

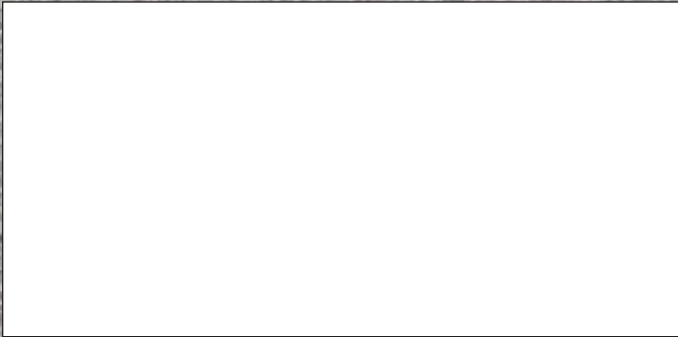
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# Hagerty's

VOLUME 4, ISSUE 4 | WINTER 2009

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BLAIR BUNTING

Rather than worrying about the economy's impact on the hobby, enthusiasts are enjoying what they have by hitting the open road. McKeel Hagerty shown driving an Aston Martin DB3S.

## We made it!

ABOUT THIS TIME last year, the specter of high gas prices and the financial meltdowns on Wall Street and Main Street caused us all to wonder where the car hobby was headed (some feared off a cliff).

Much angst arose around the prospect of a collector car price collapse as well as concern about whether the acceptance of old cars would change given the seismic shifts in the political landscape.

Well, we made it. Gas prices have leveled off. The stock market came back. Sure, the recession hit hard and unemployment numbers are still troubling, but the hobby is vital and kicking.

Monterey and Meadow Brook carried on without many of the large corporate sponsorships of the past. On the auction front, deserving cars sold for fair prices (without the price insanity of several years ago), while undeserving cars went home.

Despite the economy, I have heard about more of you truly enjoying your cars this year. Maybe your stock portfolio tanked. Maybe you didn't buy anything new. Maybe you delayed a restoration project, but you enjoyed what you have by hitting the road and simply being a car guy.

People have not lost their love for old cars — and it seems that's unlikely to change. So with this issue, we continue our tribute to great marques with our cover story (page 22), an ode to Alfa Romeo written by noted Alfisti Donald Osborne.

Thanks to its prewar pedigreed bloodlines, Alfa is certainly one of the more respected nameplates ever, with its sublime shapes and elegant engineering. Alfa Romeos seem to embody everything good about Italian cars: They look great, sound phenomenal and perform beautifully — all without trying too hard.

Elsewhere, we take you to one of the world's more unusual automotive events, the famed Rétromobile, told through the eyes of Hagerty's own Rob Sass (page 38). This eclectic assembly of classic cars, automobilia and artwork brings enthusiasts from around the world to Paris every winter.

If your travels ever bring you to France at that time of year, by all means take advantage. If not, you now have a new reason to go.

McKeel Hagerty

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## features

### 22 The World of Alfa Romeo

Maybe it's the movie-star good looks or superb engineering, but you'd be hard pressed to find a sports car aficionado who's not enamored with Alfa Romeo. We detail how the Italian marque has been seducing enthusiasts for generations.

### 30 Emissions Laws

What collectors need to know about state-by-state emissions testing regulations.

### 32 Who Doesn't Like Bill Warner?

A look at the man behind the Amelia Island Concours d'Elegance.

EVAN KLEIN

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MORRIE SODERBERG



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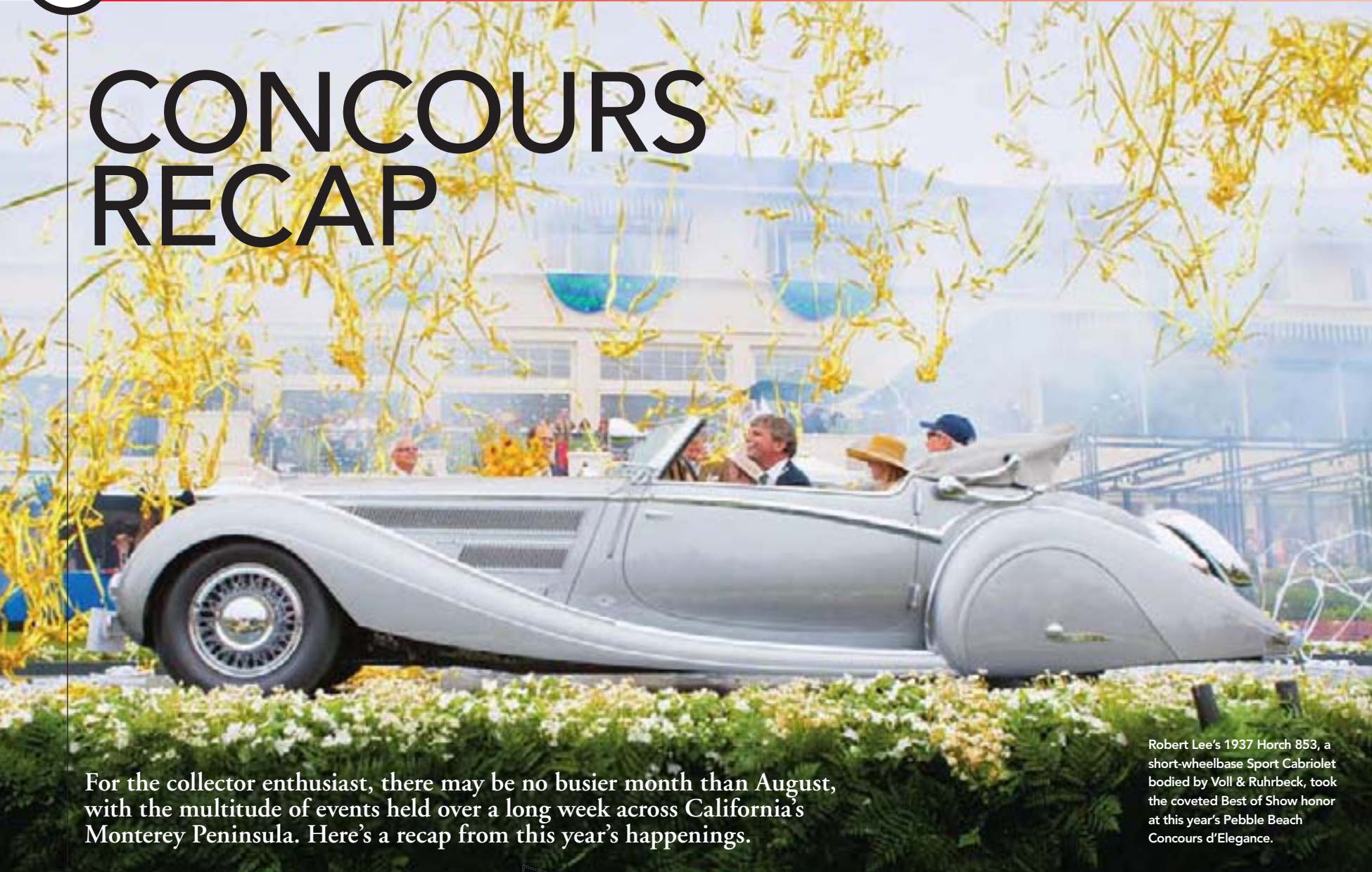
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# CONCOURS RECAP



For the collector enthusiast, there may be no busier month than August, with the multitude of events held over a long week across California's Monterey Peninsula. Here's a recap from this year's happenings.

Robert Lee's 1937 Horch 853, a short-wheelbase Sport Cabriolet bodied by Voll & Ruhrbeck, took the coveted Best of Show honor at this year's Pebble Beach Concours d'Elegance.

## Pebble Beach Concours d'Elegance, Pebble Beach, California

The event focused on Ferrari and Bentley, and brought together some of these marques' most illustrious models, including 10 166 MM Touring Barchettas from 1949, the four remaining TR 59 race cars and the 1938 Bentley 4 1/4-Litre "Embericos" Pourtout Coupé that won the Strother MacMinn Most Elegant Sports Car award.

Best of Show went to Robert Lee's 1937 Horch 853, a short-wheelbase Sport Cabriolet bodied by Voll & Ruhrbeck. The People's Choice Award went to the 1955 Ferrari 410 Superamerica Pinin Farina Coupe of John La Barbera and Lynn Gabriel.



## The Quail, Carmel Valley, California

Now in its seventh year, this intimate event (only 3,000 tickets available) at The Quail Lodge continued to focus its attention on the sportier side of automobiles. The top prize, the Rolex Circle of Champions Best of Show Award, went to a 1937 Alfa Romeo owned by Robert Lee.

This year's event also paid tribute to 50 years of racing at Daytona International Speedway, celebrated the 30th anniversary of the BMW M1 and honored racing icon Hans Joachim Stuck.



Above: The 1937 Alfa Romeo 8C 2900B of Robert Lee won Best of Show at The Quail for its representation of historical excellence. Left: This year's La Dolce Vita gathering was one of the few times this rare and completely unrestored 1899 Peugeot Trike, owned by Larry Feece, has been displayed.



## La Dolce Vita, Monterey Bay, California

If you hate crowds but love Italian cars, La Dolce Vita was the place to be during Monterey Week. In its inaugural year, the event took over the green space at the Bayonet Black Horse Golf Course. While tiny in comparison to other peninsula happenings, the event was characterized by its intimate atmosphere. Alfa Romeo, Lamborghini and Maserati were particularly well represented, with Best of Show honors going to a 1929 Lancia Lambda owned by Neil Pering of Los Altos Hills, California.

## Concorso Italiano, Monterey, California

Adding more Italian flavor to the Monterey weekend, Concorso Italiano, held at the Laguna Seca Golf Ranch, lavished its attention on Lamborghini. This year's guest of honor was Valentino Balboni, legendary Lamborghini test driver. New organizer Tom McDowell reported the best crowds in six years.



A display at Concorso Italiano highlighted the three 1950s Alfa Romeo BAT concepts designed under a special aerodynamics research program.



A 1939 Delahaye 165 Cabriolet (left) earned "Best of Show – Foreign" while a 1934 Packard V-12 Sport Phaeton (right) took "Best of Show – American" honors at this year's Meadow Brook Concours d'Elegance.

PAUL CANNON

## MEADOW BROOK CELEBRATES 30 YEARS

### Meadow Brook Concours d'Elegance, Rochester Hills, Michigan

Tough times in the Motor City didn't stop the Meadow Brook team from fielding one of the richest displays in the event's 30-year history. More than 220 cars and motorcycles wowed guests visiting the historic estate in Rochester Hills, Michigan, on August 2.

In a show of support for the home team, organizers highlighted vehicles representing the best of Detroit, while a display dubbed "The Class of '59" highlighted some of the most flamboyant designs of that year.

Hispano-Suizas, Peugeots, Delages and Ferraris complemented domestic marques, and organizers amassed a stunning display of Rolls-Royce Phantoms and British motorcycles.



