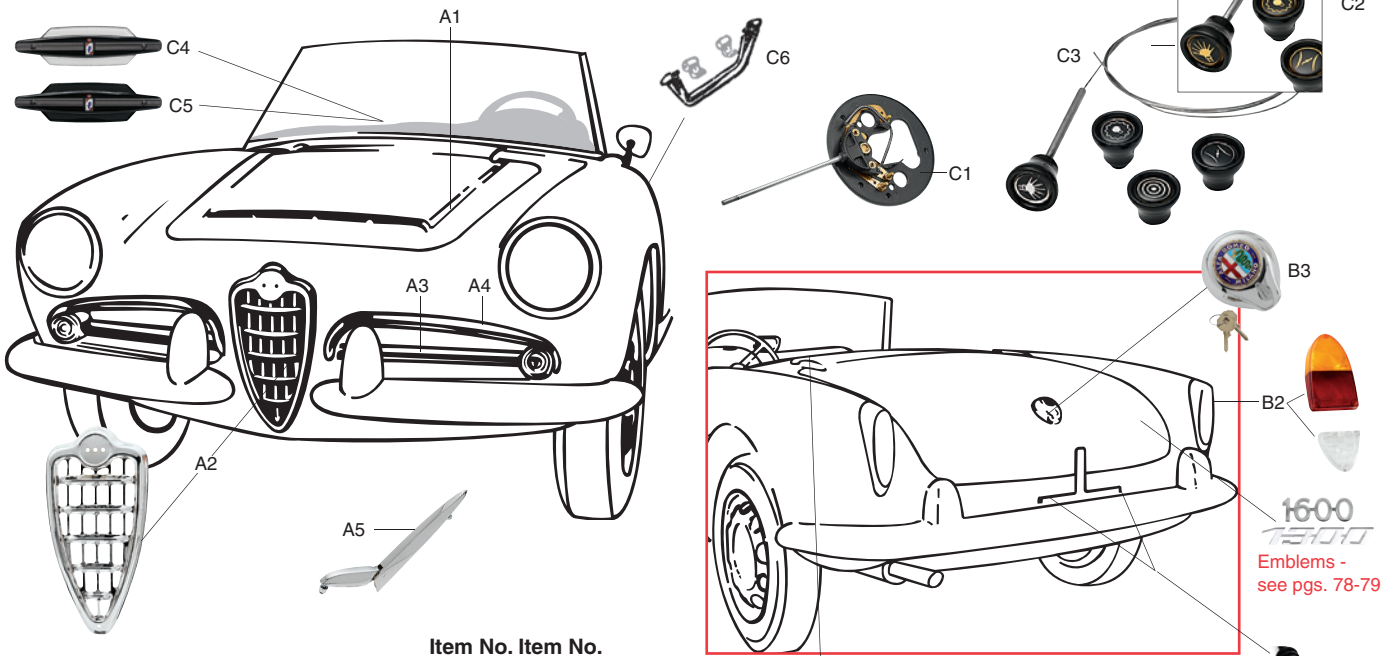


**ALFA ROMEO GIULIETTA & GIULIA SPIDER, 1956-65**



**FRONT END**

|   | Item No. | Item No. | Price    |
|---|----------|----------|----------|
|   | Driver   | Pass.    |          |
| A1 Hood scoop trim, Giulia 101  | 34234    | —        | \$234.00 |
| A2 Grille (center), all 750 & 101 (emblem not included - see page 77)               | 34233    | —        | 339.00   |
| A3 Grille insert, (center bar) all 750 & 101  | 34232    | 34231    | 95.50    |
| A4 Grille "eyebrow," all 750 & 101  | 34229    | 34228    | 280.00   |
| A5 Hood hinge set (L & R), all 750 & 101  | 34238    | —        | 298.00   |
| - Underhood pad, finished, correct pattern but padding is fiberglass, all 750 & 101 | 34244    | —        | 99.50    |
| - Underhood pad, correct material but not finished; 100 x 200cm, all 750 & 101      | 34237    | —        | 129.50   |
| - Rubber hood bumper, (set of 2) 1956-64  | 56753    | —        | 14.50    |
| - Wiper blades (set of 2), Giulia 101 w/bayonet arm                                 | 56751    | —        | 28.95    |
|   | 56752    | —        | 28.95    |

**REAR**

|   |       |       |        |
|---|-------|-------|--------|
| B1 Carello license plate lamp, need 2, no bulb (see page 72 for bulbs)        | 34408 | 34408 | 119.50 |
| B2 Tail light lens, amber/red with white backup lens, L or R, Giulia 101 only | 34243 | 34243 | 97.50  |
| B3 Trunk handle with badge  | 34226 | —     | 359.00 |
| B4 Trunk hinge set (L & R), Giulia only                                       | 34239 | —     | 315.00 |
| - Trunk rubber molding, all 750 & 101   | 34242 | —     | 80.50  |

|  | Item No. | Item No. | Price    |
|--|----------|----------|----------|
|  | Driver   | Pass.    |          |
| <b>MISCELLANEOUS</b>   |          |          |          |
| C1 Column switch, all 750 & 101  | 34216    | —        | \$249.00 |
| Dash switch/knob set, 4, w/ choke cable:                                   |          |          |          |
| C2 Black/ Silver for 750/101 Giulietta                                     | 34218    | —        | 209.00   |
| C3 Black/ Gold for 101 Giulia  | 34217    | —        | 209.00   |
| C4 Radio blanking plate, Giulietta, 1956-62                                | 02021    | —        | 138.50   |
| C5 Radio blanking plate, Giulia, 1962-65                                   | 02022    | —        | 117.50   |
| - Chrome dash gauge trim ring, need 3, all 750 & 101                       | 56764    | —        | 48.50    |
| - Under dash toggle switches, Giulia Spider, 1962-65                       | 34428    | —        | 32.25    |
| - Foot switch for headlight dimmer   | 56774    | —        | 79.50    |
| C6 Inner door pull, driver side  | 93541    | —        | 58.50    |
| - Door gasket, front section, L or R, fits Giulietta 101 & Giulia 101 only | 34236    | 34236    | 42.95    |
| - Door gasket, rear section, L or R, fits Giulietta 101 & Giulia 101 only  | 34235    | 34235    | 87.75    |
| C7 Hood & trunk hinge rubber gasket set (all 4 pieces), all 750 & 101      | 34241    | —        | 45.50    |
| - Top latch  | 56763    | —        | 109.50   |

**PAUL OPIELA'S '86 SPIDER VELOCE**



When the phone rang and the gentleman on the other end of the line said he had a low-mileage '86 Alfa Spider that might be for sale, we naturally told him to drop by for a visit. No one knew what to expect, because even a garage-kept Spider with 35,000 miles—like this one—could be in somewhat tatty shape. When the car arrived, we were all blown away—especially IAP founder Paul Opiela.

"It was absolutely original and complete," he recalled. "The interior was clean, the paint and trim were bright, the top was original and even the rear window was clear. I thought that I'd probably never see a 20-plus year-old car in this condition again, so I bought it!"

In the two months since, the car has gotten plenty of regular exercise. While it could be brought up to concours shape in no time, Paul's planning on keeping it original and enjoying it on those "great Alfa days" we tend to have here in Virginia.

"It's definitely a keeper," he said. "A driver, but a keeper."