

Please return to: The Italian Car Registry [iicar@earthlink.net](mailto:iicar@earthlink.net)  
John de Boer  
14090 Beyers Lane  
Grass Valley, CA 95949 USA

Your Name L. Z.  
Contact information Carroll  
3240 7-49 CE  
6-15075 3A 812

**ALFA ROMEO 6C2300 and 6C2500 Numerical Data Worksheet**

Early 6C2300 cars ("Seventh series 6C") can perhaps be described more easily by using a similar form prepared for 6C1750 and 8C2300 cars.

Please keep in mind that these cars were hand made over a period of years. It would be unreasonable to expect any system of numeration to be maintained in its entirety for the full production, especially given the variety of cars built. Subsequent modifications and repairs will have confused things for many cars. Please don't feel obliged to fill in every blank before returning the form. Not all the blanks are applicable to all cars.

Queste macchine sono state fatte a mano per un periodo lungo. Non si deve pensare che un sistema solo di numerazione fu osservata per tutta la produzione. Potrebbe essere solo il posto dove un numero è punzonato qual'è diverso d'un altro. Le modifiche durante tutti gli anni sono interessante ma possono fare più difficile lo studio della numerazione. Forse non è possibile completare tutti i moduli con l'informazione di ogni macchina. La prego di non preoccupare mandare un elenco non completo.

**From the I.D. plate / Dalla Targhetta d'identificazione**

A. TIPO 6C 2500 Super Sport  
B. AUTOTELAIO 915871  
C. MOTORE 5928182

Is there anything scratched on the backside of the ID plate? NO  
C'è qualcosa scritta indietro della targhetta d'identificazione?

**On the car and its parts / Sulla macchina ed i pezzi**

**Any date/ Quaisisi data ?**

(Note: Some parts of some cars have been found to be dated. Sometimes those markings can be quite subtle and chemical or physical cleaning can remove all traces.)  
(Attenzione: Alcune volte, si puo trovare una data scritto in un modo molto leggera e piccola su qualche pezzo meccanico. Sono facile da distruggere senza saperlo.)

D. number stamped on front crossmember of chassis 915871 and 151  
numero punzonato sul trasversale del telaio d'avanti il motore

E. Engine/Motore 928182 (all digits/tutte le cifre)(right side of block/lato destro) ... altre cifre? / Other characters? \_\_\_\_\_  
known engine(s) fitted in past / altro motore montato nel passato ?? \_\_\_\_\_ Identified / Identificato ? \_\_\_\_\_

F. Crankshaft/albero motore \_\_\_\_\_ (stamped in crank/punzonato sull'albero motore) (Is it dated?/ C'è anche la data?) \_\_\_\_\_

G. Crankcase assembly number / numero di montaggio dell'basamento \_\_\_\_\_

H. cylinder head / numero punzonato sulla testa \_\_\_\_\_ 2816 928182

I. Cyl. head assembly number 13 marked on cam bearing caps, cam covers, cyl. Head (Numero di montaggio della testata?)

J. carburetor / carburatore Type / Tipo 1607 numbers # 163A # 1665 (Sport = solo uno, Super Sport = tutte tre)  
JJ. "SuperSport" N. 389 (on an alloy plate either on the firewall or right side inner fender panel. Occasionally marked "SS xxx" on early cars)

K. gearbox / cambio 945335 ratio / rapporto (stamped / punzonato) \_\_\_\_\_ ratio / rapporto (observed/attuale): \_\_\_\_\_

L. steering gearbox / scatola guida 955065 ratio/rapporto 3.2:1.0

M. front suspension units: left/sinistra 55418 right/destra 55418

All the characters / Tutte le cifre punzonate sulle scatole della sospensione anteriore

M1. front suspension mount arms ("forks"): left/sinistra 55985 1025 right/destra 55.985 107.D

N. rear end gear housing / scatola differenziale 986305 ratio/rapporto 4.1:1.0

O. radiator / radiatore acqua AFR-Reno 1234 468 (any markings / qualsiasi cosa)

P. ignition / accensione original 544 fitted/montata con \_\_\_\_\_

Q. bonnet hinge number (cerniera del cofano) 23 & ?? (perhaps another / qualche volta più di un numero solo) \_\_\_\_\_

R. number stamped at right rear of chassis \_\_\_\_\_ (generally on the earliest 6C2300 cars only?)  
numero punzonato sulla destra del telaio indietro della ruota posteriore (normalmente sulle vetture settima serie 6C / prima serie 6C2300)

S. Chassis/Telaio \_\_\_\_\_ any other numbers found & where / qualsiasi altro numero ... e dove.

T. numbers stamped on firewall \_\_\_\_\_ (in firewall) \_\_\_\_\_ (on plate)  
numeri punzonati sulla paratura/parafiamme (sulla targhetta)

U. bodymaker / Carrozzeria da Pinin Farina

V. body number / numero della carrozzeria 10.122

W. wheelbase / passo 2.70 m

X. Ruage wire wheels can have different configurations and are often numbered with four to seven digits on the back sides of the hubs. Sometimes the number is very faint. A study of these characteristics is late and a bit daunting, but if you gather the information, I will organize it relative to other cars and their wheels. Photos are a must!

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Y.Z.

If you have found any other numbers scratched or stamped anywhere, or any other unusual details, please make a note of them and their locations. For example, many parts are often dated in very small written hand.

Se c'è qualcosa'altra qual'è interessante oppure un po' diverso di "normale", vorrei sentire una descrizione.