### Vintage racing at the Monterey Historics in California

As always, the weather was fine and the cars were finer at August's Monterey Historics, where Porsche was the celebrated marque. In addition to the many classes of cars, racing Porsches of every type were on hand, along with many greats who drove them, including Derek Bell, Hurley Haywood and George Follmer.

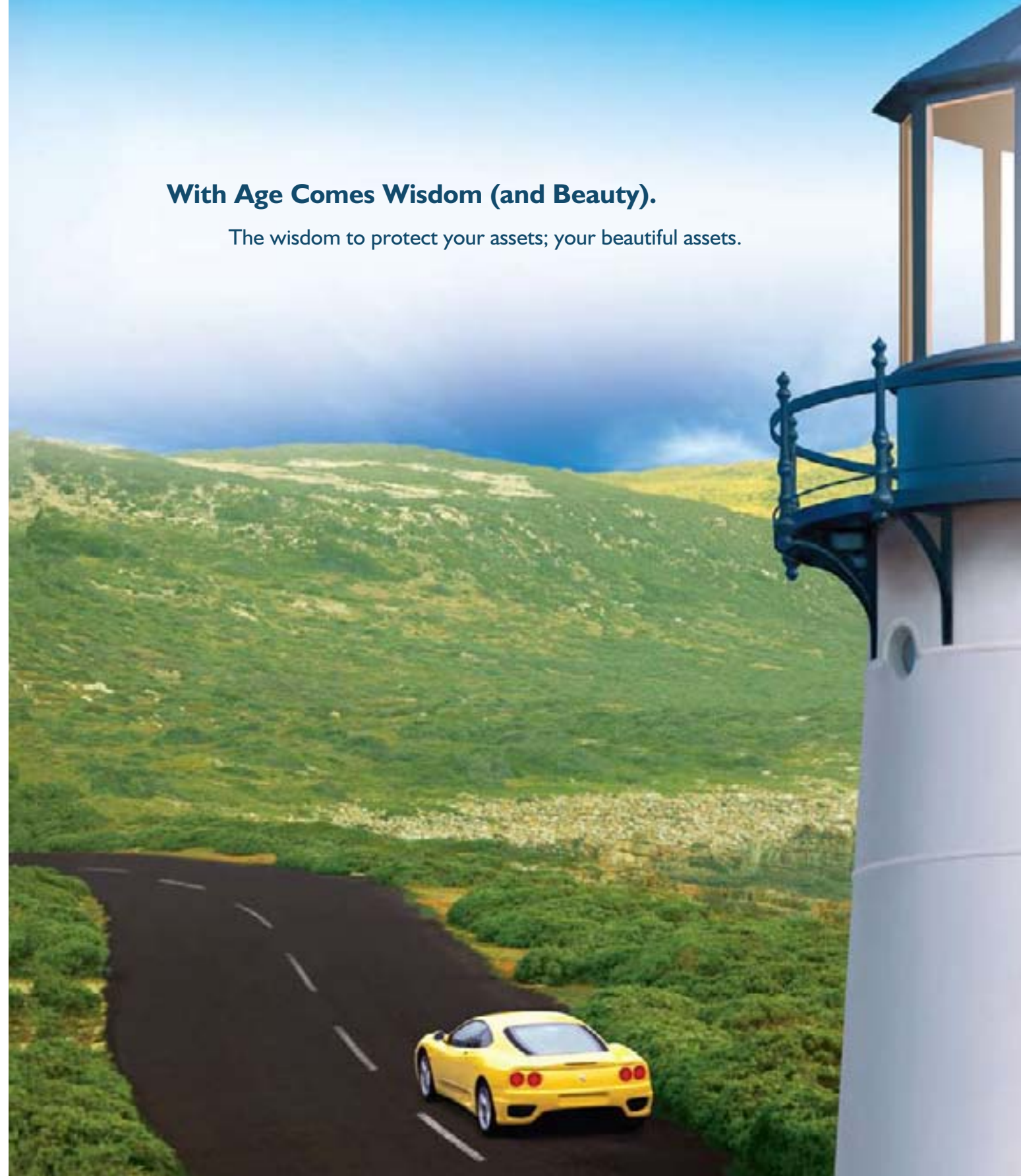
But racing was only part of the show, which also featured paddock exhibits and North America's most interesting vintage racing pits. Everything from prewar Alfa Romeo to brutal Devin SS sports cars and 917 Porsches were prepped for battle.

When the Monterey Historics return to Mazda Raceway at Laguna Seca in 2010, it will be under the auspices of Sports Car Racing Association of the Monterey Peninsula, which takes over from founder Steve Earle and his General Racing Ltd.



A 1972 Mirage M6 passing a 1972 Ferrari 312PB in the Practice by Group during this year's Monterey Historics vintage races.

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	<p><b>RM AUCTIONS</b> More than \$34 million</p> <p>◀ 1952 Jaguar C-Type</p>	
<p><b>GOODING &amp; COMPANY</b> More than \$50 million (including buyer's premium)</p> <p>▼ 1962 Ferrari 250 GT SWB California Spider</p>		<p><b>RUSSO AND STEELE</b> More than \$5 million</p> <p>◀ 1961 Porsche Carrera 2 Cabriolet</p>
	<p><b>MIDAMERICA AUCTIONS</b> \$557,600</p> <p>1912 Flying Merkel VS ▶</p>	

FIRST ROW: MECUM; SECOND ROW: RM AUCTIONS, BONHAMS & BUTTERFIELDS; THIRD ROW: RUSSO AND STEELE; FOURTH ROW: GOODING & COMPANY, MIDAMERICA AUCTIONS

**AUCTION ACTION**

Perceived market softness not realized during Monterey sales.

**MECUM'S** (mecum.com) first-ever Monterey event saw a 1965 Shelby Daytona Cobra Coupe bring an auction record for an American car at \$7.25 million — the highest sale of all the 2009 Monterey auctions.

During the marathon week, the first hammers fell over Nick Alexander's fabulous collection of woodies. RM Auctions (rmauctions.com) presided over all 51 lots, with the highest price of \$368,500 paid for a rare 1946 Mercury Sportsman Convertible. It ended its two-day Sports & Classics Auction with highlights like the ex-Phil Hill 1952 Jaguar C-Type, which set an auction record for the model at \$2.53 million.

Bonhams & Butterfields' (bonhams.com) annual Quail Lodge auction saw a high sale of \$1.44 million for the ex-William Boyd "Hopalong Cassidy" 1933 Duesenberg Model J Torpedo Convertible Victoria.

Russo and Steele (russoandsteele.com) — which will kick off its 10th anniversary this January at its Scottsdale, Arizona, auction — managed notable results from Porsches. A 1951 356/1500 Reutter Split Window Coupe hit \$100,000. This was topped only by their sale of Ferry Porsche's own 356, a 1961 Carrera 2 Cabriolet, which made \$300,000.

Gooding & Company (goodingco.com) reported strong sales for its 159 lots. A 1958 Ferrari 250 GT LWB California Spider made \$2.75 million, while a 1962 250 GT SWB California Spider brought in \$5.1 million.

In its first Monterey appearance, MidAmerica Auctions (midamericauctions.com) brought an array of two-wheeled machines to Pebble Beach, with several selling for world-record prices, including a 1912 Flying Merkel VS that brought a \$90,000 gavel price.

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Darwin Holstrom's insightful 336-page tome tells the complete story behind arguably the most influential Pontiac ever, the GTO. The story begins with the genesis of the 1964 models and chronicles the corporate politics and shenanigans that enabled "Bunkie" Knudson and John Z. DeLorean to reinvent Pontiac's image. \$50, motorbooks.com



### Sirens of Chrome

Auto show insider Margery Krevsky's book stands out from this season's other offerings by focusing on the human element that often surrounds cars at auto shows. It includes dozens of photographs, programs and posters culled from libraries, corporate files and auto enthusiast portfolios, capturing decades of hot vehicles and torrid models. \$24.95, sirenssofchrome.com



### Camaro: A Legend Reborn

Chevrolet has roared back on the scene with a new Camaro for a new generation. Larry Edsall chronicles the rebirth of this legendary car with drawings and photographs of prototypes, as well as interviews with engineers and designers. \$30, motorbooks.com

JOE VAUGHN (4)



## TEXAS AUTORAMA EVENTS TURN 50

For an auto event to be around as long as — and in some cases longer than — the vehicles it displays says something. Check out what keeps everyone coming back to AutoRama — an indoor showing of some of the nation's best hot rods, customs and muscle cars — as it celebrates 50 years in Houston on November 26–29 and in Dallas February 19–21. Visit [autorama.com](http://autorama.com) for details.

### Continental Mark II Online Registry

Information can be the most valuable part of any limited-production vehicle restoration. And there's more of it these days for current and potential Continental Mark II owners, thanks to a new registry started in July. Besides a growing knowledge base, the registry ([markiiforum.com](http://markiiforum.com)) offers excellent opportunities for networking.



### Correction

In the Fall 2009 issue, the photograph of the Indian on page 33 should have been captioned as a 1940 Indian Sport Scout.

### Virtual Car Show

Showing your ride has taken a modern twist with Cool Rides Online ([CoolRidesOnline.net](http://CoolRidesOnline.net)). The site — sponsored by Gold Eagle, maker of STA-BIL Fuel Stabilizer and 104+ Octane Boost — lets owners showcase their classic/collector and muscle cars online for bragging rights and chances to win free products.

LEFT: COURTESY AUTORAMA; RIGHT, TOP: AMA MOTORCYCLE HALL OF FAME MUSEUM COLLECTION

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JOE VAUGHN



Left to right: Kenny Bernstein, David Hobbs, Scott Parker, Les Richter, Al Unser Jr., H.A. "Humpy" Wheeler and Joe Weatherly.

## NEW INDUCTEES AT NOVI, MICHIGAN, MOTORSPORTS HALL OF FAME

Racing legends Kenny Bernstein, David Hobbs, Scott Parker, Les Richter, Al Unser Jr., H.A. "Humpy" Wheeler and Joe Weatherly are the latest inductees into the Motorsports Hall of Fame of America in Novi, Michigan. The inductees — selected by a panel of historians, retired competitors, journalists, and prior inductees — were honored during a ceremony in August in Detroit.



Hagerty's Grand Tour of Britain will take travelers behind the scenes at some of the country's legendary automakers, private museums and great motoring shrines.



## HAGERTY'S GRAND TOUR OF BRITAIN

**GREAT BRITAIN** has produced a disproportionate number of the great names in motoring, including Allard, Aston Martin, Austin Healey, Bentley, Lotus, MG, Morgan, Triumph, Rover and Rolls-Royce. Although many marques are long gone, several — including Aston Martin, Lotus and Morgan — still are building very special cars for enthusiasts. Beyond that, the United Kingdom is dotted with museums and collections that celebrate its motoring past. Sounds like an excuse for a trip.

In September 2010, about 26 travelers will have the chance to join Hagerty as we go behind the scenes at some of the world's great automakers, tour private museums and visit some of the great motoring shrines.

