



ARCC UPDATE

February 2013

Gooding & Co. Auction

by Tony Adams, Ballantrae

As I am staying in Arizona for January and February, I took the opportunity to attend one of the classic car auctions held in this area in January every year. There were a number of auctions proceeding concurrently with the iconic Barrett-Jackson Collector Car Auction, the largest (over 1300 cars) and oldest of them all, leading the way. Auctions were also being held by Russo and Steele (700 cars), Gooding & Company (110 cars), RM Auctions of Blenheim Ontario (75 cars), Bonhams and Silver Auctions. At the end of the week Hagerty Insurance estimated that over 2000 cars had been sold for more than \$216 million. Final sales on Sunday at Barrett-Jackson and Russo and Steele were expected to push the final figure for the week to \$220 million. In all, 31 cars sold for more than \$1 million each – this area of the US economy seems to be in good shape!

With six auctions running concurrently, I needed to select one. A review of the on-line listings of cars revealed that Gooding & Co would be auctioning off five Alfas of interest to me. These were a 1932 6C 1750 Series V Gran Sport Zagato Spider, a 1959 Giulietta Spider, a 1960 Giulietta Sprint Speciale, a 1965 Giulia Sprint Speciale and a 1967 1600 Duetto. My choice was made!

On Friday January 25 I had about an hour's drive from Sun City around the north end of Phoenix, then south to Scottsdale to reach the venue. Traffic at mid-morning was not an issue. Parking for the auction was readily available in the adjacent Scottsdale Fashion Mall. Price of admission was the purchase of a glossy, high quality, two-volume catalogue for \$80. (If one wished to bid, a \$200 registration fee was payable). The auctioneer, Charles G. Ross, ran the auction in a business-like manner, and also provided dry wit in exchanges with bidders along the way, much to the delight of the crowd.

The auction commenced at 11:00 am. The first Alfa Romeo was lot #29, the 1960 Giulietta SS.



Photo by Tony Adams.

The car had good panel fit and paint, clean interior. It had correct Veglia gauges, Carello headlamps and lenses and glass work featuring proper markings. The engine bay was highly detailed featuring genuine fittings and period correct Pirelli decals. The pre-auction estimate was \$130,000 to \$160,000. Bidding opened at \$50,000, jumped to \$80,000 in a few bids and sold at \$90,000, well below estimate.

The next Alfa Romeo up was lot #32, the 1932 6C 1750 Series V Gran Sport – pre-auction estimate \$1,500,000 to \$2,000,000!



Photo from Gooding & Co.

Extensive catalogue notes detailed the various ownership changes and refurbishing. The car was described as one of the most desirable 6C variants. As it drove onto the podium it certainly caught the

crowd's attention. Bidding opened at \$1,000,000. After five or six more bids, the hammer fell at \$1,250,000 – well below pre-auction estimate and somewhat of an anticlimax considering the car.



Photo by Tony Adams.

The next Alfa Romeo up was lot #39, a 1967 1600 Duetto. The notes indicated that the car had been at one time part of the “Benny” Caiola Collection. The consignor assured that the car was mechanically and cosmetically “perfect”. However I noted that the passenger side rear bumper upright appeared to be misaligned to the body, the rubber strip in the upright was cut and damaged. The thin rubber trim between upright and bumper was missing. The headlight cover securing screws were not the original slotted style. I am being picky – the car was on the whole a fine example.

The pre-auction estimate was \$30,000 to \$40,000. Bidding opened at \$20,000 and with spirited bidding reached \$38,000, then tapered off to a final price \$46,000 – \$6,000 over the upper estimate. This was encouraging pricing to me as a “round tail” owner.



Photo from Gooding & Co.

The next Alfa Romeo, lot #111, was a 1959 Giulietta Spider. The catalogue notes indicated that the car had only two previous owners, had been repainted once in the original colour and was generally in very good original condition. An added

attraction for this car was the fact that it was fitted with Borrani knock-off wire wheels – a very pleasing enhancement to a very sweet example of this model.

The pre-auction estimate was \$60,000 to \$80,000. The auctioneer asked for \$50,000 opening bid, and received \$30,000. Bidding moved slowly up by \$2,000 increments to a final price of \$45,000 – well below pre-estimate. If the pre-estimate pricing is to be believed this little Spider was well bought.



Photo from Gooding & Co.

The remaining Alfa was lot #132, a 1965 Giulia Sprint Speciale. This car had undergone complete refurbishing with new paint work (black) and completely new tan and black interior. The effect of the tan interior on black body work was striking (my bias is showing here!) The catalogue notes indicated that in excess of \$100,000 had been invested in the car – a lot to invest in a low mileage car that was said to have been in good original condition. The under-hood detailing included polished cam cover and other enhancements, but had some non-Alfa hoses and clamps (which could have been addressed). However, there was no argument that this was a beautiful example of this model, even if it was not “original”. The pre-auction estimate was a very high \$200,000 to \$225,000. Bidding opened at \$100,000 and rose quickly to \$140,000, slowly climbed to \$170,000 and eventually sold for \$180,000 – a new record for an SS?

