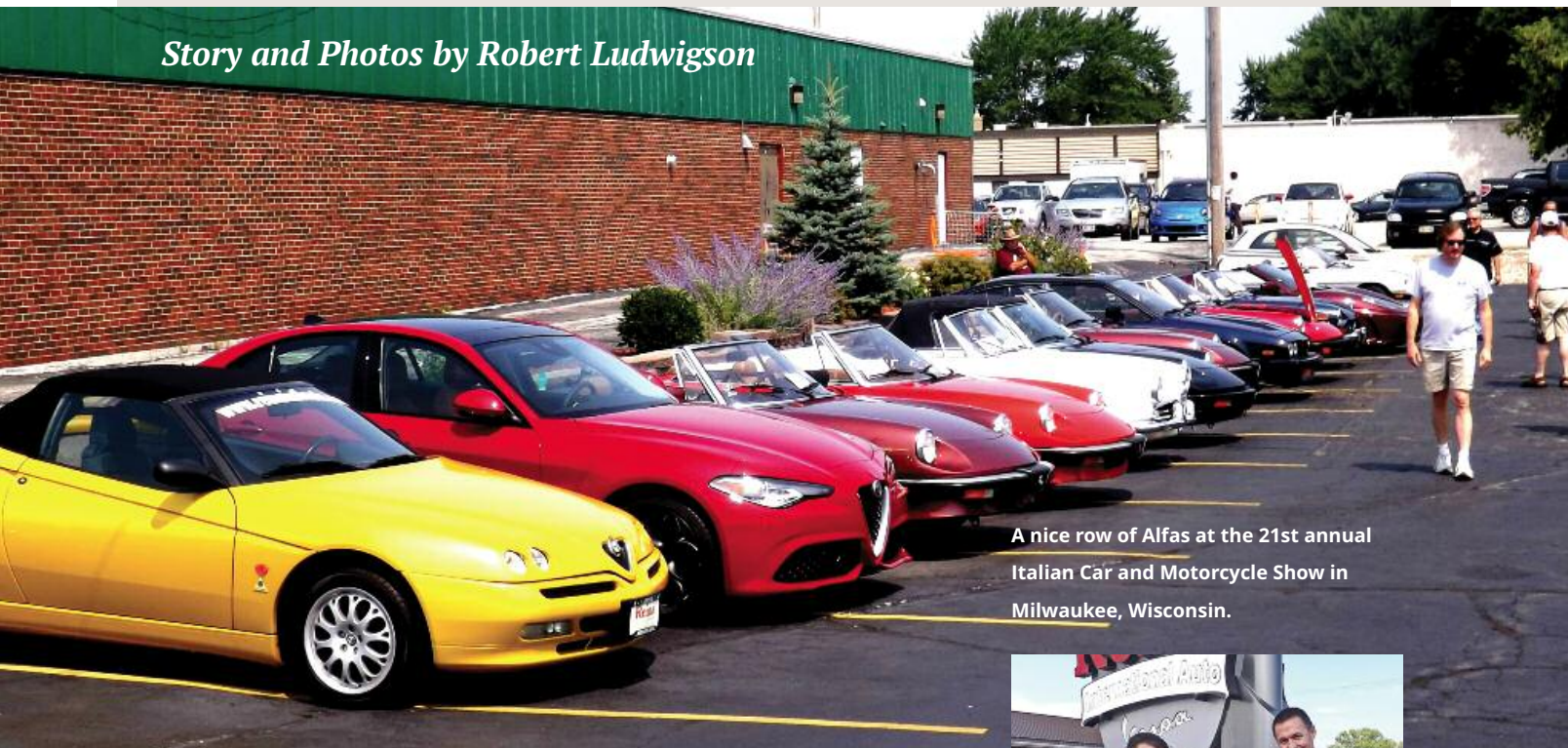
Sometime in the night Gordon went away, leaving an overcast sky to keep us cool while grinding winches in 10-14 knots of wind. After three races' combined times, we missed first place by two seconds. Aaaargh! Could Don's boat been faster with local crew instead of me aboard? He smiled, tossed me a beer, and said, "Glad to have you aboard, mate." Sail la vie.

We arrived home Monday evening. Tuesday morning the phone rang, "Jor car, in pront." I translated the Cuban patois; we peered through the curtains, and there was Abby. The driver had arrived during the night and slept in his truck. Viva Team Love Transport Corp, Miami, Florida!

We're gratified that we continued on to Grapevine. We encourage all y'all to enter and attend any future Italian Car Fests at Nash Farm. It's a quaint venue, low-key and friendly, with some high-end and exotic Italian cars. The 2019 show is scheduled for the second weekend in September when there is seldom rain. Honest, "just as true as the blue Texas sky." ■

Records Tumble at 2018 ICAMS

Story and Photos by Robert Ludwigson



A nice row of Alfas at the 21st annual Italian Car and Motorcycle Show in Milwaukee, Wisconsin.

The summer of 2018 was a summer of Italian car festivals and AROC-WI was part of it, conducting the 21st annual Italian car and motorcycle show in Milwaukee, Wisconsin, for owners of all Italian marques and models. The turnout for displayed cars was heavy, with a record total of 48 cars registered, including 10 Alfas, 14 Ferraris and nine Fiats. Our show is held at a local collector car repair and sales business, Reina International Autos, and they were gracious enough to supply the space, great Italian food and entertainment.

Our car show is also charity event, and this year, the charity was the American Heart Association. Both registrants and spectators were very generous in their donations. After all the

monies were collected, a total of \$2360.00 was raised, also a record amount!

After receiving the check for the donation, Beth Grosman, Corporate Director for the American Heart Association said that this money will be used to further Heart Association programs such as training first responders to identify potential heart victims, and training nurses to check newborn babies for heart problems.

Car registrants were given ballots to vote for their favorite Italian car, by make. Certificates were awarded to the winners, and a silent auction was held to raise additional money.

Thank you to all who helped to make this the best Italian car show we have held. We are hoping to do even better next year! ■



The presentation of the check to the American Heart Association.



Overview of the event.