Starting in historic Stratford-upon-Avon our group will visit:

- British Motor Industry Heritage Motor Centre
- Brooklands Circuit
- Aston Martin Factory
- Haynes Museum
- Donington Park and the Donington Collection of historic race cars
- Goodwood Revival Vintage Race Meeting and Festival
- Morgan Factory
- P & A Wood Rolls-Royce and Bentley Restorers

The exact schedule and trip details will be finalized when Goodwood announces its calendar later this year. For more information, or to reserve your place for this trip, e-mail us at [GrandTour@hagerty.com](mailto:GrandTour@hagerty.com) or call 800-556-7896 ext. 7357.



### HagertyLIVE Launches

Browse Hagerty's new broadband media channel, HagertyLIVE ([video.hagerty.com](http://video.hagerty.com)), and you'll quickly realize how truly amazing the collector car community is. Watch behind-the-scenes event footage, hear interviews with hobby heavyweights, view spotters' guides and more. Best of all, you can search for videos, create your own playlists, and rate, share and bookmark content with just a few simple clicks.

## @HAGERTY



### Youth Contest Winners

While she isn't old enough to drive the real thing, Michaela Baughn, 10, of Omaha, Nebraska, won Hagerty's second annual Youth Model-Building Contest with her 1940 Ford Coupe replica. Austin Nelson, 15, from Hillsboro, Oregon, took the top spot in the inaugural Young Designers Contest for his rendering of a modern 1959 Cadillac.

They were among the three finalists from each contest given an expense-paid trip with a parent to attend the final judging during Monterey Classic Car Week in California. The VIP judging panel consisted of Hagerty Insurance's McKeel Hagerty, Pixar's Brad Lewis, Lamborghini test driver Valentino Balboni, *Motor Trend's* Matt Stone and Pebble Beach Concours d'Elegance chief judge Ed Gilbertson.

"We feel it's essential to the future of the hobby to encourage early exposure to the excitement and camaraderie the hobby provides," Hagerty says.

# Ask Hagerty

Our Concierge Service answers your toughest questions.

**Q** I'm planning to install seat belts on my 1964 Impala two-door hardtop. Did Chevy pre-drill and tap the floor on all Impalas — even if seat belts were not selected as an option?

**A** Fisher Body fitted all 1964 Impala body shells with front seat belt mount reinforcements and a welded nut for mounting the belts, although seat belts remained an option. Government-owned and -operated vehicles were required to have seat belts as of January 1, 1965. However, front and rear seat belts in passenger vehicles were not mandated until January 1, 1968. To find out if other pre-1968 vehicles were fitted with seat belts or mounts, it's best to check with an expert for your make and model.

**Q** After having the brakes on my '74 Silver Shadow completely overhauled, I heard brake squeal and saw smoke coming from underneath hood. Is this normal?

**A** New pads typically smell or smoke a bit. Continued smoking could indicate a brake fluid leak. To be sure, take the vehicle back to the place the work was done and have them check their work. The most common cause for brake squeal is lack of proper anti-squeal agent applied to the brake pad backing plate where it contacts the caliper

or piston. Squeal also can be attributed to a glazing of the rotor or, occasionally, the drum surface. Having the drum or rotor turned or replaced often can rectify this.

**Q** I spilled brake fluid on the fender of my '57 Chevy. How can I clean off the area to make sure it's OK?

**A** Wash the area with cool water and gentle car wash soap. Next, use a fine polish to remove any remaining wax or brake fluid residue, then apply a coat of fresh wax. If the paint is cracked or lifting, the only alternative will be to have the section repainted.

Send your questions to [askhagerty@hagerty.com](mailto:askhagerty@hagerty.com). To see more concierge questions and answers, go to [hagerty.com/concierge](http://hagerty.com/concierge).

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WORLDWIDE GROUP

# Split personalities

Factoring multiple variables is one of the keys to indexing the value of Corvette split-window Sting Rays — or any collector car. BY DAVE KINNEY

**YOU MIGHT THINK** poring over graphs and compiling data from dealers, online postings and auctions, fellow appraisers and other sources around the world would be tedious. But I love the story that the numbers tell — it's just as much fun as reading a good detective novel. And sorting through Corvette prices can be the equivalent of the most hard-boiled Raymond Chandler detective story.

The amount of variation in 1963 split-window Corvette prices (there's almost a \$150,000 difference in the examples cited here) can be particularly confusing, but ultimately it all makes sense, just like a Chandler novel. It's all about condition, documentation and options. As private eye Philip Marlowe would surely agree, it's also important to know whom to trust while factoring in public and private sales when setting a value range for any make or model.

While these three recent 1963 Corvette coupe sales form just part of the picture, they do illustrate that sale prices vary according to equipment, originality, condition and venue. One message that comes through loud and clear is that the very best cars will bring the highest prices.

### Ermine White California car

It's generally not a bad thing to have the only one of something at an auction, particularly when the something is a split-window Corvette. Lot 391 at the April 2009 Worldwide Auctioneers sale in Escondido, California, was an Ermine White with red 327/340 car, reported to be a driver-quality car with orange peel, overspray and OK chrome. Yet several bidders really wanted a split-window coupe that weekend in Escondido, and this was it. Consequently, when this dead average 340-hp carbureted example sold for \$55,000, it brought near-fuelie money.

### Saddle Tan fuelie

The Russo and Steele sale in Scottsdale, Arizona, in January 2009 had several split-window Corvettes consigned. One of the more interesting cars was Lot 40-1830, a

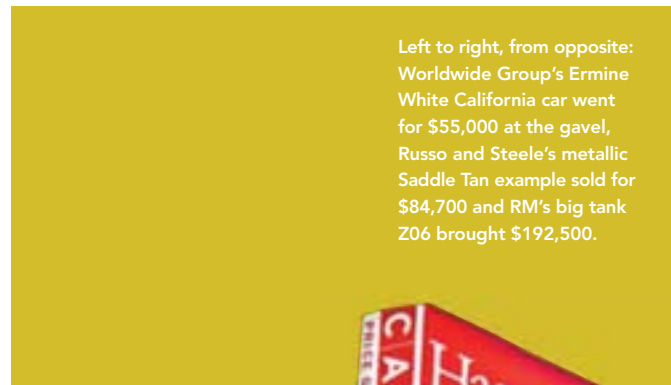
327/360 original motor, fuel-injected car in the very period color of metallic Saddle Tan (gold). The Bloomington Gold-certified car was reasonably well preserved although showing wear in places. The original tan leather interior showed only light wear and a very nice patina. The engine compartment was pleasantly unmolested and the car rides on desirable knock-off wheels. Overall, this was an extremely honest split-window coupe — and in this market originality sells well. The sale price of \$84,700 was well in excess of what a mellowed older restoration would usually have brought, but nowhere near the price of the RM car with the Z06 option.

### Big tank Z06

Lot 287 at RM's Amelia Island, Florida, sale in March 2009 was a particularly special '63 Corvette. The Z06 option — which cost an

extra \$1,818.45 in 1963 — included racing suspension and brake upgrades as well as the 36.5-gallon "big tank" option. Like all Z06s, this one came with the 327/360 fuel-injected engine. This particular Corvette was a fully documented example with NCRS Top Flight credentials. Although an older restoration, it was a correct car and a strong 3+/- example. (See the video evaluation by Bloomington Gold CEO David Burroughs at [hagerty.com/Burroughs](http://hagerty.com/Burroughs).) Bidders in this case responded and almost perfectly split the No. 2 and No. 3 *Hagerty's Cars That Matter* price guide values with a bid of \$192,500. Both the buyer and seller went home happy.

Dave Kinney is the publisher of *Hagerty's Cars That Matter*. For information or to subscribe to HCTM, go to [carsthatmatter.com](http://carsthatmatter.com) or call 877-872-7772.



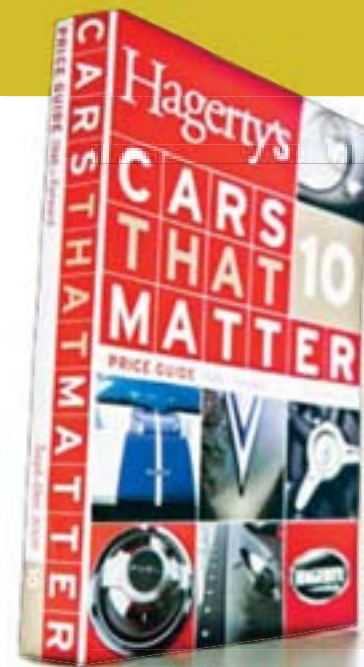
Left to right, from opposite: Worldwide Group's Ermine White California car went for \$55,000 at the gavel, Russo and Steele's metallic Saddle Tan example sold for \$84,700 and RM's big tank Z06 brought \$192,500.



RUSSO AND STEELE



RM AUCTIONS



## BEHIND THE SCENES AT *HAGERTY'S CARS THAT MATTER*

For each Marketwatch article he writes for *Hagerty's*, Dave Kinney studies several cars that have come to market recently. However, when working on a new edition of *Hagerty's Cars That Matter*, he and the HCTM team consider thousands of collector cars that have changed hands worldwide in the past year, whether at live or online auction, private sale or through a dealer, with a good review of online and print classified listings thrown in.

After collecting the information, the HCTM team — led by American Society of Appraisers accredited appraiser Kinney — uncovers the stories, including the rumors and gossip behind the sales, to establish values. To gain perspective, he attends several dozen automobile auctions each year. "Collector car auctions are the visible part of the value scene, but they are not always the leading indicator of values and value trends," Kinney says. "One expensive or cheap sale is not a trend. It's an event, and it might not ever happen again." He also notes that values can change rapidly.

HCTM is published three times a year to give you the latest and most accurate information. Single copies are \$20 each plus shipping and handling, and a one-year subscription is \$40 including shipping and handling.

JOE VAUGHN

# Driven again

Once forgotten, these cars are restored and enjoyed by *Hagerty's* readers. Here are a few of their projects of passion. BY CHUCK AREHART

## 1926 BUICK MASTER SIX ELITE

Joseph Kurtz found his 1926 Master Six Elite at a local Buick dealer. He had gone to get parts for his other Buick projects when he saw the Master Six sitting in a corner. Over time, interest grew, and he struck a deal with the owner of the car in 1995. The car was drivable, but overheated on the way home. Networking through the Buick Owners Club connected him with the necessary parts to complete the six-year restoration in 2001. Kurtz's proudest moment was when he won Best Buick and Best in Class at the UAW-GM Classic Car Show in western New York. Kurtz continues to take it to a few shows a year throughout the New York region.



PRICE RANGE FOR 1926 BUICK MASTER SIX ELITES: \$10,000–\$40,000



## 1976 CHEVROLET CHEVELLE LAGUNA

Robert Brown made quick work of his two-year Chevelle Laguna restoration, which cost \$20,000. The toughest parts of the project were replacing the quarter panels, repairing hail damage and rebuilding the engine. But none of that deterred Brown's determination to finish the job. "I decided to bring it back to its glory; it's been a labor of love," says Brown, who enjoys taking the car — which he purchased from a friend in 1980 — on weekend drives.