Except for the Duetto, sale prices for these Alfas were significantly below pre-auction estimates. I am not sure whether this is a reflection of overly optimistic estimates or a softer market for these cars – I think the former. Note that the prices above do not include the commissions (the buyer's fee was 10%) and taxes that would also be payable.

There were many non-Alfas there in beautiful condition and in the greater than \$1 million range. One of note was lot #30, a 1958 Ferrari 250 GT LWB California Spider. The notes were extensive

(six pages including photos). In 2011 the car underwent a “nut and bolt” rebuild and the coachwork was refurbished at a cost of some \$600,000. The pre-auction price estimate was \$5,500,000 to \$7,000,000. The bidding opened at \$2,000,000, moved quickly up to \$5,000,000 and then continued in a more sedate manner, reaching a final bid of \$7,500,000! This sale turned out to be the highest priced sale of all the auction houses, just edging out another Ferrari, a 1960 250 GT Berlinetta Competizione, sold by RM Auctions for about \$7,100,000. All in all it was a very pleasant way to spend a day in sunny Arizona!

Alfa Canadese Rallies

by **Tony Adams, Ballantrae**

Shortly after the Alfa Canadese convention in Mississauga was approved, the committee assessed our collective experience with Fun Rallies and Time Speed Distance (TSD) Rallies. It was apparent that Alfa Romeo Club of Canada (ARCC) and Toronto Chapter did not have current experience to organize, layout and run a TSD type Rally. We clearly had current experience for Fun rallies and tours. We looked into auto sport clubs in the Greater Toronto Area (GTA) affiliated with the sport and focused on Rallying. Two such clubs were identified. An agreement was reached with the Toronto Autosport Club (TAC), a club that was well experienced and focused on Rallies and Ice Racing! We pondered (briefly) the possibility of adding an ice race to the convention events – it would certainly put the convention on the map! Cooler (or should I say warmer) heads prevailed and the idea melted away.

While the convention hotel was located in a built-up area, it was possible to get out onto the country roads within 5 or 6 miles. The area west of Mississauga provides excellent roads and also showcased the Niagara Escarpment which dominates the horizon and provides an ascent of Rattlesnake Point. There were some other impressive vistas not to mention winding roads. One of the prettiest sections of the Fun Rally included the village of Glen Williams with its bridges, old churches, bakeries, book shop and art galleries. The two rallies actually utilized some of the same sections of roads (as some of the participants on both rallies noted).

For both rallies the starting point in mapping out a route was previous events. The TSD Rally by TAC was based on a club rally previously run which was adapted fairly easily except for sections of gravel road which had to be routed around. The Fun Rally route was partially taken from a tour run by ARCC some 10 years ago. However, it was necessary to cut

back and to modify the return to reduce the length of the Fun Rally. The challenge was to be able to keep the ascent of Rattlesnake Point on the route and keep the rally within two and a half hours. In retrospect the Fun Rally was still some twenty or thirty minutes too long. Despite previous experience, the Fun Rally required five or six runs to finalize the route, questions and clues. Back to Rattlesnake Point and the clue “Don’t get Bitten Here!” – the Point actually is one of the habitats of the Massassauga rattle snake in this area!

The inclusion of a TSD Rally School was the right decision, as there appears to be a wide range of experience with different types of instructions depending on the Chapter. This is not to imply that all chapters stick to one type of instructions. Future conventions should try to schedule the Rally School to enable more participants to attend but with all the events at the conventions this may be hard to do.

As to participation, only 11 people attended the rally school. Some 30 teams indicated on their registration that they would run the TSD Rally. However, only 18 participated. For the Fun Rally some 46 teams indicated they would run the rally, and 44 did. We received positive comments from participants of both rallies, although those on the TSD Rally who had not encountered the types of route instructions before were, understandably, less enthusiastic. Possibly AROC should consider some form of survey to elicit peoples likes/dislikes re TSD and Fun rallies in order to make the events more attractive.

We would like to thank all the participants in the Rally School, the TSD Rally and the Fun Rally. We hope this was a good experience and, above all, trust people enjoyed Alfa Canadese.

Complete results for both rallies are on the following pages.

Fun Rally scoring notes:

- Penalty is for additional navigator(s) i.e. -2 points for each extra crew member; see General Instruction 3.1.
- Ties were broken by comparison of elapsed times; i.e. least time given higher placing.