..... Adding Elegance Atlanta Concours



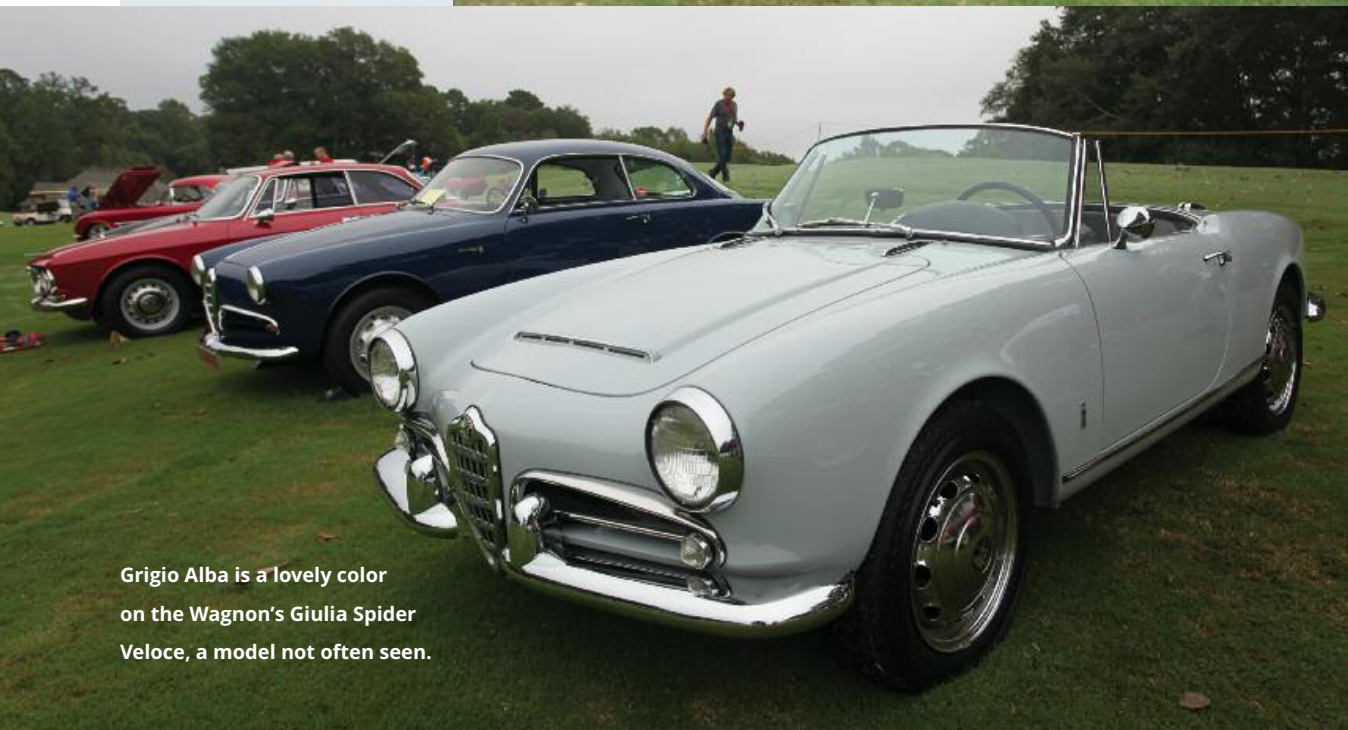
This GTV is a European version, complete with the Webers that originally came on the car.



A pristine Sprint Special.



What better color for a Montreal than "electric" blue!



Grigio Alba is a lovely color on the Wagnon's Giulia Spider Veloce, a model not often seen.



at the d'Elegance

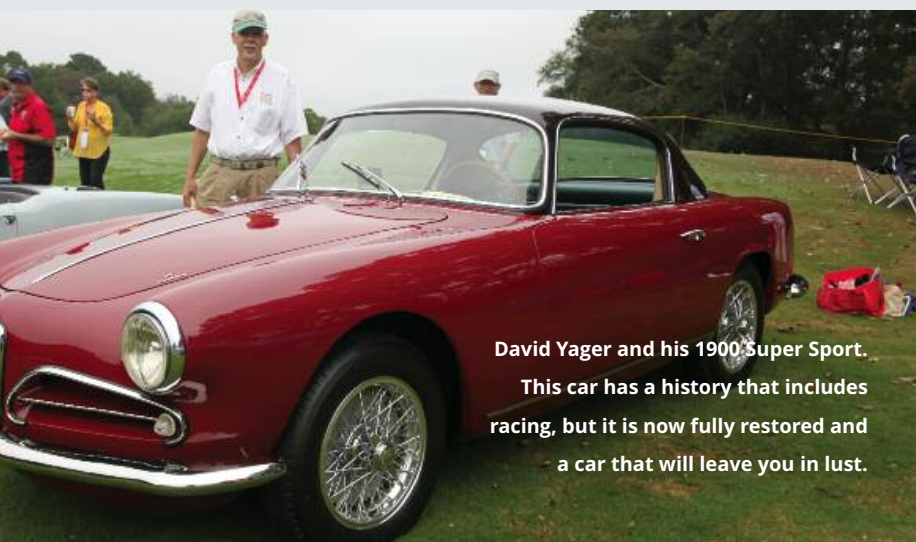
Story and Photos by J. Michael Hemlsey



One lonely Alfa was on the field for Saturday's Classics and Coffee, an Alfetta GT.



Jay Maveety was able to keep this beautiful Sprint secret for five months.



David Yager and his 1900 Super Sport. This car has a history that includes racing, but it is now fully restored and a car that will leave you in lust.

The Atlanta Concours d'Elegance is one of the newer classic car expositions available to us. Upon this, the third occasion of the show in late September staged at the Chateau Elan Winery and Resort in Braselton, Georgia, the organizers added a foundation to better support the Shepherd Center research and rehabilitation hospital and McPherson College Automotive Restoration program and their Concours Veterans Program.

The greens were graced by approximately 300 entries in European and American Sport, pre-War, post-War, Racing, Touring and Performance; Restoration, Brass Era, and marque classes, including Alfa Romeo, for which Dave Yager's 1957 1900 SS took Best in Class. ■

Alfa Roads: Ozello Trail

The Lizard of Oz



By Harmon Heed

“We aren’t in Kansas anymore, Toto.” That was obvious to Florida Alfa Club members as they studied their drive on the Ozello Trail; they could see there aren’t any straight stretches of road, and Toto would have been snatched away by an alligator as soon as he got out of the car.