PRICE RANGE FOR 1976 CHEVELLE LAGUNAS: \$7,430–\$16,500\*

Send your best "before and after" photos, along with a short description of the project, to [photos@hagerty.com](mailto:photos@hagerty.com) and you might see it featured on these pages. Haven't seen your submission in the magazine? Check the Hagerty Web site at [hagerty.com/yourturn](http://hagerty.com/yourturn).

## 1965 FORD MUSTANG

Allen Carver was a 22-year-old recent college grad when he took delivery of this Vintage Burgundy 1965 Mustang hardtop for \$2,643. The car was a basic example with the 200cid straight-six, three-speed manual transmission and manual steering and brakes. It was a daily driver for Carver and his wife, Page, before they retired it in 1989. They even used it to teach their three children, Stephanie, Troy and Scott, how to drive. Today, Carver enjoys taking the Mustang (restored a second time in 2004 for \$10,000) to shows.

PRICE RANGE FOR 1965 FORD MUSTANGS: \$7,500–\$25,000†



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## 1968 DODGE CHARGER

Norm Mayro's Charger sat in a garage for five years before he bought it in 1985 for just \$150. A new battery is all that was needed to get it rolling again. Mayro drove it for nine years — and received several offers on it — before the engine let go, forcing him to temporarily put the car in storage while he collected the parts for its restoration, which took two years and \$28,000. The Charger was reborn in 2007, and his friends now know it as the "Mayro Muscle Car." "I can't go more than two blocks without getting a thumbs-up," Mayro says. "People love good old-fashioned American muscle."

PRICE RANGE FOR 1968 DODGE CHARGERS: \$16,000–\$37,000†



DEREK BLAGG (4)

**STRANDED ON THE** side of the road? No problem. Call roadside service and help is on the way. Early motorists, however, didn't have this luxury. They relied on their skills — and the tool kits included with their vehicles — to resolve mechanical issues.

Most tool kits were canvas rolls, but many English sets were built into a vehicle's trunk lid and included about two dozen tools. Jaguar, Bentley, Ferrari and Rolls-Royce offered comprehensive versions, with unique tools appropriate to the marque and model. The Ferrari 275 roll, for example, included a single tool for removing the two oil filters, but the GTO required two tools, as the oil filters were different sizes.

Tool kits weren't offered with many American cars. Packard, for one, offered an accessory tool roll, but the tools were generic, so the Packard logo wasn't present.

In addition to the basic kits, many marques also produced more extensive travel sets. Bentley offered a kit packaged in a wooden box that included gaskets, spark plugs and other items required for more extensive repairs.

Today, these vintage kits can test your financial resources more than your mechanical

## No junk in the trunk

Vintage tool sets offer function and finish to a collector car.

BY CARL BOMSTEAD

skills, especially with higher-end cars. Complete sets for early Bentleys and Ferrari 275s, for instance, are at least \$10,000 — if you can find one for sale, that is. A Derby Bentley set runs about \$6,500, and even a more common Ferrari Dino tool roll is in the same price range.

Prices closely follow car values, since the more rare the car, the more scarce the tool kit. For example, only about 650 Ferrari 275s were produced — and a small number have survived — so their kits are priced accordingly.

European car collector and dealer Peter Hageman says while major concours don't judge the trunk areas, a tool kit displayed by the car adds to the elegance of the presentation.

However, finding individual tools to complete a kit can be a daunting task, says collector Gordon Apker. "Ensuring that the tool is correct for the particular marque requires knowledge and expertise," he says, adding that networking with other collectors is the best way to locate correct tools.

But the hunt is definitely worth the reward, as a complete and accurate tool kit not only enhances the value of your car, but also provides a finished look to your presentation.

*Did you know that you can insure your vintage tool kits and other tools with Hagerty? Call 800-922-4050 for information.*

Tool kits from makers like Rolls-Royce (right and above left) and Bentley (above right) were must-haves for early motorists who had to rely on their mechanical skills in the event of a breakdown. Today, these vintage sets are coveted collectibles for enthusiasts.



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# — THE — WORLD OF *Alfa Romeo*

ALFA ROMEO'S BLEND OF TECHNICAL AND EMOTIONAL ATTRIBUTES RESONATES WITH ALMOST EVERYONE WHO ENCOUNTERS ONE.

BY DONALD OSBORNE >> PHOTOGRAPHY BY EVAN KLEIN



PRACTICALLY EVERY VEHICLE MADE BY ALFA ROMEO HAS WON THE HEARTS AND SOULS OF PEOPLE AROUND THE WORLD ...



The Alfa Romeo 8C name was used on road, race and sports cars of the 1930s. Top: A 1938 Alfa Romeo 8C 2900B Mille Miglia from the Ralph Lauren collection. Above: A 1934 Alfa Romeo 8C 2300 Mille Miglia with a body by Touring.

It doesn't seem to matter if it's a racy convertible (spider, in the vernacular), a boxy sedan or a sleek racer. It could be the way they look — the leading Italian body builders, or carrozzerie, designed many Alfas. Perhaps it's in the greasy bits — elegantly cast engine parts, transmission cases and rear differentials — proof that they were engineered by people who understood that what you don't see is as important as what's easily visible.

The marque's emblem is based on the coat of arms of the noble Visconti family of Milan, Italy, home of Alfa. It shows a figure being consumed by a large snake, or biscione. And it can be said that the Alfisti — the people who live and breathe Alfa Romeo — are truly bitten with desire for their favorite car.

It starts with an unforgettable encounter. In the case of Bill Gillham (past president and current restoration/preservation chairman of the Alfa Romeo Owners Club), it happened in 1977 when he was a 29-year-old teacher. The school's auto shop instructor brought in a Giulietta Spider on which his students could work. Gillham was impressed with its craftsmanship, but then he took it on the road.

"After my first drive, my face hurt from smiling," Gillham says. "You have to drive one to understand." It's fair to say Gillham was moved by the experience, as he's owned 130 or so Alfas since and is known for his restoration of body shells.

### *Changing with the times*

The Alfa story began when the French Darracq firm set up business in Milan in 1906 with Italian backing as S.A.I.D., or Società Anonima Italiana Darracq.

When the Darracq venture failed near the end of 1909, the factory became home to the newly established Anonima Lombarda Fabbrica Automobili — the Lombardy Automobile Manufacturing Public Company — or A.L.F.A. The brilliant engineer Giuseppe Merosi designed its first car, the 24-horsepower. It went racing the next year, and almost won the demanding Targa Florio in Sicily.

A few years later, Enzo Ferrari was brought in to manage Alfa's racing activities through his Scuderia Ferrari. Cars like the legendary 6C 1750 (six-cylinder, 1750cc displacement) racing and road cars were followed by the 8C 2300 and 8C 2900s. Alfa excelled in Grand Prix, long-distance, circuit and hill-climb events through the 1920s and 1930s, until the all-conquering German teams from



A minor accident led to the restoration of this Giulietta Sprint, owned by Mike Riehle of Harbor City, California. The car was stripped to the bare metal and repainted in the original red, while the interior (below) was completely redone.



This award-winning 1967 Alfa Duetto, owned by Al Evans of Los Angeles, is almost totally original, except for a repaint in the original color. Shown below are the engine, which was rebuilt at 75,000 miles, and interior details.



Introduced in 1956, the Giulietta Spider Veloce featured hotter cams, higher compression and a pair of Weber dual-choke carburetors, which boosted output to 90 horsepower at 6500 rpms. This example is owned by Daniel Cytrynowicz of Los Angeles.



Mercedes-Benz and Auto Union came along immediately preceding World War II.

Following the war, Alfa took up where it left off in the early '30s and began a new winning tradition in grand prix and sports cars. However, on the passenger-car side, the postwar world had little room for the ultra-expensive cars that Alfa had built before hostilities.

### The evolving Alfa

To bring the company to the upper middle class, the new, smaller four-cylinder sedan — the 1900 — debuted in 1950. But the car that represented Alfa Romeo's real new beginning was the Giulietta (Italian for Juliet).

It was designed as a small four-door sedan to accompany the 1900. Although the Giulietta continued company tradition by using a double-overhead camshaft 1290cc engine mated to a four-speed manual transmission, unlike the 1900, the engine was all alloy. All Giulietta models featured unit body construction and paired independent front suspension with a well-located live rear axle.

Production delays caused the Giulietta to miss its scheduled introduction date in 1954. To

appease customers, a lottery was held for Giulietta order holders to "win" a limited-production coupe, the Sprint, in place of their sedan.

The Bertone-designed and -built Sprint proved so popular that it became a cataloged model, along with the open two-seat Spider and the four-door Berlina TI. In various states of tune, including the 50bhp Berlina, 65bhp single-carburetor "Normale" and 90bhp twin Weber-equipped Veloce versions, the Giulietta line changed the company and, arguably, the outlook of driving enthusiasts worldwide.

In 1962, the Giulia joined the Giulietta, ultimately replacing it. The new model used a 1600cc version of the all-alloy twin cam engine in both single and dual carburetor tune, producing from 104 to 122 horsepower. Spider, Sprint and Sprint Speciale bodies were carried over with minor trim changes, while a new four-door Giulia (in TI and Super versions) came along in 1963, as did Bertone's new notchback coupe, dubbed the Giulia Sprint GT.

Together, the Giulia and Giulietta models took Alfa Romeo from a company that built only 12,000 Alfas during its first 42 years to almost 180,000 cars from 1954 to 1965.

In this spirit the Giulia continued on through the early 1990s, although the name gradually was dropped in the mid-1960s. Clearly part of the family, the Duetto — which was introduced in 1966 — never wore the Giulia name. Similarly, the coupe that had started as the Giulia Sprint GT had simply become the GTV by 1969. That was an important year for the Milanese marque in the United States because new cars returned after an absence in 1968 (which was repeated in 1970) when cars wouldn't meet federal emissions standards.

Unlike other carmakers that cut compression and added air pumps, the 1969 Alfas used the company's proprietary SPICA mechanical fuel injection on a new 1779cc version of the venerable engine. Many enthusiasts argue that the 1750 — as it was known — was the smoothest and best of the family, with increased drivability and performance thanks to the 132 bhp. Another hallmark of the 1969 model year was the new Berlina four-door sedan, which was larger and more comfortable than its predecessors.