TSD Rally scoring notes:

- Maximum Penalty 15m
- Missed Check point 20

Alfa Canadese – Fun Rally Results

Alfas

Car	Team	From	Car	Points	Penalty	Score	Place
11	Duffy / Lackey	Brossard QC	72 Montreal	110	0	110	1
33	Stewart / Clarke	Ottawa ON	74 GTV	111	-2	109	2
37	Bellai / Bellai	Waterdown ON	91 Spider	108	0	108	3
34	Bange / Pezold	Huntington NY	91 164S	110	-2	108	4
39	Abhalter / Abhalter	Kenosha WI	66 Giulia Super	106	0	106	5
44	Bendz / Thackeray	Alexandria VA	88 Spider	106	0	106	6
18	Donovan / Donovan	Paxton WA	88 Spider	106	0	106	7
13	Gillham / Gillham	Jefferson OR	67 Giulia Super	105	0	105	8
38	Shersen / Shersen	Yonkers NY	72 Spider	105	0	105	9
43	Di Panfilo / Garinci	Woodbridge ON	70 GT Junior	99	0	99	10
4	Esch / Esch	Pittsburgh PA	74 GTV	101	-2	99	11
17	Schweiger / Neely	Rochester Hills MI	74 Spider	99	0	99	12
20	Miller / Miller	Severna Park MD	92 Spider	98	0	98	13
30	Broud / Broud	Wheaton MD	89 Milano	98	0	98	14
23	Greene / Greene	Thompson PA	91 Spider	97	0	97	15
21	McQuay / McQuay	Waterloo ON	88 Spider	95	0	95	16
29	Thiel / Thiel	Markham ON	73 GTV	95	0	95	17
7	Lehmen / Speakes	Aurora NY	67 Duetto	94	0	94	18
10	Dickenson / Dickenson	Lockport NY	86 Spider	94	0	94	19
12	Catera / Catera	Hicksville NY	95 164	96	-2	94	20
42	Arpino / Garcia	Toronto ON	70 1300 Spider Jr	91	0	91	21
5	Zimmerman / Ferguson	Bobcaygeon ON	91 Spider	90	0	90	22
14	Labrosse / Labrosse	Ottawa ON	91 Spider	88	0	88	23
31	Van den Hoven / Van den Hoven	Windsor ON	69 GT Junior	83	0	83	24
28	Livingstone / Livingstone	Ottawa ON	79 Alfetta Sprint	81	0	81	25
24	Fellini / Hoo	Scarborough ON	91 Spider	81	0	81	26
19	Frey / Frey	Hampton Bays NY	73 Spider	81	0	81	27
2	Doskow / Person	Unionville IN	94 164Q	79	0	79	28
35	Ortner / Magargee	New London OH	75 Alfetta GT	64	0	64	29
1	Shewchuk / Van de Lann	Brewerton NY	67 Duetto	6	0	6	30
25	Patnode / Kissinger	Norfolk VA	67 Duetto	DNF			
22	Huda / Huda	Oakville ON	67 GT 1300 Jr	DNF			

Non-Alfas

16	Hyde / Banzer	Bothell WA	Ford	110	0	110	1
27	Richardson / Richardson	Nashville TN	Grand Caravan	106	0	106	2
36	Maveety / Maveety	Fairview NC	Audi TT	105	0	105	3
32	Pickering/Murree	Toronto ON	Pontiac Firebird	104	0	104	4
40	Merchant/Merchant	Calgary AB	Audi Quattro	104	-2	102	5
3	Pezold/McEwan	Huntington NY	Chev Traverse	100	0	100	6
9	Faherty/Faherty	Fox Island WA	Ford	99	0	99	7
41	Csank/Taylor	Kirkland QC	Toyota	93	0	93	8
15	Iglesius/Catera	Holbrook NY	VW Passat	91	0	91	9
8	Rossmann/Rossmann	Corbett OR	Honda	93	-2	91	10
26	Bennett/Bennett	Brenham TX	Hyundai	59	0	59	11
6	Houghton/Esch	Pittsburgh PA	Toyota Camry	36	0	36	12

Alfa Canadese – TSD Rally Results

Alfas

Car	Team	From	Car	Penalty	Position
4	Di Panfilo / Codispoti	Woodbridge, ON	70 GT Junior	21.6	1
5	Velemirovich / Johnson	Toronto, ON	73 Spider	29.4	2
6	Dewaele / Dewaele	Hope, RI	74 Spider	29.4	3
1	Gillham / Hyde	Jefferson, OR	67 Giulia Super	55.7	4
7	Abhalter / Abhalter	Kenosha, WI	66 Giulia Super	57.2	5
9	Donovan / Donovan	Paxton, Mass	88 Spider	59.4	6
13	Di Carlo / Hanning	Toronto, ON	70 GTV	61.3	7
2	Carpenter / Carpenter	Malta , NY	92 Spider	66.5	8
14	Miller / Miller	Severna Park, MD	92 Spider	87.3	9
3	Highbaugh / Highbaugh	Louisville, KY	74 Spider	95.3	10
10	Broud / Broud	Wheaton, MD	89 Milano	140.0	11
8	Labrosse / Labrosse	Ottawa, ON	91 Spider		DNF
12	Joga / Ovalle	Alexandria, VA	86 Spider		DNF