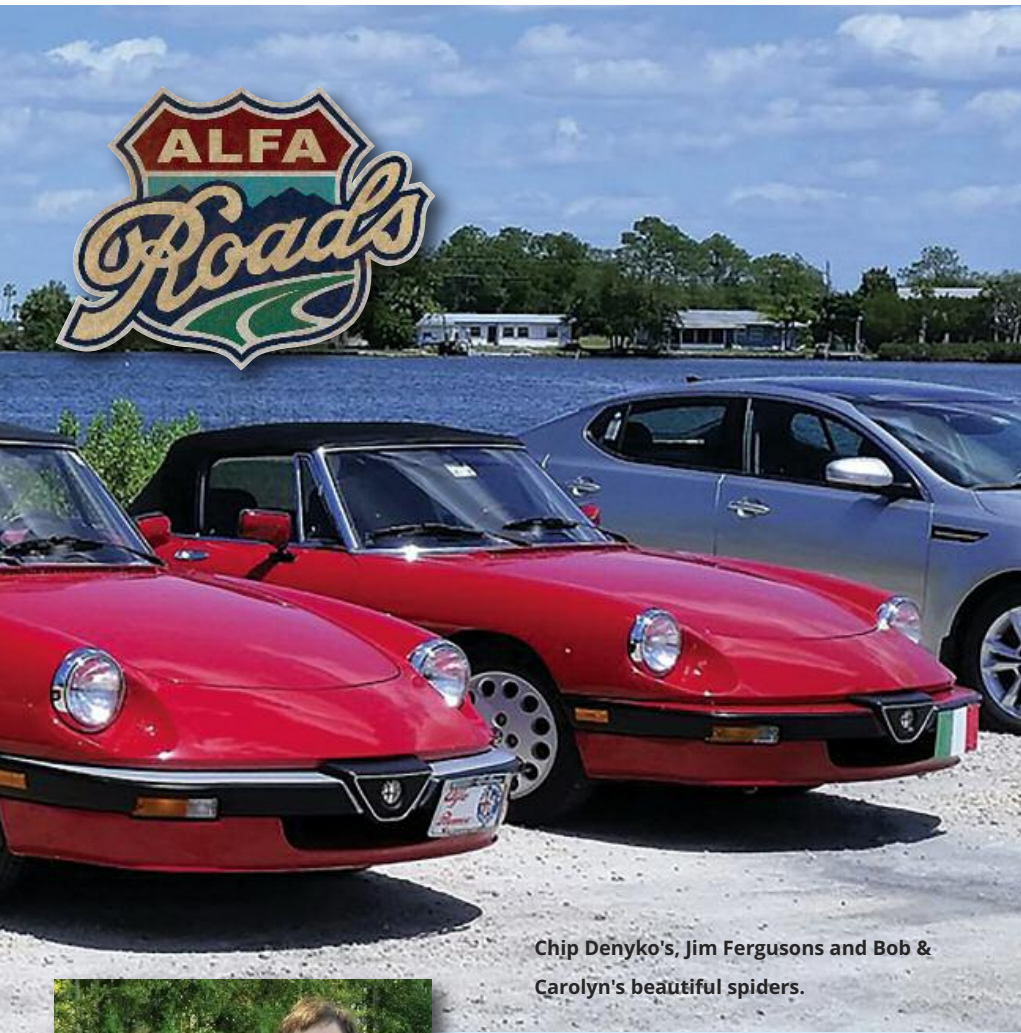
The Ozello Trail is to Florida what the Tail of the Dragon is to the North Carolina mountains: nine miles of slithering twists and turns. Except it’s flat here, almost sea-level flat and The Trail snarls out into the Gulf of Mexico amidst the mangroves just a couple of

feet above the Cedar River estuary. If global warming continues we’ll soon be doing this run on hydroplanes.

The Florida Alfa Club has made this an annual run, organized and routed by Milton Watts. He does it on his Suzuki Burgman 650cc motorcycle, and that is the best way to find it on Google: type in “Ozello Trail motorcycles”. Milt’s rallies start in colorful Tarpon Springs (the sponge capital of the U.S.), on the northern edge of the Tampa Bay metropolis and close to open country. It also has a great Panera Bread shop for coffee and croissants and a covered area for a driver’s meeting.

Although the start remains the same, Milt changes the pre-Trail part of the trek annually. This year we cruised north on the sweeping Suncoast Parkway through 40 miles of beautiful horse country. For those of us with tops down, we were in shirtsleeves, 77 degrees with a clear blue sky above. Yep, we weren’t in Kansas ... or Michigan, Ohio, Minnesota or New England!

The Suncoast Parkway is a toll road so traffic, on Saturday morning, was almost nonexistent and we could enjoy the pastoral scenery. There were 14 Alfas, a Corvette and two cars carrying



Chip Denyko's, Jim Fergusons and Bob & Carolyn's beautiful spiders.



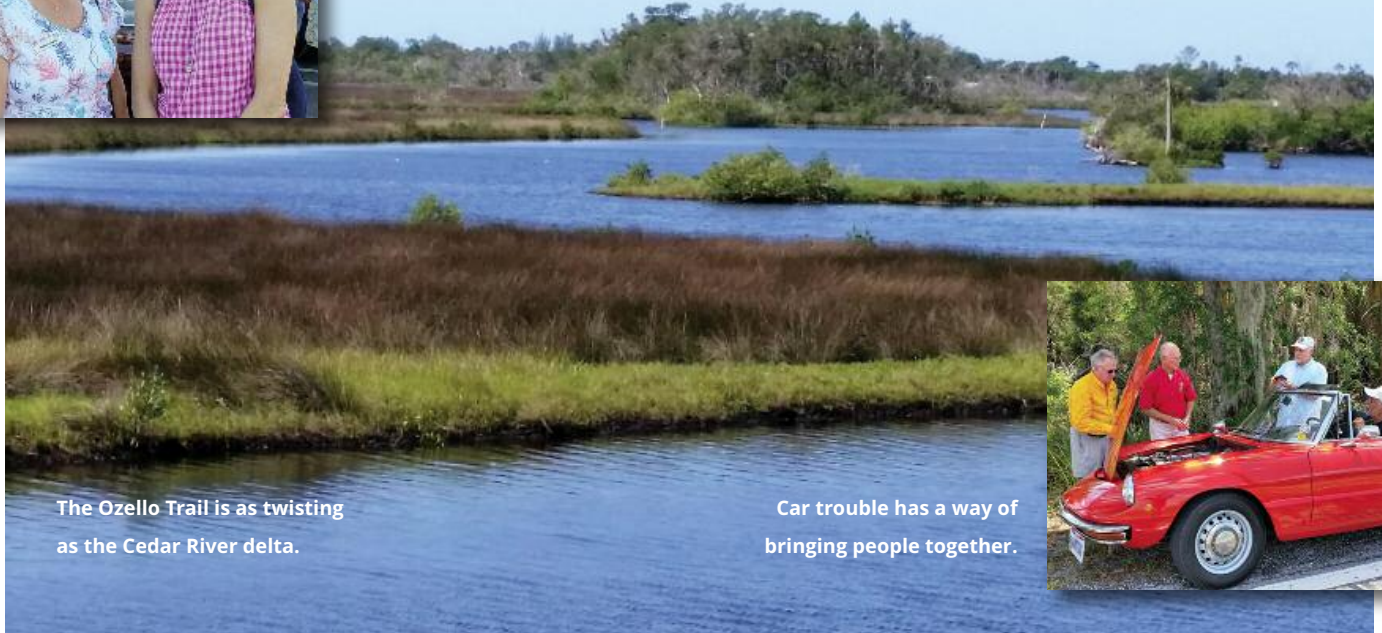
Cathie Foster and Mary Kaehryn Paolini take a breather en route.

more folks than we could fit in our duoposto Alfas.

The only 4C with us this year should have been opportuned the lead through The Trail. The screaming exhaust and apoplectic pop when the 4C gears shift would have scared all the gators, snakes and lizards off the narrow road. The curves aren't banked and one must be careful not to drift off the road and narrow shoulders because you would end up in either water or swamp.

In the last two years, due to the increasing popularity of The Trail, speed limit signs have been posted. Prior to that, the signs were all yellow warning signs with "recommended" speeds and LED lights that blinked and showed your actual speed. I can't say that any of us surpassed the posted speed limits (we were watching our tachometers instead of our speedometers) but there did seem to be an annoying blinking going on in our peripheral vision.

After a pit stop for more/less coffee,



The Ozello Trail is as twisting as the Cedar River delta.

Car trouble has a way of bringing people together.