In 1972, the Alfa models for the North American market included the Spider Veloce, GTV and Berlina, all powered by a larger 1962cc version of the twin cam engine. For 1975, the

## THE ALFA ROMEO GUIDE

### Clubs

**Alfa Romeo Owners Club USA**  
aroc-usa.org

**Alfa Romeo Owners of Southern California**  
arosc.org

**Mid-Atlantic Alfa Romeo Club**  
maarc.blogspot.com

*For additional Alfa Romeo club listings, go to [hagerty.com/alfaclubs](http://hagerty.com/alfaclubs).*

### Events

**Alfa Century 2010**  
Frederick, Maryland  
June 21–27, 2010  
757-636-9513  
[alfacentury2010@gmail.com](mailto:alfacentury2010@gmail.com)

### Web sites

**Alfa Bulletin Board**  
[alfabb.com](http://alfabb.com)

### Restoration parts & service

**Alfas Unlimited Inc.**  
Norfolk, Connecticut  
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[alfasunlimited.com](http://alfasunlimited.com)

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Glen Ellyn, Illinois  
630-469-5626

**Bill Gillham**  
Jefferson, Oregon  
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[international-auto.com](http://international-auto.com)

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Berkeley, California  
510-526-4516

### Collections/museums

**Museo Storico Alfa Romeo**  
Viale Alfa Romeo  
20020 Arese (Milano), Italy  
011-39-02-444-29-421  
[museostorico@alfaromeo.com](mailto:museostorico@alfaromeo.com)

### Books

**Alfa Romeo All-Alloy Twin Cam Companion 1954–1994**

By Pat Braden  
Bentley Publishers, 2004  
[bentleypublishers.com](http://bentleypublishers.com)

**Alfa Romeo Owner's Bible**

By Pat Braden  
Bentley Publishers, 1994  
[bentleypublishers.com](http://bentleypublishers.com)

**Keith Martin on Collecting Alfa Romeo**

By Keith Martin  
Motorbooks, 2006  
[motorbooks.com](http://motorbooks.com)



Top: The 1949 Alfa Romeo 6C 2500 is one of the most beautiful performance cars of the era. Above: The 1964 Alfa Romeo 2600 Spider was Alfa Romeo's six-cylinder flagship. It was the last Alfa to have an inline six-cylinder engine with twin overhead camshafts.

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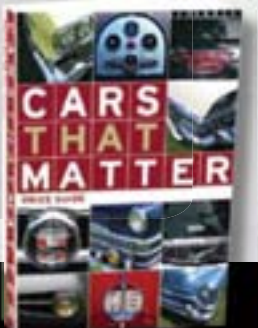
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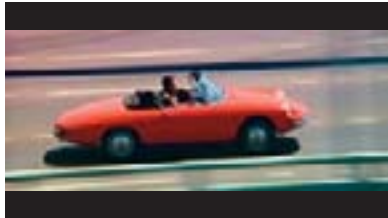
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Above: A 1966 Alfa Romeo 1600 Duetto Spider from *The Graduate*. Below: One of the loveliest postwar Alfas is the 1961 Alfa Romeo Giulietta Sprint, with an aluminum body by Zagato. Bottom: The Giugiaro-designed 1974 Alfa Romeo GTV was an affordable way to enjoy Italian performance.



## COUNTERPOINT

### Six-Week Alfa Owner

The last time I saw my family's 1971 Alfa Romeo 1750 Berlina, it was being towed away after blowing the third head gasket in the brief six weeks we owned the car. Considering that I had talked my parents into that used Alfa, my popularity at home didn't exactly soar when the car turned out to be a stinker. Dad insisted the dealer take back the car, but my ability to influence the next purchase declined precipitously.

The Alfa Romeos I'd seen around town seemed much more exotic than the Triumphs, Fiats and Volvos we had previously. It sounded like a good idea at the time, but we couldn't know that our first taste of the Alfa apple would be so bitter. When it came time to pay for my own cars, I opted for simpler and cheaper MGs. And in 35 years of MG motoring, I've never blown a head gasket. — Jonathan A. Stein

Berlina and GTV were gone, replaced by the radically different Alfetta sedan and coupe, although the Spider Veloce would soldier on until 1994.

### A typically Italian sense of style

In the 1950s, Italy's leading body builders all designed and/or built cars for Alfa Romeo, with contracts going to Pinin Farina, Bertone, Touring and Zagato.

The Giulietta (1954–1963), Giulia (1963–1968) and Duetto Spider (1966–1968) came from Pinin Farina (later Pininfarina), while Bertone defined the Giulietta Sprint coupe and the later Giulia Sprint GT and GTV coupes that replaced it. The dramatic and shapely Sprint Speciale — also the work of Bertone — was based on the three extraordinary Berlina Aerodinamica Tecnica, or technical (study) aerodynamic sedans, show cars of the mid-'50s. Known as the BAT cars, and based on the 1900 platform, they were built to showcase aerodynamic concepts in a particularly futuristic style.

The Duetto was so named as the result of a competition. The winner, Guidobaldi Trionfi of Brescia, Italy, received a new car as a prize, although it turned out that the name was never used on a badge due to commercial conflicts. In any case, the car certainly is one of the best-known and best-loved sports car shapes ever.

It's hard to believe today that many were greatly disappointed in the Duetto's looks in 1966, viewing it as unworthy to follow the beloved Giulia Spider. In 1970, the distinctive pointed rear end gave way to a cut-off Kamm-back design, making the early cars more desired and valuable — just as the original split-window Corvette Sting Ray is more desirable than the later coupes with the one-piece rear window. But millions of non-Alfa Romeo enthusiasts came to know the marque through a leading role in the 1967 movie *The Graduate*.



But while the spiders and coupes got all the attention, it was the sedans that in many cases were the best cars to drive. Styled in house by Alfa's own studio, they appeared to many to be the box the car came in. But that box styling hid a secret — they had sophisticated aerodynamics and cut through the air better than the sleeker coupes and spiders.

### A reputation on the racetrack

As Alfa Romeo's reputation had been built on competition from the start, it's no surprise that the small postwar cars were raced.

The lightweight Giulietta Sprint Veloce was introduced in 1956 and soon followed by a Spider Veloce. They found success on both sides of the Atlantic in the 1300 class with their dual Weber carburetors, revised cranks and cams and stiffened suspension. Privateers raced all, as Alfa left works competition in 1952 and didn't return until the early 1960s.

Through the '60s and '70s, Alfa once again triumphed in competition, with cars ranging from the production-derived, Giulietta-based, Zagato-bodied SZ and Giulia GTA coupe to the lightweight, tube-framed TZ-1 and TZ-2 and the V-8- and flat 12-powered endurance racers (Tipo 33, 33TT12 and 33SC12), which earned Alfa the World Sports Car Championship for Makes in 1975 and the world title for Sports Cars in 1977.

A detuned version of that V-8 found its way into the Montreal, a fast Bertone-styled GT car based on the Giulia 105 platform. In the '80s, Alfa returned to open-wheel racing in F1 and Indy Cars, but with minimal impact.

### The cost of Alfa motoring

Although the postwar Alfas were much less expensive than their prewar siblings, they were never cheap cars.

In 1958, after a price reduction, a Giulietta Sprint Veloce would set you back \$4,194, while an entry-level Spider cost \$3,298. As comparison, a 1957 Ford Thunderbird V-8 had a list price of \$3,151. The 1974 2000 GTV coupe was priced at \$5,759, when a 350/195 Corvette coupe was barely more costly at \$6,001.

Today, you're unlikely to encounter any but the most rare racing variants of the all-alloy engine cars at the major auctions in Arizona, California or Florida. Most often, these postwar Alfas can be found in club classifieds, at small dealers or on online auctions. That's not to say some don't sell for considerable prices; it's just that deals are more often done privately.

Prices can vary considerably for a model based on condition and the quality of the work. A Duetto can be a \$12,500 work in progress or a \$25,000 gem. The difference between them costs a good deal more than \$12,500 to attain.

### Finding the right car

As always, it pays to buy the best you can. While mechanical restoration on a twin cam Alfa is much less expensive than on other thoroughbred Italian machinery, bodywork can be costly. Stay away from rusty cars and try to ensure that the car you're considering is as original as possible. Keith Martin, publisher of *Sports Car Market* magazine, suggests that good first Alfas might be a pre-1969 GTV coupe or Duetto. "You can easily drive them on today's highways, the heaters work and they're strong and reliable when sorted," he says. "Plus, they're easy to love and easy to tune. If you budget \$25,000 you'll probably do OK. Pay in the mid-teens and you'll end up spending \$40,000 for a \$25,000 car."

Some wonder what effect, if any, the coming return of Alfa Romeo to volume sales in the United States might have on the vintage cars. It will probably be minimal, much like the new MINI and the original. Nevertheless, thousands of Alfisti can't wait to park a brand new Alfa in the garage next to their beloved older companion.

For an in-depth look at the World of Alfa Romeo, including spotter's guides, a price index, videos and vintage advertisements, visit [hagerty.com/alfa](http://hagerty.com/alfa).

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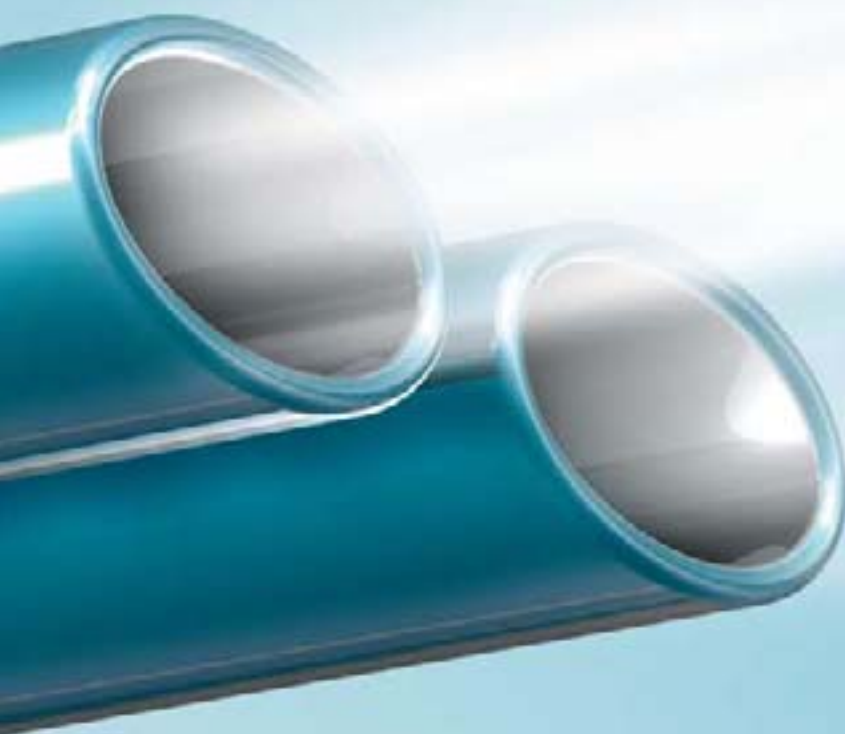
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# Emissions and...

## your collector vehicle

BY RORY CARROLL



**What you need to know about state-by-state testing requirements.**

GETTY IMAGES

**FEW FACTORS** have been more influential on collector car owners — and the American automotive landscape — than regulatory efforts to reduce air pollution. In 1970, Congress passed the first major Clean Air Act and set aggressive goals for reducing automotive emissions. U.S. automakers responded by detuning engines and adding primitive emissions control gear. By the mid-1970s, the era of big horsepower seemed all but over.

Due, in part, to subsequent efforts aimed at improving air quality, we've had to learn to live with unleaded gasoline, ethanol-blended fuels and the elimination of ZDDP in motor oil. Thankfully, car guys have proven a resilient bunch, and the car hobby has survived.