Non-Alfas

16	Lupien / Boulanger	Chateauguay, QC	Honda	11.9	1
18	Bennett / Banzer	Brenham, TX	Hyundai	60.1	2
11	Scurlock	Annandale, VI	Audi	60.6	3
15	Taylor / Csank	Kirkland, QC	Toyota	67.0	4
17	Rossmann / Halton	Corbett, OR	Honda	115.0	5

Note from the Editor

by George Beston, Cobourg

The full results of the TSD rally including results at each of the six check points are available if anyone wants to see them. It just made too much of a table to get it all into the space available. Please contact me via e-mail if you want the full spreadsheet.

The rallies required a substantial amount of work for the organizers, Tony Adams and Frank Scalisi. Another significant contributor was Bill Coutts, who supplied and ran the timing equipment for the fun rally. They all deserve a huge vote of thanks for their efforts.

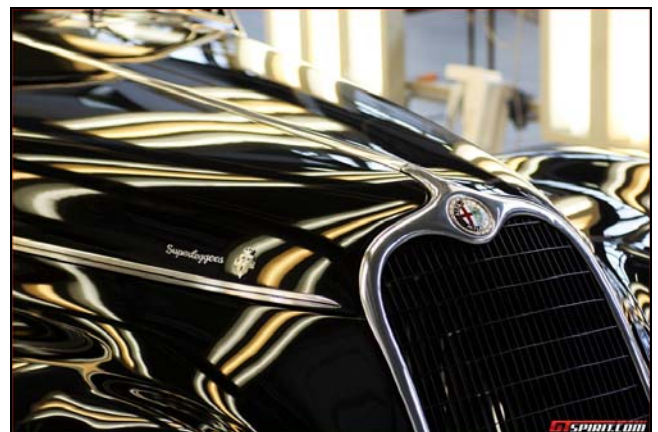
2013 Salon Retromobile

by George Beston, Cobourg

I think we should convince one of our members to spend a couple of winter months in Paris one year so that he could cover this event for us. Bonhams conducted an auction there with items ranging from antique auto parts to complete cars. Of note, sales included a 1960 Giulietta SS that sold for just over \$53,000 USD.

Based on web site reports, Touring put on a display of two ongoing projects from its restoration department including a 6C 2500 circa 1938. This car is reputed to be the first 6C 2500

Sport chassis made. The images I was able to find seem to be taken in the Touring workshop, not at Salon Retromobile. Check out the web site that these images came from for more eye candy: gtspirit.com.



Upcoming ARCC Events

Regional representatives are requested to send your 2013 events calendars to the secretary or the editor for inclusion in the next issue.

Alfa Club of Edmonton

Date	Time	Event
Jan. 26	5:30 p.m.	ACE Christmas Dinner

Toronto Chapter

Date	Time	Event
Feb. 9	9:30 a.m.	Planning Meeting
March 21	7:00 p.m.	AGM
April 13	TBD	A.E. Shop Tour
May 2	7:00 p.m.	Cruise Night – La Paloma
May 5	TBD	
June 6	7:00 p.m.	Cruise Night – La Paloma
June 14-16	TBD	Vintage Festival / Drive
July 4	7:00 p.m.	Cruise Night – La Paloma
July 21	TBD	
August 1	7:00 p.m.	Cruise Night – La Paloma
August 31	TBD	Tor. / Det. Rendezvous
September 5	7:00 p.m.	Cruise Night – La Paloma
September	TBD	
October 3	7:00 p.m.	Cruise Night – La Paloma
October 6	TBD	Fall Tour
Nov. 30	8:00 p.m.	Holiday Dinner

Club Alfa Romeo de Montréal

Date	Time	Event
Jan. 26	7:00 p.m.	Potluck
Feb. 23	TBD	Tech Session
March 24	TBD	Sucrerie de la Montagne
April 20	TBD	Dinner and Presentation
May 18	TBD	Mayflower Fun Rally
June 22	TBD	Summer Driving Tour
July 21	TBD	Introduction to Autocross
August 24	TBD	Introduction to TSD rally
September 29	TBD	Italian Car Day
October 19	TBD	Autumn Leaves Tour
Nov. 30	TBD	Holiday Party

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ARCC Update

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