Participants study the Ozello Trail route.

the caravan continues up old County Hwy 494 and turned left onto “The Trail.” It begins as long straightaway with wide swales of grass sloping down to forest of pine, oak and palm on both sides. Halfway down the chute there is a small, white shed on the right; it’s the last place for a cop to hide. Soon the swales narrow, the forest forms a funnel and the Trail goes into shadow. And that’s when the zig-zagging starts.

The turns are quick, tight and so close together you counter into another before you’re out of the one you’re in. You wish you had a third hand for the gearshift. Cabbage palms become dense and if you go off you have a hedge of prickly palmettoes to soften the blow. The zig-zagging becomes a hard weaving of the wheel. There’s no straightening out these tight turns. Suddenly you’re back in bright sunlight and shoot over a narrow, bright, white



Having to pass on the right on the narrow Ozello Trail.

concrete bridge and the road is bordered by only mangroves. If your tires hit the coquina here, you’re in the water.

The next surprise is that halfway through the trail is a small settlement of a few houses on stilts and a one pump gas station and bait shop. This is old, Gulf Coast Florida, rusty ol’ pick-ups and slow-driving mullet net casters. This is their home, and they ain’t gonna git outta your way.

The rest of the weaving and winding is on bleached white asphalt built up above the tops of the red mangroves. They almost look like soft, landing spots. Here you can see some of the tight twists coming but it’s definitely not a place to be with morning dew on the road or driving into the setting sun. When you slide to a stop in the coquina parking lot of Peck’s Old Port Cove & Seafood Restaurant & Blue Crab Farm



A table for 28 at Peck’s Old Port.

your hands caress the steering wheel and you smile.

At the end of the Ozello Trail you literally run out of land and slide to a stop in the coquina shell-covered



53 years of hard and soft top Alfas at Peck’s Old Port blue Crab Farm.

parking area of the Peck's Old Port Cove and Seafood Restaurant & Blue Crab Farm. There is a sign over the entrance to the dock that extends out into the shallow estuary where blue crabs are plentiful. Milt made lunch reservations for just before the crowds arrive. And the crowds do arrive due to its location, good food and service. The staff arranged for all 28 of us to sit at one long table and be served in two segments instead of individually, eliminating the discomfiting, "Oh, go ahead and start, don't wait till I am served."

After the meal, since the attendees lived many miles apart, we left at separate times and went on our separate ways home. Fortunately, since most of The Trail traffic was still incoming and we were no longer in group mode, some of us had one last chance to chase the lizard.

Next year, maybe Milt will route us to Ozello on a Yellow Brick Road. If any of y'all are in Southwest Florida in April, join the Florida Alfa Club on its annual run of The Trail. But don't wear red shoes. ■



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Herb and Rose Wysard's elegant and well-loved 1951 6C 2500 Super Sport Touring Cabriolet was Best of Show at Concorso Italiano 2018.



Michael Williams



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“The Art of Racing in the Rain”

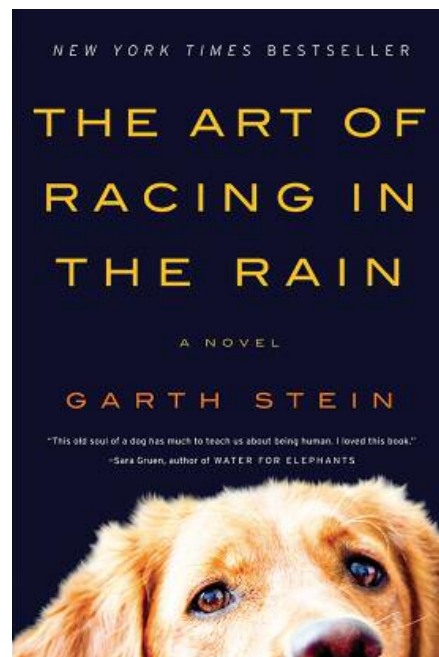
By Garth Stein

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Gestures are all that I have; sometimes they must be grand in nature. And while I occasionally step over the line and into the world of the melodramatic, it is what I must do in order to communicate clearly and effectively. In order to make my point understood without question. I have no words I can rely on because, much to my dismay, my tongue was designed long and flat and loose, and therefore, is a horribly ineffective tool for pushing food around in my mouth while chewing, and an even less effective tool for making clever and complicated polysyllabic sounds that can be linked together to form sentences. And that’s why I’m here now waiting for Denny to come home – he should be here soon – lying on the cool tiles of the kitchen floor in a puddle of my own urine.

I’m old. And while I’m very capable of getting older, that’s not the way I want to go out. Shot full of pain medication and steroids to reduce the swelling of my joints. Vision fogged with cataracts. Puffy, plasticky packages of Doggie

Depends stocked in the pantry. I’m sure Denny would get me one of those little wagons I’ve seen on the streets, the ones that cradle the hindquarters so a dog can drag his ass behind him when things start to fail. That’s humiliating and degrading. I’m not sure if it’s worse than dressing up a dog for Halloween, but it’s close. He would do it out of love, of course. I’m sure he would keep me alive as long as he possibly could, my body deteriorating, disintegrating around me, dissolving until there’s nothing left but my brain floating in a glass jar filled with clear liquid, my eyeballs drifting at the surface and all sorts of cables and tubes feeling what remains. But I don’t want to be kept alive. Because I know what’s next. I’ve seen it on TV. A documentary I saw about Mongolia, of all places. It was the best thing I’ve ever seen on television, other than the 1993 Grand Prix of Europe, of course, the greatest automobile race of all time in which Ayrton Senna proved himself to be a genius in the rain. After the 1993 Grand Prix, the best thing I’ve ever seen on TV



is a documentary that explained everything to me, made it all clear, told the whole truth: when a dog is finished living his lifetimes as a dog, his next incarnation will be as a man.

-- -- --

The flash and fury of a sprint race are grand. The strategies and skill of a race of five hundred miles are spectacular. But the race for the true racer is the enduro. Eight hours, twelve hours. Twenty-four. Even twenty-five. I introduce you to one of the forgotten names in automotive racing history: Luigi Chinetti.

Chinetti was a tireless driver who participated in every motorsports race at Le Mans from 1932 through 1953. He is known mostly for winning the first ever Ferrari victory at the 24 Hours of Le Mans, in 1949. Chinetti drove more than twenty-three-and-one-half of those twenty-four hours. For twenty minutes, he relinquished control of the car to his co-driver, Peter Mitchell-Thompson, the car’s owner, a baron from Scotland. That is all. Chinetti drove all but twenty minutes of the twenty-four hours. And he won.

A brilliant driver, mechanic, and businessman, Luigi Chinetti later



Yes, Garth is an Alfa guy and loves his gorgeous GTV.

convinced Ferrari to sell their cars in the United States, and he convinced them to grant him the first – and for many years, the only – Ferrari dealership in this country. He sold expensive red automobiles to very rich people, and they paid very rich prices for their toys. Chinetti always kept his client list confidential, shunning the garish light of conspicuous consumption.