The first “inspection and maintenance” programs began in 1983. These early inspections were intended to ensure that passenger vehicles in the country's most polluted areas were factory equipped with functional emissions systems.

In 1990, Congress amended the Clean Air Act, giving the Environmental Protection Agency (EPA) broader authority to regulate tailpipe emissions and requiring that oxygenated gas be sold in the most polluted cities in the country. (Ethanol is currently the most widely used fuel oxygenate. For more information on ethanol and old cars, see *Hagerty's* Spring 2009 and Fall 2009 issues.)

Congress also granted the EPA the authority to create National Ambient Air Quality Standards (NAAQS) to be met by every state. Ambient air quality is calculated by measuring amounts of six specific pollutants in outdoor air. NAAQS are the amounts of each pollutant that the EPA deems acceptable.

Each state is responsible for devising its own State Implementation Plan (SIP) for meeting the goals specified under NAAQS. While each state has a degree of autonomy in what it proposes in its SIP, the EPA ultimately must approve the plan. Needless to say, this has led to a wide degree of variation in the way that each state regulates the gases that come out of your car.

It has been proven that testing collectible cars provides little to no measurable benefit to the environment: There simply aren't enough of them out there, they are usually well maintained and they are used relatively infrequently. Therefore, most states provide some type of exemption specific to older cars.

When considering the purchase of a new collector vehicle, it's important to know how the regulations in your area will impact your ability to register, drive and enjoy it. If you are moving or purchasing a new vehicle and you have doubts about its emissions status, call the local department of motor vehicles or Hagerty Plus at 888-310-8020.

## Should you get tested?

Here's a breakdown of the emissions testing requirements in each state as they relate to collectible cars. It's not meant to be comprehensive, but it does provide a general idea of how each state operates. Keep in mind that while U.S. regulations are made on the state level, they may only apply to certain counties within a state. Find this guide online at [hagerty.com/emissions](http://hagerty.com/emissions).

**ALASKA** Testing is required for 1968 and newer vehicles owned by a person living in the Municipality of Anchorage, including Fort Richardson, Eklutna, Elmendorf AFB, Chugiak, Eagle River, Indian and Girdwood. Testing also is required for vehicles 1975 and newer and owned by a person who lives in the Fairbanks North Star Borough, including Eielson AFB, Fort Wainwright, North Pole and Salcha.

**ARIZONA** Pima and Maricopa Counties are subject to testing, but there is a broad exemption that includes many collectible vehicles.

**CALIFORNIA** Thirty-four counties in California require an emissions test every other year for vehicles 1976 and newer. Six counties require a test for vehicles 1976 and newer and registered in specific ZIP codes within those counties. Confused? Go to [smogcheck.ca.gov/Applications/Ziparea/ZipLookup.aspx](http://smogcheck.ca.gov/Applications/Ziparea/ZipLookup.aspx) and enter your ZIP code.

**COLORADO** Horseless carriages, street rods, farm vehicles and motorcycles are exempt from emissions testing. Exemptions are available with the aforementioned vehicle types, but the requirements of the actual test vary by year.

**CONNECTICUT** Any motor vehicle 25 years or older is exempt from testing.

**DELAWARE** No testing required for 1967 and older passenger vehicles. However, 1968–1980 passenger vehicles are required

to pass an idle test. Requirements vary for vehicles 1981 and newer.

**DISTRICT OF COLUMBIA** All vehicles must have at least a single safety and emissions inspection. After a successful completion of the inspection, a historic vehicle does not need to be reinspected.

**FLORIDA** No current emissions testing requirements, but a proposal to adopt California standards is awaiting state legislature approval.

**GEORGIA** Vehicles 25 model years old or older are exempt from emissions testing.

**IDAHO** Testing required for vehicles 1965 and newer in Ada County only.

**ILLINOIS** Motorcycles, antique vehicles, custom vehicles, street rods and vehicles of model year 1967 or before are exempt from testing.

**INDIANA** Lake County and Porter County require testing for vehicles built after 1975. This rule currently is being revised, however.

**LOUISIANA** Vehicles newer than 40 years old are required to pass a visual inspection, which includes a look at emissions equipment. Vehicles newer than 1996 are required to pass an OBD-II emissions test in the parishes of Ascension, East Baton Rouge, Iberville, Livingston and West Baton Rouge.

**MAINE** All gasoline-powered cars registered in Cumberland County must be emissions tested.

**MARYLAND** Pre-1977 vehicles are exempt from testing.

**MASSACHUSETTS** Vehicles manufactured before 1996 do not test, but they will not pass safety inspections if they produce visible smoke.

**MISSOURI** Vehicles 1995 and older are exempt from testing.

**NEVADA** Vehicles registered with classic vehicle, classic rod or old-timer license plates and driven 2,500 miles or less per year are exempt from emissions testing.

**NEW HAMPSHIRE** All vehicles 20 years and older are exempt. Vehicles 1996 and older, but less than 20 years old, may receive a visual inspection during the state's required safety inspection.

### No testing required:

ALABAMA	MICHIGAN	OKLAHOMA
ARKANSAS	MINNESOTA	SOUTH CAROLINA
HAWAII	MISSISSIPPI	SOUTH DAKOTA
IOWA	MONTANA	WYOMING
KANSAS	NEBRASKA	WEST VIRGINIA
KENTUCKY	NORTH DAKOTA	

**NEW JERSEY** Vehicles registered as historic or collector are exempt.

**NEW MEXICO** In Bernalillo County, vehicles newer than 1975 are required to pass an emissions test.

**NEW YORK** Vehicles with historical plates, vehicles older than 25 years old, and homemade or custom vehicles that are registered in the Upstate Area do not require an emissions test.

**NORTH CAROLINA** No testing for pre-1996 cars.

**OHIO** Vehicles more than 25 years old, vehicles registered as

historical and collector vehicles, parade and exhibition vehicles and motorcycles are permanently exempt from testing.

**OREGON** In the Portland area, 1975 and newer vehicles are required to pass an emissions test. In the Medford area, vehicles 20 years old are required to test.

**PENNSYLVANIA** Pennsylvania exempts motorcycles and registered antiques, street rods and collectibles from emissions testing.

**RHODE ISLAND** Vehicles registered with antique plates and vehicles more than 25 years old with regular passenger plates must pass safety, but not emissions, tests.

**TENNESSEE** Motorcycles and vehicles older than 1975 are exempt from testing.

**TEXAS** Vehicles 25 years and older are exempt from testing.

**UTAH** Vehicles 1967 and older are exempt.

**VERMONT** Cars without OBD-II equipment are not required to test.

**VIRGINIA** Vehicles older than 25 years are not required to test.

**WASHINGTON** Vehicles 25 years or older are exempt from testing.

**WISCONSIN** No testing for pre-1996 cars.

### And in Canada ...

Emissions testing isn't required for passenger vehicles in most parts of Canada, but is required in British Columbia's Lower Mainland region. However, vehicles with vintage plates (available for cars older than 30 years that meet a number of safety and usage criteria) are exempt. Southern Ontario also requires testing, but vehicles built in 1987 or earlier are exempt.



*who*  
**DOESN'T**  
*like*

# BILL WARNER?

The Amelia Island  
Concours d'Elegance  
organizer knows a car  
show isn't just about the  
vehicles — it's about  
people, too.

BY JERRY BURTON >> PHOTOGRAPHY BY JOE VAUGHN





Organizing a high-profile concours like Amelia Island is no easy feat, but Warner is the consummate showman. At top, Warner with racing legend Bobby Unser, and above, introducing the 2009 event judges. At left, Warner behind the wheel of his 1955 Corvette, one of twelve collector cars in his garage.

He doesn't have the largest garage. He isn't the biggest collector. But when it comes to sheer volume of friendships and well-wishers, there may be no one richer in the hobby than Bill Warner.

With his Florida drawl and unpretentious manner, Warner is the quintessential guy you'd love to spend a Saturday with in a garage, talking cars and swapping stories over a few beers.

Now in his mid-60s, Warner has lots of car experiences to draw from, given his days as a writer for *Sports Car Graphic* and *Road & Track*, his amateur road-racing career, and his award-winning photography.

Without question, however, Warner and his wife, Jane, are best known as the founders and reigning heart and soul of the Concours d'Elegance held each March at The Ritz-Carlton in Amelia Island, Florida. Thanks to their efforts, more than \$1.6 million has been donated to Community Hospice of Northeast Florida.

And because of the Warners' sweat equity, the Amelia Island Concours d'Elegance has become one of the year's most anticipated automotive events, with heavy media attendance and an always-entertaining mix of classics, sports cars and racers — along with some of the living legends who created and drove them.

Warner has run the event since 1995, when a representative from The Ritz-Carlton called to ask if he would consider organizing a concours on the

grounds of the resort. "I told them my wife and I would help as long as the proceeds went to various charities," Warner says.

Since then, it's become a 365-day-a-year vocation for the Warners, who do the work with three full-time employees and a small cadre of dedicated volunteers. Bill handles the car selection with the help of specialists in critical marques.

Warner likens the relationship between Amelia Island and the more established Pebble Beach Concours to Carlisle and Hershey. "There's a Carlisle because Hershey wouldn't accept certain cars," he says. "Each is very entertaining but has different themes. I knew we couldn't go toe to toe with Pebble Beach on the classics. It's why we do serendipitous themes, such as 'cars you never knew existed,' and center the show around great racing drivers and the cars they raced."

Warner adds that the success of Amelia Island is as much about people as it is about cars. "If you go to a NASCAR race, your chances of walking up and talking to the drivers are pretty slim," he says. "But you can come to Amelia Island and talk to Bobby Unser, Johnny Rutherford, Brian Redman or Hurley Haywood — and even get your picture taken with them."

Warner is famous for hosting seminars, usually holding one Friday and Saturday of the Concours weekend. The Friday version is open to up to 500 local high school kids. In 2009, it was a custom car seminar, with Chip Foote, George Barris and Dean Jeffries in attendance. The year before was a Great Race theme, with Jeff Mahl talking about his grandfather, George Schuster, driving the Thomas Flyer, which

coincided with a Great Race display on the show field. "It was fascinating to the kids, who've grown up in an era of Internet and GPS," Warner says. "After all, the Thomas Flyer drove around the world when there were no maps or roads."

Racing reunions are popular at Amelia, too. "Last year we did the Indy roadster drivers — Parnelli Jones, Jim Rathmann, Johnny Rutherford and Bobby Unser, with David Hobbs and Tim Considine as moderators," Warner says.

In like fashion, Warner managed to coax all five owners of the Corvette Grand Sports to bring their cars to Amelia for a reunion in 2003 — only the second time the cars had been reunited in their history. Along with the owners and cars came legendary racers Jim Hall, Delmo Johnson and Dave Morgan, who drove them originally.

#### IMPRESSIONABLE YEARS

Like most collectors, Warner is driven by the impressions of his youth. "When I was 10 years old, I saw a 1953 Corvette at the Roosevelt Hotel in Jacksonville, Florida, roped off with swags. I begged my dad to take me downtown. He dropped me off and I stared at that thing for four hours. It affected my whole life."