A great man, Luigi Chinetti. Clever and smart and resourceful. He died in 1994 at the age of ninety-three years. I often wonder who he is now, who possesses his soul. Does a child know his own spiritual background, his own pedigree? I doubt it. But somewhere, a child surprises himself with his entrance, his quick mind, his dexterous hands. Somewhere a child accomplishes with ease that which usually takes great effort. And this child, who has been blind to his past but whose

heart still beats for the thrill of the race, this child's soul awakens.

And a new champion walks among us.

-- -- --

Often things happen to race cars in the heat of the race. A square-toothed gear in a transmission may break, suddenly leaving the driver without all of his gears. Or perhaps a clutch fails. Brakes go soft from overheating. Suspensions break. When faced with one of these problems, the poor driver crashes. The average driver gives up. The great drivers drive through the problem. They figure out a way to continue racing. Like in the Luxembourg Grand Prix in 1989, when the Irish racer Kevin Finnerty York finished the race victoriously and later revealed that he had driven the final twenty laps of the race with only two gears! To be able to possess a machine in such a way is the ultimate show of

determination and awareness. It makes one realize that the physicality of our world is a boundary to us only if our will is weak; a true champion can accomplish things that a normal person would think impossible. ■

*Inspired and gladdened by the appearance of author Garth Stein as our keynote banquet speaker at *sempreverde2018*, we thought portions of "The Art of Racing in the Rain" would be good winter reading (for those who have winters). We'd also like to recommend Garth's other work, "Raven Stole the Moon", and a series of young people's titles: "Enzo Races in the Rain!", "Enzo's Very Scary Halloween", "Enzo and the Christmas Tree Hunt", "Enzo and the Fourth of July Races", and "Racing in the Rain: My Life as a Dog", also available from Harper.*

– Elyse Barrett

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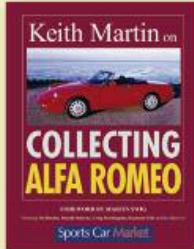
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ALFA ROMEO



OWNERS CLUB

1953 Alfa Romeo 1900 Supersonic



By Dave Hammond

- **Engine:** Modified 1.975 liter (1900) inline-four with 4 Dellorto carbs
- **Power:** 115 hp (stock) hp; likely 140+ hp in Conrero tune
- **Years Built:** 1953
- **Number Built:** 1



This new car epitomized jet-age styling and was shown at Salone di Torino, then wore number 453 for its 4:53

AM start time for the Mille Miglia race, and was wrecked between Brescia and Rome. There was only one, but the spectacular Supersonic was of major transatlantic influence in auto styling over the next six years.

The Supersonic existed because Swiss driver Robert Fehlmann asked Virgilio Conrero to build a car around the 1900C Sprint engine for the 1953 Mille Miglia. Conrero was a master tuner and builder of racecars and high-performance Italian hot rods. On this side of the pond it would have been similar to taking a 1952 Ford Flathead V8 to Offenhauser and requesting a

competitive racecar be delivered.

Conrero was arguably the best of a group Turin-based engine builders.

The Supersonic began with the match-up of a 1900 engine, Fiat 1400 front axle and Lancia Aurelia rear axle, constructing a large-diameter tube chassis, then adding a body by Ghia. The timing was perfect, as Cisitalia was sliding into oblivion and its storied designer, Giovanni Savonuzzi, had moved to Ghia.

What Savonuzzi created was a coupe that sat low with a short cabin set back

behind a long hood, followed by a short rear deck. Twelve years later that became the formula for the Ford Mustang and muscle cars that followed. The rear window extended over its low roof. The body had a fuselage shape, the front fenders included an arrow shape and it all ended at tail lamps that looked like jet turbine exhausts. It is very possible that Savonuzzi was inspired by the 1952 Plymouth Explorer by Chrysler's styling chief Virgil Exner and built at Ghia. Cues from the Supersonic show



The 1900 Ghia Supersonic at the start of the 1953 Mille Miglia.



Alfa Supersonic chassis
at Conrero.

Market Comment

Sadly, the Alfa Supersonic is no more. If you want one, you'll have to build your own. However, if you have the money and a yen for a car with that striking Savonuzzi design, it would probably be a better idea to find one of the Alfa's Fiat-based siblings. Ghia-bodied Fiat 8V Supersonics appear occasionally at auction and sell in the range of \$1.5 to \$1.8 million.

Cars produced in small numbers (Fiat made 115 8Vs but only were 8 received Ghia Supersonic bodies) often come with interesting stories – such as the two-owner 8V Supersonic that resided for over 50 years in a humble Detroit-area two-car garage until its owner finally decided to set it free. The original and unrestored car sold for \$1.705 million at Gooding's Scottsdale auction in 2011.

If your tastes run more to British cars there are a Jaguar XK-120 Supersonic and one or two Aston Martins, but expect to shell out north of \$2.0 million for them. If yours is more of a beer budget, consider one of Bill Mitchell's Supersonic-inspired designs – say a '59 or '60 Buick. A good one might set you back \$20,000 to \$30,000. You'll be able to validate your entry at next year's Concorso Italiano by discussing its design lineage.

— *Bob Abhalter*

up in later Exner-Ghia concept cars such as the Dodge Firearrow III and DeSoto Adventurer II. A few photos of clay models were found in cabinets, suggesting that scale models were created at Chrysler's Highland Park, Michigan headquarters and sent to Ghia as reference for making the car. The person in charge of those shops at Ghia was Mario Boano (Gigi Segre after 1953). Some clay models contained no grille details, merely a flat surface where the grille would go.

Several Ghia cars for Exner have simple large-grid-style grilles. Chrysler generally did not design cars with such grilles, but it was a favorite of Boano. Ghia built eight Supersonics on Fiat 8V chassis. In 1956 three were built on Jaguar XK 120s plus one surviving Aston Martin DB2 variant. The Aston Martin was in Brian Joseph's Classic and Exotic Service north of Detroit approximately three years ago, undergoing a full restoration. The shape was eye-catching even as a bare metal shell.



The eye-catching 1954 DeSoto Adventurer II.

Connect The Dots

Bill Mitchell worked under Harley Earl at General Motors. After Earl retired, Mitchell wasted no time revamping the entire 1959 General Motors lineup. Cars such as the Cadillac adopted Mitchell's fuselage shape, tucking under along the bottom edge. Under each big fin sits a turbine exhaust-like hunk of chrome. Buick Invicta coupes suddenly grew long, sloping roofs with curved glass and thin C-pillars, rounded side contours and pointed tail lamps. To my eyes (I have an automotive/industrial design degree and grew up around this stuff), Bill Mitchell studied the Supersonics and adapted their style. But it appears that Savonuzzi in turn had studied Exner, who was Mitchell's competitor and only a few miles from the new GM Warren, Michigan Technical Center. The connections are fascinating.

As for the original 1900 Supersonic, Fehlmann survived the Mille Miglia crash. Conrero later salvaged the chassis and placed a different body on it. ■



The 1956 Aston Martin DB2 Supersonic.

Alfas at Auction



1948 6C 2500 Competizione

The year was a good one for auctions during Monterey Car Week, and Alfa offerings were abundant. According to Sportscarmarket.com, sales at the five auctions totaled at least \$371 million, the third-highest sales volume after 2014 and 2015, and \$41 million more than last year. The star of the weekend was the Ferrari 250 GTO, #3413, offered by RM Sotheby's which at its hammer price of \$44 million (\$48.4 million, all-in) set a record for cars sold at public auction. Every auction offered desirable Alfas among its consignments.

All-Star Alfas

As all-star Alfas go, the sale of the weekend was the **1948 6C 2500 Competizione**, #920002, offered at the **Bonhams Quail Lodge Auction**. One of three competition coupes produced after WWII for sportscar racing and the sole survivor, the factory started with a lightened and shortened 8C 2900 frame and dropped in a race-prepared 6C 2500 engine producing an estimated 160 bhp. They covered the assembly with a sleek coupe body. The racer was designed primarily to compete in the Mille Miglia, Targa Florio and similar events. After some initial failures in the hands of factory drivers, the cars achieved several class wins in the hands of privateers.

When its competition days were over, this car was purchased by a Swiss collector and went into long-term storage – one of 50 classics stashed in a horse barn outside Paris. Ultimately, the French Alfa Romeo Club prepared the rediscovered car and entered it in the 1984 Mille Miglia Storica. The car was then sold and restored in 2003 by its next owner. Ultimately the car was purchased by Washington collector David B. Smith, who undertook a new restoration, returning the car to its original configuration, including its original engine. In 2005 it was awarded second in its class at Pebble Beach.

Smith bought the coupe for \$4,840,000 at the 2013 Gooding Pebble Beach auction.

This time the sale price was \$3,525,000, reflecting the current state of the market. Certainly, this restoration was a labor of love, not done for financial gain.

Bonhams also offered a **1949 6C 2500 Super Sport Cabriolet** with body by Pinin Farina. The car, chassis #791749, still had its original engine and coachwork. Originally delivered in Italy, the cabriolet made its way to the U.S. then went back to Europe in the 2000s. Originally finished in black, the car was repainted red and retrimmed in cream leather during its well-documented Slovenian restoration.

From all appearances this looked like a well-restored example. The engine compartment looked immaculate and the



1949 Super Sport Coupe



1932 6C 1750 Series V Grand Sport Roadster



1959 2000 Spider

interior very well done. There were minor scratches on the dash and, strangely, a masking tape label on the distributor indicating the firing order. When painted in darker colors, these cars are elegant; however in my opinion, the shade of red selected for this redo was anything but subtle. The car sold for \$423,000, including fees.

RM Sotheby's also offered a 6C 2500: a **1949 Super Sport Coupe**, #915.831. The Touring-bodied coupe was first sold into Switzerland in 1950 and then passed from brother to brother, staying in the same family until the 1970s. There is a 1990s

restoration in its history, as well as the 2014 refinishing in the present two-tone light over dark gray colors. The car appeared at the 2015 Pebble Beach Concours, but was not judged.

The little-used car had an engine rebuild 10 years ago during which the block was replaced. The auction description states that the car will need to be revived mechanically before use. The auction photos show and overall well-finished car. Some aspects of the dashboard are improvable. The auction estimate was \$550,000–\$750,000 but bidding did not meet reserve. The “ask” seemed

reasonable. Perhaps the need for a mechanical resurrection scared the bidders away.

Finally, **Gooding and Company** sold a **1949 6C 2500 Super Sport Cabriolet**, #915770, at its Pebble Beach auction. The Pinin Farina-bodied cabriolet was finished in blue metallic paint and sported red upholstery and a dark blue top, said to be the original color combination. The car appeared to be fresh and in immaculate condition and was said to retain its original engine. A highlight was the wonderful dash, complete with the mandatory St. Christopher medal.

The car had three owners and resided in Italy through 1959. It was said the second owner purchased the car after spotting and pursuing it through Los Angeles traffic. Following the purchase, the car was disassembled in preparation for restoration; however the owner's plans changed, and the car sat in storage, disassembled, until 2011 when it changed hands again. The latest owner commissioned a restoration in 2014 which was completed in 2016. The cabriolet took several best-in-show or first-in-class in several California concours events. The car changed hands for \$825,000.

Gooding also offered a **1932 6C 1750 Series V Grand Sport Roadster**, #10814377, with body by Figoni. I wrote about this car when Gooding sold it at Scottsdale in January of 2017. The French-delivered and bodied roadster has a documented history since new. It bears the distinctive *Alfa Romeo – Paris* badging and is designated a “grand” sport, rather than using the Italian “gran.” The handsome-looking car, painted white with black fenders, sold for \$1,595,000 in 2017, but failed to move this time as the consigner apparently wanted to see a number closer to \$1.8 million.

1950s and '60s Alfas

Alfas from the '50s and '60s were well-represented this year, starting with an eye-catching **1959 2000 Spider**, chassis AR10204*00137, offered by **Bonhams**. Originally delivered to the U.S., the car was “found” in 1980, showing 70,000 miles

and reconditioned for road use. In 2013 the Spider's owner commissioned a three-year restoration and repainted in its original white with red upholstery. It was stated that the car resided in a Northern California collection and had covered less than 1,000 miles since the restoration.

While the car presented well overall, there were detail issues with the restoration. The interior was fresh, but not quite correct in form. The dash was all white – certainly not the original configuration. Some of the dash knobs were crusty and fogged. Although clean, the engine compartment was untidy and showed the wrong clamps and other incorrect details. The incorrect grille badge stood out like a zit on prom night. The car sold for \$95,200, near the low end of the auction estimate.

The **1957 Giulietta Spider** offered by Bonhams fit the definition of a "restomod." Constructed as an event car with a two-liter engine, four-wheel disc brakes, and performance shocks and springs, the car was campaigned in several domestic and international rally events since being finished in 2014. The first owner had the car for 55 years before the present owner acquired it in 2012 and commissioned the re-do.

It's unlikely the present frog green finish was an option in 1957, nor was the cognac brown upholstery, but what does it matter? The Spider is well done for what it is. What it is not is a potential concours entrant. The sale was for \$84,000, substantially below the auction estimate of \$110,000–\$140,000, but still well sold, in my opinion.

The **1958 Giulietta Spider Veloce** offered by Bonhams was a potential concours entrant. After 50 years in a single ownership, and having been campaigned across the Midwest, the Spider was sold in 2014 to a Chicago collector who commissioned a nut-and-bolt restoration. There appeared to be little to fault. The gray car was reupholstered in red leather, matching the shade of the original vinyl, and a 5-speed transmission was substituted for the original. The restoration bills were claimed to total



1958 Giulietta Spider Veloce



1959 2000 Spider



1960 Giulietta SS

\$161,000. The sale was for a hammer price of \$125,000, which translates to \$140,000 with fees added.

RM Sotheby's offered a **1959 2000 Spider**, #AR10204-00512, that sold for a significant premium over the median price for these cars. The black car with tan leather upholstery was purchased out of long-term ownership in 2013 and underwent its documented restoration in 2016. The owner claimed that the 57,600 miles showing on the odometer were likely

accurate.