That same year, Warner attended a western at the local theater where cowboy star Lash LaRue was making a personal appearance. LaRue pulled up in a Muntz Jet, hopped out and went inside, trailed by a mob of kids. "But I stayed outside and just stared at the car," Warner says. "He saw me and came out to ask if I knew what kind of car it was. I said, 'Yes, sir, that's a Muntz Road Jet.' And he said, 'Get in boy, we're going for a ride.'"

Today, Warner owns a Muntz Jet. He also has owned a pair of Corvettes and currently has a Pennant Blue 1955 in his 12-car collection. Also in his garage are a 1957 Cadillac Eldorado Biarritz convertible, a 1958 Eldorado Brougham, two Group 44 Triumph race cars, a 1971 Porsche 911, a new generation Ford GT, a Mercedes 450SL, a Maserati Ghibli and a Ferrari Daytona.

Warner's most famous and valuable collector vehicle was the 1934 Ford concept speedster built for Edsel Ford that he sold at a recent RM sale. "I chased that car for 20 years," Warner says. "But it got so valuable that Jane and I couldn't take it out anymore. I have a rule that when the car starts to own you, it's time for it to go away."

Now, as he ponders what's next for his car collection — and his life — Warner deserves to let off the gas a bit and take life a little easier. But for him, that might just be impossible.

"When I was 10 years old, I saw a 1953 Corvette at the Roosevelt Hotel in Jacksonville, Florida, roped off with swags. I begged my dad to take me downtown. He dropped me off and I stared at that thing for four hours. It affected my whole life."



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Forza Motorsport 2



Need for Speed: Pro Street



Gran Turismo 5 Prologue



Jeep Thrills



Need for Speed: Undercover

Strap on your helmets. Hagerty test-drives some of today's hottest racing video game offerings.

BY JOE DODSON

# WANNA RACE?

## THE WINNER'S CIRCLE

### Jeep Thrills (Nintendo Wii)

- + Good music, cool jumps, many different tracks from which to choose
- Hard to steer, no main menu, lacks realism
- = Fun, but you need a steady hand

### Forza Motorsport 2 (Xbox 360)

- + Good visuals, arcade mode makes it easy to pick up and play
- Realism might detract from kid appeal, no real storyline
- = Realistic nature will appeal to car guys

### Gran Turismo 5 Prologue (Playstation 3)

- + Engaging, stellar graphics and sounds
- Difficult to pick up and play, cars drive fairly similar to each other
- = Just a prologue, but still incredible and definitely worth buying

### Need for Speed: Pro Street (Nintendo Wii)

- + Easy to pick up and play, solid variety of tracks
- Cars don't feel like their real-world counterparts, poor graphics
- = Rent this game before you buy

### Need for Speed: Undercover (Xbox 360 and Playstation 3)

- + Amazing graphics, easy to control, cool theme
- Takes a lot of play to unlock certain cars, steering can be difficult
- = Worth buying

*Turismo 5 Prologue* (about 50). So if you have to pick one to put under the tree this holiday season, go with *Forza Motorsport 2* or the recently released *Forza Motorsport 3*, especially since *Gran Turismo 5 Prologue* is not a full-length game in its own right. Rather, it's a relatively small slice of *Gran Turismo 5*, which is scheduled to hit store shelves in late December.

An honorable mention goes to *Need for Speed: Undercover*, which testers enjoyed for its police chases, even though its lack of realism might detract from its appeal for a traditional automobile fan.

So now that you know a bit about the games out there, what does it take to play them? In the best-case scenario, your recipient already owns an Xbox 360, a Playstation 3 or a Wii and you can just buy the newest version of the respective system's exclusive racing title. If your car lover owns a Playstation 3, for example, get him or her a copy of *Gran Turismo 5* when it comes out later this year, along with perhaps a wireless Logitech racing wheel. If he or she owns an Xbox 360, get *Forza Motorsport 3*, plus maybe one of Microsoft's wireless racing wheels.

Things get a bit trickier if your car fan doesn't own any gaming system. If he or she tends to prize the fastest cars, an Xbox 360 plus *Forza Motorsport 3* might be the best bet. But if he or she prizes obscurity and antiquity over sheer horsepower, *Gran Turismo 5* will feature a greater list of truly classic cars. The good news is you really can't go wrong, as both series offer highly realistic and entertaining racing simulations that are loaded with great cars.

But before you drop nearly \$500 on a new system, game and steering wheel, make sure your enthusiast loves video games almost as much as he or she loves cars. While *Gran Turismo 5* will feature an astonishing list of 1,000 vehicles, they'll have to play the game at great lengths to unlock the classic rides that might appeal most to them. The good part is no matter how many miles they rack up, they'll never have to worry about repairs and maintenance, which is a gift in itself.

**BUYING FOR** car fanatics can be tough. Even if you know exactly which gift will make their Christmas extra merry, you might not be able to find that 1965 Cobra Daytona Coupe they're pining for — much less afford it.

While a video game is no Daytona Coupe, it can put enthusiasts behind the wheel of many coveted collector rides and let them run wild on some of the world's most famed tracks, such as Le Mans and Nürburgring.

But which video games appeal most to the collector car crowd? A team of Hagerty staffers, including novice and experienced gamers, evaluated a cross section of titles on all the major gaming platforms to find out.

This is a group who take their cars pretty seriously, so it shouldn't be a shocker that they sequestered themselves to hammer out the rating criteria and divvy up testing responsibilities, which required playing each game they reviewed for at least an hour. Some played much longer — for the sake of the review, of course.

On the Nintendo Wii, *Jeep Thrills* and *Need for Speed: Pro Street* were sampled. *Need for Speed: Undercover* and *Forza Motorsport 2* were tested on Xbox 360. And on the Playstation 3, testers got behind the wheels of *Need for Speed: Undercover* and *Gran Turismo 5 Prologue*.

Each was evaluated for visuals, theme, ease of control, frustration factor, fun factor, pick up and play, technical glitches, realism of the cars' movements, story line, car guy appeal and kid appeal.

*Forza Motorsport 2* and *Gran Turismo 5 Prologue* were the front-runners in terms of overall quality and car guy appeal. While the test team enjoyed playing both equally, they deemed *Forza Motorsport 2* to have a far superior selection of cars (about 300) to that of *Gran*

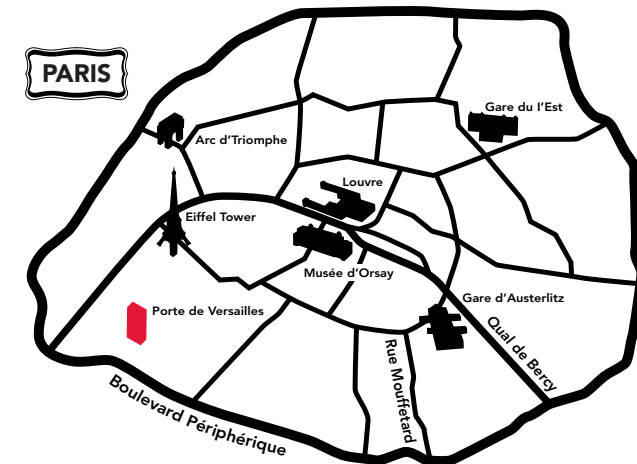
FORZA MOTORSPORT 2 BY MICROSOFT; JEEP THRILLS BY ZOO GAMES; NEED FOR SPEED: UNDERCOVER AND NEED FOR SPEED: PRO STREET BY ELECTRONIC ARTS; GRAN TURISMO 5 PROLOGUE BY SONY COMPUTER ENTERTAINMENT

For a behind-the-scenes look at the review process, and for a chance to win one of the game systems, visit [hagerty.com/games](http://hagerty.com/games).



# Rétromobile

Rétromobile's undeniable charm is due to the fact that the show's organizers take the "retro" part very seriously. While it's heavy on French cars — many of which are quite odd — nearly everything is well represented, including an interestingly European take on American vehicles.



EMMANUEL COHEDAL/RETROMOBILE (4) KYLE RAETZ

THE ANNUAL PARIS EXHIBITION GIVES US REASON TO LOVE THE FRENCH AGAIN.

BY ROB SASS



**THESE DAYS** the phrase "vive la différence" reflects the fact that the French do things differently.

The esteem in which they hold the Citroën DS — which many Americans find utterly incomprehensible — is reflected in the fact that the French pronunciation of the letters "DS" is the same as the word *déesse*, or goddess. So it's natural that Rétromobile — one of their best-known car shows — is held each winter in Paris at the Porte de Versailles exhibition hall. If the words "French," "winter" and "indoor exhibition hall" are automatically off-putting, read on.

The show — next held January 22–31, 2010 — has undeniable charm because the organizers take the "retro" in Rétromobile seriously. With hanging signs for lost French marques — like Panhard, Simca and Deutsch-Bonnet — and stands that look like vintage motor show exhibits, it's like stepping into an evocative, fish-eye lens photo of the Earl's Court Motor Show or Geneva Salon from the early 1960s.

While Rétromobile is heavy on French cars — many of which are quite odd (think Panhard Tigre, Matra Djet or Citroën Dyane) — nearly everything imaginable is present. Particularly interesting is the European take on American cars.

The swap meet aspect of Rétromobile is quite fun with many excellent displays. European stuff dominates, with lots of lights, badges, trim, steering wheels and period radios. Anyone inclined to buy a radio should remember that European radio bands differ from ours.

Food at the show also is wildly different from most car shows. Steamed mussels served with fries and virtually any kind of meat and cheese on a baguette are the norm. Expect plenty of wine and French Kronenbourg beer. *Sports Car Market* magazine also hosts a reception for subscribers, and there is a good restaurant in the exhibition hall. Allow about two days to see everything, not including the Bonhams and Artcurial auctions.

Getting to the show from anywhere in Paris is easy. The expo hall is located on Line 12 of the Métro (subway) and the Porte de Versailles stop is convenient. If you want to stay near the show, the French Mercure chain operates two hotels nearby.

Despite first thoughts, winter in Paris isn't a bad thing. Although the weather was a bit dicey in 2009, average daytime temperatures are in the mid-40s. Outside the show, lines for museums are short and tables easy to find at restaurants. Airfares tend to be reasonable, with many round trips available from \$450 to \$800.

A cab ride from Paris Charles de Gaulle International Airport into the city runs a little more than \$50 (vs. \$25 for an Air France bus that drops you off at the Gare du Est or the Gare d'Austerlitz). And unlike London and New York, there are many small, decent hotels in the \$150-per-night range. An excellent alternative is to rent an apartment. Vacation in Paris ([vacationinparis.com](http://vacationinparis.com)), a New Jersey-based service, lists a variety of apartments. Paris also has many good, inexpensive restaurants and food market streets, such as the Rue Mouffetard.

Paris is one of the best things about Rétromobile. Do go up the Eiffel Tower and Arc d'Triomphe, learn a few basic French phrases, avoid restaurants with menus in English, make sure you see the Louvre and the Musée d'Orsay (where the great impressionist works now live), and buy your Métro tickets in bulk rather than individually.