The Spider underwent a color change from its original white with red upholstery and the drive train was completely rebuilt. It appeared to be in generally excellent condition inside and out, but was not a perfect car. Expert observers pointed out that the dash was done in black crinkle finish rather than satin, some side trim was missing, and incorrect hose clamps and ignition wires graced the Weber-carbureted engine. The normal setup here



1957 Giulietta Sprint Veloce Alleggerita



1959 Giulietta Spider "normale"



1958 Giulietta Spider Veloce

is Solex carbs. Despite this nit-picking the bidders liked the tourer well enough to peg the sales price at a lofty \$207,200.

RM Sotheby's **1960 Giulietta SS**, AR10120*00338, in dark blue with gray upholstery and red carpeting, sold at no reserve for a market-correct \$142,800. The car was an older restoration and appeared to be clean throughout. The engine was the original. While most details like the hose clamps were correct, the distributor wires were not.

Finally, RM Sotheby's sold a **1957 Giulietta Sprint Veloce Alleggerita**, #AR1493 E 04159. The coupe, one of 200 lightweight cars sported a Celeste Blue finish. The interior was done in crème with blue piping and blue carpets. The Austria-delivered car competed in several European events when new then disappeared until 2008 when it was rediscovered. A ground-up restoration was completed in 2016 and the car has covered less than 50 miles since.

This precursor to the GTA was built with aluminum panels, lightweight trim, plexiglass sliding side windows, and lightweight engine parts, saving 150 pounds over the normal car. This ticket to the Mille Miglia sold for \$350,000, right at the low auction estimate.

The **Gooding** auction offered a **1959 Giulietta Spider "normale."** The black car with red upholstery was redone in its original colors, and is claimed to be "show quality," after undergoing a no-expense-spared restoration. The California car certainly looked the part in its auction photos. Everything appeared to be immaculate and correct. The only obvious deviation from stock was the very common application of edge trim to the front grill. This feature is so prevalent many think it is stock. They didn't come that way. The no-reserve sale was \$137,500.

Worldwide Auctions offered a **1958 Giulietta Spider Veloce**, 1495 F 05063, in red with black upholstery at its Pacific Grove auction. It had its original engine and underwent a documented three-year restoration from 2009 to 2012. It won best in show at the 2011 AROC National Convention in Lexington, and has travelled a scant 200 miles since its restoration. The car appeared to be nearly perfect, although the seats did seem to be a little overstuffed. The car did not sell at auction at a high bid of \$110,000, however a post-auction deal was put together for a sale at \$125,000, a good price for a well-done 1958 Spider.

Russo & Steele offered a **1962 Giulietta Spider** in barn-find condition at its Fisherman's Wharf auction. This Arizona car appeared to have been in long-term dry storage at an average temperature of about 120 degrees. The fresh-baked car, although complete, needs everything. The \$50,050 sales price is just silly. For \$10,000 to \$15,000 more one might find a running, driving example. That same money won't even begin to start a restoration on this "find." The auction blurb suggests it would make a wonderful conversation-starter when

(continued on page 37)

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shown next to the rest of one's very expensive collection. That's the only way this sale makes any sense.

1970s and '80s Alfes

Alfas from the '70s and '80s were also represented in Monterey. The **Mecum Monterey Auction** offered two '80s Spiders and one very special coupe.

A garden-variety **1981 Spider**, silver with black upholstery – a California car with 58,442 claimed miles – was said to be rust free and wore a newer convertible top which could have used some further adjustment for a proper fit. The vendor claimed to have recently spent \$10,000 on cosmetics and mechanical improvements, including a change from SPICA to Webers. The investment didn't pay off, as the Spider sold for \$44,000.

The other Spider, a red **1985 Graduate** with 19,932 miles showing, was offered by a well-known collector/dealer. This well-equipped, all-original, expertly prepped car claimed only one owner from new. It sat on new Michelins and needed nothing but a new owner. This Spider was arguably the best 1985 Spider Graduate available on the peninsula, but for a while it looked like the car wasn't going to move to a new home. It was bid to a \$17,000 no-sale but sold post-block for \$19,800.

The **1938 Custom Coupe** was an Alfa of a different color. Dubbed the "Italian Stallion," it is based on a 6C 2300B Sedan body its creator Burt Bartoni acquired with thoughts of doing a proper restoration.

Unfortunately, that project proved too daunting. The Alfa heritage begins and ends there, however. The body, while retaining many period Alfa styling cues, was chopped and sectioned and fitted to a custom chassis. Powered by a Corvette LS3 with automatic transmission, this tan car with tan and ivory custom interior is an eye-catcher. I can pretty much guarantee you've not seen anything like it. It failed to sell, however. The high bid was \$200,000, short of the \$225,000 low auction estimate.

Russo & Steele sold a **1972 GTV** for \$17,600. A bargain? Perhaps, but there were enough things wrong with this car to raise a flag or two. This "original" car had a repaint, new windshield, suspension mods, and new red and black seat covers. The pictures provided weren't that good, but good enough to see the custom upholstery was not well done; the dash was cracked; and there was a crusty, non-original, Bertone badge on the steering wheel. The engine was either euro-spec or converted.

A 1975 Giulia Super was a late addition to the R&S auction no pictures, no catalog listing. It was described as green with new upholstery and carpets. It sold for \$8,800.

Thus, Alfes were well represented at every price point. From blue-chip to bottom-of-the-barrel, there was an Alfa for every interested bidder.

A long-time AROC member, Bob Abhalter tends his fleet of Alfes in Kenosha, Wisconsin. He can be reached at rabhalter@att.net.



1938 Custom Coupe

Calendar of Events

DECEMBER 2018

- December 1 (Saturday)
AROC of SW Florida Annual Meeting and Holiday Party at 6:30 PM. Contact Bob Lombardo at 239-628-8800.
- December 1 (Saturday)
Deep South AROC Cars and Coffee at Mercedes-Benz of Baton Rouge, LA, 8-10 AM. Contact Tim Spruill at t.spruill@aroc-usa.org for details.
- December 1 (Saturday)
AROCC (Central California) Christmas Luncheon at location TBD. Contact Christopher Armstrong at christopherarmstrong0721@gmail.com for details.
- December 2 (Sunday)
AROO (Oregon) Annual Holiday Party, 5:30-9:00 PM at the Multnomah Athletic Club, Portland OR. Contact Cindy Banzer at cindy.banzer@alfaclub.org or 503-709-7277.
- December 8 (Saturday)
Florida Alfa Club Lunch and Meeting at Alfano's Italian Restaurant, Clearwater, FL from 11:30 AM to 2 PM. Contact Polly Greene at pollygreene@yahoo.com for reservations.
- December 8 (Saturday)
AAROC (Arizona) Winter Gimmick Rally. The Arizona AROC Calendar of Events can be found at clubs.hemmings.com/azalfa/calendar.html for details.
- December 9 (Sunday)
NWARC (Northwest) Annual Festa d'Amici Holiday Dinner and Silent Auction, at 5:30 PM. at Mariana Ristorante, Renton, WA. Contact Judy Gehring at gehring.judy@gmail.com or 425-822-4231.

- December 15 (Saturday)
A.L.F.A., Inc. (Tennessee) Quarterly Luncheon Meeting and Holiday Party at the Bavarian Bierhaus in Nashville at 11 AM (central). Contact Laura Greason at jpgreason@comcast.net or 901-755-9796.
- December 15 (Saturday)
Deep South AROC Cars and Coffee at NOLA Motorsports Park, New Orleans, LA, 9 AM-Noon. Contact Bill Sims at CaptWSims@yahoo.com or 985-246-9257.
- December 30 (Sunday)
South Florida AROC (SFAROC) Cars & Coffee in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at alfa@mwinc.net for more information.

JANUARY 2019

- January 1 (Tuesday)
NWARC (Northwest) Annual New Year's Day Anti Football Drive, time and location TBA. For more information contact Fred Russell at president@nwalfaclub.com or 435-308-6621.
- January 5 (Saturday)
Deep South Alfa Romeo Club Cars and Coffee, Mercedes-Benz of Baton Rouge, Baton Rouge, LA, 8-10 AM. Contact Tim Spruill at t.spruill@aroc-usa.org
- January 5 (Saturday)
AROC of SW Florida Alfas and Friends Winter Tour. Contact Scott Crater at 239-290-1969.
- January 8 (Tuesday)
AROC of SW Florida Dinner Meeting at Enrico's Ristorante in Bonita Springs, FL at 6:30 PM. Contact Buddy Guynn at 239-267-8929.
- January 8 (Tuesday)
NWARC (Northwest) General Meeting, Dinner and Program at TBD. Contact Fred Russell at president@nwalfaclub.com or 425-308-6621.
- January 12 (Saturday)
AROC of SW Florida Alfas and Friends Winter Tour. Contact Scott Crater at 239-290-1969. Join us for a spirited driving tour of SW FL for Alfas and Friends.
- January 16 (Wednesday)
AROO (Oregon) General Membership Dinner & Program, 7 PM at The Old Spaghetti Factory Restaurant in Portland (OR). Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312.
- January 18-20 (2019) (Friday-Sunday)
AROC National Sixth Annual AROC Mid-Year Retreat in Palm Desert, CA. Contact Cindy Banzer at c.banzer@aroc-usa.org or 503-709-7277 for details.
- January 19 (Saturday)
Deep South Alfa Romeo Club Cars and Coffee, Lakefront Park, New Orleans, LA, 9 AM to Noon. Contact Bill Sims at CaptWSims@yahoo.com or 985-246-9257.
- January 27 (Sunday)
South Florida AROC (SFAROC) Cars & Coffee in Fort Lauderdale, FL, 8-10 AM. Contact Armando Paredes at alfa@mwinc.net for more information.

FEBRUARY 2019

- February 2 (Saturday)
Deep South Alfa Romeo Club Cars and Coffee, Mercedes-Benz of Baton Rouge, Baton Rouge, LA, 8-10 AM. Contact Tim Spruill at t.spruill@aroc-usa.org
- February 12 (Tuesday)
AROC of SW Florida Dinner Meeting at Christof's Restaurant on McGregor Avenue in Fort Myers, FL, 6:30 PM. Contact Buddy Guynn at 239-267-8929.
- February 12 (Tuesday)
NWARC (Northwest) General Meeting, Dinner and Program at TBD. Contact Fred Russell at president@nwalfaclub.com or 425-308-6621.



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Contact AROC-USA at aroc.office@gmail.com and ask for details on the Dealer Outreach Program.

■ February 16 (Saturday)

Deep South Alfa Romeo Club Cars and Coffee, Lakefront Park, New Orleans, LA, 9 AM to Noon. Contact Bill Sims at CaptWSims@yahoo.com or 985-246-9257.

■ February 20 (Wednesday)

AROC (Oregon) General Membership Dinner & Program, 7 PM at The Old Spaghetti Factory Restaurant in Portland, OR. Contact Doug Zaitz at doug.zaitz@alfaclub.org or 509-768-4312.

■ February 24 (Sunday)

South Florida AROC (SFAROC) Cars & Coffee in Fort Lauderdale, FL 8-10 AM. Contact Armando Paredes at alfa@mwinc.net for more information.

Major 2019 Events

■ March 9 (Saturday)

AROC National AROC Goes to Amelia Island Cars & Coffee at the Ritz-Carlton, Amelia Island, FL, 9 AM to 1 PM. Contact Cindy Banzer at c.banzer@arocusa.org or 503-709-7277 or Doug Zaitz at d.zaitz@aroc-usa.org or 509-768-4312.

■ March 10 (Sunday)

AROC National AROC Goes to Amelia Island Concours d'Elegance at the Ritz-Carlton, Amelia Island, FL, 9:30 AM to 4 PM. Contact Cindy Banzer at c.banzer@arocusa.org or 503-709-7277 or Doug Zaitz at d.zaitz@aroc-usa.org or 509-768-4312.

■ May 12-22 (Sunday-Wednesday)

AROC National 3rd Annual AROC Goes to Italy Tour. Contact Cindy Banzer at c.banzer@aroc-usa.org for details.

■ July 13-15 (Saturday-Monday)

AROC National 2019 National Convention Pre-Convention Tours to Pittsburgh, PA. Visit www.pvgp.org for details.

■ July 16-21 (Tuesday-Sunday)

AROC National 2019 National Convention in Pittsburgh, PA. Visit www.pvgp.org for details.

■ August 17 (Saturday)

AROC National AROC Goes to Concorso Italiano at the Black Horse Country Club, Monterey, CA. Contact Cindy Banzer at c.banzer@aroc-usa.org or Doug Zaitz at d.zaitz@aroc-usa.org or 509-768-4312.



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1976 SPIDER VELOCE European grill, headlight covers; Red with tan convertible top. 1750 with twin Weber 40's, Euro airbox. Niki Lauda special edition tan seats. Galvanized rust-free rockers. Aftermarket springs, Koni shocks; New radiator, brake booster, front rotors; \$6,200 or best offer. For pics & info e-mail oceansurftrader@aol.com. Jensen Beach, Florida. (3/19)

1980-1989



1983 SPIDER VELOCE Only 30,300 miles. This car looks great and runs like a champ. I bought the car with 14,000 miles and have owned and well maintained the car for the last 27 years. 412-721-7522 jodylrd@hotmail.com. (1/19)

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1990-1999



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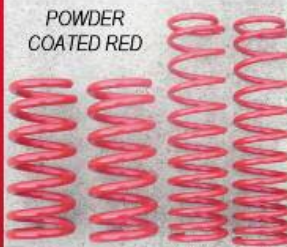


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long leveraged racetrack technology with street-smart design — and vice versa. Its partnership with the Alfa Romeo Sauber F1 Team marks a return to Formula 1 after 30 years, promising an exciting new chapter in Alfa Romeo history that will benefit the brand and fans alike. ♻️