If you want to use Paris as a hub to explore further, London, Amsterdam, Brussels, Stuttgart, Cologne, Heidelberg and the Normandy Beaches are all within four hours by train. Best of all, because Rétromobile is in Paris, it's one of those rare automotive destinations sure to appeal to the family. And anything that blends old cars and marital bliss is a decidedly good thing.

# Investing in stock

A guide to buying NOS and NORS parts. BY KEN GROSS

**OLD CAR RESTORERS**, hot rodders, classic car enthusiasts and even the string-back-gloved, early-sports-car crowd go gaga over new old stock (NOS) and new old replacement stock (NORS) parts.

For the uninitiated, NOS means a "new" old part — such as a trim piece, a voltage regulator, a set of piston rings or transmission gears — originally made by an automaker or one of its official suppliers, like Delco Remy or ACDelco, preferably still in its original cardboard box. The part could be 60 years old, but if it's never been used, it's NOS.

NORS is the term for a part made back in the day by an aftermarket supplier, such as Western Auto, Atlas, Standard or Sears. It's also best if it's in an original box with a part number that can be checked.

NOS/NORS parts for 1930s- to 1950s-era cars were plentiful years ago but are harder to find now, since most old dealer stocks have long since been bought up. The best sources today are individuals who've hoarded rare parts over the years and will sell.

Many contemporary manufacturers make new parts for old cars, including Dennis Carpenter Reproductions, Bob Drake and Roy Nacewicz for early Ford V-8s; Kanter Auto Products for Cadillacs and Packards; and Moss Motors for a variety of British marques. And while these replacements often are better made than the originals, NOS parts remain highly coveted — even though they present a few possible problems.

Lou Grosso of Early Ford V-8 Sales warns that some parts he's turned up were originally rejects. "They don't work," he says. "And a lot of NOS wiring is brittle today."

Rick McIntosh, president of MAC's Antique Auto Parts, cautions that hard parts like trim pieces and moldings, fenders and other sheet metal, steering wheels, knobs and gauges usually are OK, but old rubber, leather and cork seals deteriorate over time.

McIntosh adds that a lot of old parts were covered in greasy cosmoline that protected the components. "Clean it off carefully and you've got what looks like — and is — a brand-new part," he says.

Dennis Carpenter always has a big display of NOS items at the annual AACA Fall Meet in Hershey, Pennsylvania. Determined collectors pick through fragile old cardboard boxes, carefully checking and cross-referencing serial numbers to ensure they've got the right part — and that it's in good usable condition.

NOS fuel pumps, for example, should be disassembled, checked and fitted with new diaphragms and gaskets. If you've found NOS/NORS electrical components — like voltage regulators, generators and starters — they should be dismantled and carefully checked, then tested before they're installed. Most factory-made parts will have a part number on the box, and many will have that number stamped or cast on the components themselves.

Determining authenticity requires an expert. There were clever fakes 50 years ago, and those parts still turn up for sale. The carton is often the best clue. It's a bad sign if the printing is sloppy or if a word is misspelled.

Looking for a particular small part as a replacement? Know the part number. Even better, take along the original to compare. This is especially helpful with indistinguishable small items like door handles, knobs and window cranks.

With NOS/NORS parts, it helps to be something of a detective. Examine the clues carefully. Your reward may be the perfect part to help finish a prize-winning restoration.

To help in your parts search, go to [hagerty.com/pamphlets](http://hagerty.com/pamphlets) to download our new pamphlet, "Find that Part."

JAMES HAEFNER



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**BULLET MIRROR DESK CLOCK** The bullet mirror was a classic element of the 1960s and 1970s automotive scene — and now the design can look right at home in your office or den. This desk clock is 5 inches tall by 5.5 inches deep and is manufactured from chrome-plated ABS. **\$25; 888-215-3150 or cruisingoods.com/Webpages/clocks.htm**

**CUSTOM CLOCKS** Artist Steven Shaver gives new life to auto parts that would otherwise rust away in the junkyard or be melted for scrap. Choose from one of his designs, or have Shaver find parts from your favorite vehicle for a custom creation. Shown here are his 1934 Duesenberg wheel-inspired wall clock built with two Chevy engine-timing gears (\$85) and desk clock handcrafted with two Ford auto crankshaft gears joined together (\$57). **310-542-5669 or stevenshaver.com**



**BRAKE DISC WALL CLOCK** This 12-inch wall clock is both a unique timekeeper and a piece of art. The center bezel is a machine-cut aluminum ring with 12 retainer bolts positioned as hour indicators. **\$69.95; 800-777-4453 or speedgear.com**



JOE VAUGHN (4)

Truly Unique



## Time travel at the speed of a 1935 Speedster?

The 1930s brought unprecedented innovation in machine-age technology and materials. Industrial designers from the auto industry translated the principles of aerodynamics and streamlining into everyday objects like radios and toasters. It was also a decade when an unequaled variety of watch cases and movements came into being. In lieu of hands to tell time, one such complication, called a jumping mechanism, utilized numerals on a disc viewed through a window. With its striking resemblance to the dashboard gauges and radio dials of the decade, the jump hour watch was indeed “in tune” with the times!

The Stauer 1930s Dashtronic deftly blends the modern functionality of a 21-jewel automatic movement and 3-ATM water resistance with the distinctive, retro look of a jumping display (not an



*True to Machine Art esthetics, the sleek brushed stainless steel case is clear on the back, allowing a peek at the inner workings.*

actual jumping complication). The stainless steel 1 1/2" case is complemented with a black alligator-embossed leather band. The band is 9 1/2" long and will fit a 7–8 1/2" wrist.

Try the Stauer 1930s Dashtronic Watch for 30 days and if you are not receiving compliments, please return the watch

for a full refund of the purchase price. If you have an appreciation for classic design with precision accuracy, the 1930s Dashtronic Watch is built for you. This watch is a limited edition, so please act quickly. Our last two limited edition watches are totally sold out!

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were lost during processing, I scratched that supplier off my list. Fortunately, I found salvation at Paul's Chrome Plating in Evans City, Pennsylvania. Upon receipt of my parts, this shop responded with a time and cost quote plus a snapshot of each item. No parts were lost and Paul's work was impeccable. When friends ask how I reversed my '67 Corvette's aging process, I recommend this source with utmost confidence.

While chrome adds an irresistible gleam and weather protection to a car's trim, achieving it is no easy process, says Jim Hespeneide, chief executive officer of Paul's Chrome Plating. "It starts with the parts being stripped clean and rechromed using electroplating no matter whether the core material is aluminum, zinc [pot metal], plastic or steel," he adds.

The procedure is too complex to explain here, but the basic approach is plating a foundation of copper followed by nickel, then chrome. Even though the top layer is only a few millionths of an inch thick, it's tough enough to guard the underlying polished nickel from oxidation.

However, chrome plating is not for the weak of wallet. (Visit [jpcustomplating.com/price1.html](http://jpcustomplating.com/price1.html) for a sample price guide.) The expense is driven by the process complexity, facilities necessary for electroplating and the labor involved in refurbishing each part. Plus, waste products containing even trace amounts of the chromic acid used in plating are hazardous and must be disposed of following strict procedures.

So what distinguishes a low-grade plater from a top-quality shop? "The time a part spends in plating baths and the effort expended to ensure that its surface is flawlessly smooth," Hespeneide says.

The best ways to find a reputable plater are through car club colleagues and satisfied customers. You'll need to supply your plater with clean, disassembled parts, but don't bother media blasting them. After plating and reassembly, use high-quality carnauba wax or Metal-some polish to make the sparkle last.

And most important, be sure to go for the best plating offered by the vendor you choose, unless you're disposing of the car — or a masochist who enjoys repetition.

**RESOURCES**

**Graves Plating**  
256-764-9487  
[gravesplating.com](http://gravesplating.com)

**J&P Custom Plating**  
260-726-9696  
[jpcustomplating.com](http://jpcustomplating.com)

**Librandi's Plating**  
717-944-9442  
[carchrome.com](http://carchrome.com)

**N.E.L. Metal Restorations**  
215-289-4944  
[precisionchrome.com](http://precisionchrome.com)

**Paul's Chrome Plating**  
800-245-8679  
[paulschrome.com](http://paulschrome.com)

# Custom chrome

Restore the sparkle in your treasure's trim.

BY DON SHERMAN

**CHROME PLATING** is an essential step in the revival of any collector car — and I've experienced both the joys and the horrors of it.

The horror was a local plater who promised the world but unfortunately delivered far less. When parts for my 1960 Cadillac

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# Five-generation Ford

Morrie Soderberg's 1947 pickup is back in the family. BY JONATHAN A. STEIN



Morrie Soderberg enjoyed rides in this 1947 Ford (shown below before and after) with his grandfather (above) and is carrying on the tradition today with his own grandchildren (top).

**ALMOST EVERY DAY** for 32 years, a black '47 Ford pickup rattled around Falun, Kansas, driven by P.W. Blomberg. Wearing faded overalls with a single strap buttoned and his elbow on the windowsill, Blomberg and his dog, Spike, made their rounds.

From the time it left the dealer, the Ford was the workhorse for Blomberg's Home Oil Co., delivering drums of oil and other petroleum products. It also was used on his son Vernal's farm to load wheat and patrol pastures for nettles, a prickly weed.

Blomberg's '47 Ford was unlike most others — a flat-head six powered the pickup instead of a V-8. Vernal's stepson Morrie Soderberg isn't sure why his grandfather chose the six, although he reckons that he "wanted to save the \$31."

Upon Blomberg's death in 1979, the truck passed to Vernal. Unable to afford a restoration, he sold the Ford to family friend Kendall Carlson a few years later. Although Carlson's son intended to turn it into a street rod, the truck simply sat on his farm. In the late '90s, Soderberg inquired about purchasing the truck. While Carlson wasn't ready to part with it at the time, he eventually sold it to him for just \$500 in 2005.

When Soderberg repatriated the Ford, he had his work cut out for him. The fenders

were dented and displayed rough welds where they had split. The bed was battered and the tailgate fit badly. The original paint was worn and rust speckled. And although the truck was mechanically complete, age — and Spike — had destroyed the interior.

Soderberg set out to fully restore the truck by contacting the Auto Restoration Program at McPherson College, located just 30 miles from his home. He was referred to graduate Ryan Mahoney of nearby Red Door Restoration. But before sending the truck to the shop, Soderberg pulled the engine and transmission and gutted the interior, where he found a pair of faded overalls.

While the rolling body went to Red Door, Soderberg took the engine to Salina Engine Supply for rebuilding and delivered the three-speed transmission to Zurbeck Transmission. "Body parts were hard to find, so many had to be repaired or specially made," Soderberg says.

Since its completion, the truck has won its class in every show Soderberg's entered. The Ford also has been in a few parades. But it's particularly popular with Soderberg's grandchildren. "Grandpa's Ford likely will remain in the family for many generations," he says.

**SPECS** Built By: Ford Motor Company Years: 1942-1947 Original Price: \$1,112 Current Price: \$22,000\*



PHOTOS COURTESY OF MORRIE SODERBERG

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