Normalmente, molti pezzi meccanici hanno piccoli numeri scritto a mano con un numero (forse del pezzo), la data, ed ognitanto un nome.

Please use the another page to make a note of any previous owners, dates of ownership, and license plates/registration number plates fitted.

La prego di utilizzare un'altra pagina per scrivere ogni nome di tutti i proprietari dal passato, le date di proprietà, e le targhe portate dalla macchina.

Notes to help you in the search for numbers on your Alfa Romeo 6C2300/6C2500 and help communicate that information (and avoid misunderstandings).

Notizie per assistere alla caccia dei numeri sulla sua Alfa Romeo 6C2300/6C2500 e comunicare quell'informazione (ed evitare comunicazioni falsi).

Please ... Double-check all numbers you record.

La prego di controllare bene ogni cifra che scrivi.

Please ... Double-check that the numbers on the chassis and engine are the same as those given on the ID plate. If they are not, please note the difference.

È sempre meglio verificare che il numero punzonato proprio su il telaio è lo stesso della targhetta. Se non è lo stesso, fammi sapere.

Please ... Write down all digits, letters and characters in any number.

Per piacere ... Scrivi tutte le caratteri punzonati su ogni pezzo.

If there is an unusual font style to a number, try to record the characteristic style for at least a digit or two. Or take a photo.

Se ce' uno stile particolare utilizzata per un numero oppure una punzonatura la chiedo di tentare di copiare lo stile per un esempio. Oppure, fa una foto?

When you find a number on a chassis, engine or other part, take another look for other numbers, possibly in a very different style and type of marking.

Dopo di controllare il numero di telaio su il telaio, non mancare di controllare se ci sono anche altri numeri o caratteri.

Engine numbers sometimes have "S." (Sport) or "SS" (Super Sport) or "M" (Marine) as part of the number. Maybe another number nearby, such as "R.7" or "R 8,2" (or similar) which gives the original compression ratio of the engine. If a number has been crossed out or cancelled in any way, please do your best to make a note of it. It may be a clue to earlier history, at least of the engine.

Molte volte, ma non sempre, i numeri dei motori portano altri caratteri per identificare l'uso previsto. "S" = Sport, "SS" = Super Sport, "M" = Marino, "P" = Pescara, ecc. È anche prevedibile trovare il rapporto di compressione originale o elaborata dall'Alfa Romeo molto vicino al numero del motore. Qualche volta, un numero cancellato può essere una traccia ad una storia.

A small aluminum plate which has only a number and no other markings, can sometimes be found in the engine compartment, usually on the right side fender well but sometimes on the firewall.

Una targhetta piccola in alluminio trovata dentro la camera del motore può essere il numero del "kit" di trasformazione "SS". Quest'è ancora da chiarire.

Alfa Romeo bodies are numbered and usually carry an Alfa Romeo body plate which should be found on the firewall and which should have "Alfa Romeo" and generally "Tipo 1475" or "Tipo 1485" as part of the plate.

Vetture carrozzate dall'Alfa Romeo sono numerati e normalmente portano targhetta dalla carrozzeria.

Allemano bodies of the late 1950's are usually numbered on their parts, at least with the last two or three digits of the body number. I have yet to look at an early Allemano so do not know about those.

Vetture carrozzate dall'Allemano nella ultima parte dei anni '50 sono numerati. Per quelle vetture più anziane, non so ancora se c'era già un sistema.

Bertone bodies are numbered, generally with the first two digits representing the Bertone series of numeration, then the last two digits (or three) signifying the serial numeration for the particular body. Most body parts should have at least the last two digits of the complete number.

Di solito, le carrozzerie "Bertone" sono numerate, ma può essere un po' difficile trovare il numero. Le prime cifre indicano lo stile (o serie) della carrozzeria ed il resto è il numero della propria carrozzeria. Su qualche pezzo, è normale trovare solo le ultime cifre.

Castagna bodies are generally numbered, but I haven't seen enough of them to make a generalization about what to expect.

Delle vetture Castagna, non so abbastanza per essere preciso, ma credo che devonno essere numerati.

Ghia bodies are usually numbered, but those numbers can be hard to find. The first place I'd look is on the back side of the chassis ID plate. Although I haven't inspected a Ghia Alfa 6C, I have found the Ghia number scratched in the back of ID plates on other cars. The numbers found thus far tend to indicate that each series was numbered individually rather than as part of a whole numbering system.

Le vetture carrozzate da Ghia sono numerati in piccole serie. Può essere scritto a mano indietro della targhetta di identificazione del telaio. Anche punzonato vicino al saliscendi del cofano motore. Alcune volte, per fortuna, in altri pezzi dappertutto la macchina.

Pinin Farina bodies are numbered. In most cases, there is no plate which gives the number, but it is possible that you might find a plate on your car. Presuming you don't, the number is likely to be found stamped in the glove box door hinges or the center of the folded edge of the engine hood/bonnet next to its center hinge. Four or five digits in all?

La Pinin Farina aveva un sistema di numerazione. Molte volte non c'è una targhetta "Pinin Farina", ma qualche volta si. Il numero, oppure le ultime cifre, è punzonato normalmente in molti pezzi dappertutto la carrozzeria.

Stabilimenti Farina bodies are usually numbered on most body parts and a complete number will probably have four digits.

Le carrozzerie Stabilimenti Farina sono numerati, normalmente con quattro cifre.

Touring bodies often have a Touring plate which will give the number, but I have noted that some cars do not have parts which are numbered the same as the plate, so it is good to check both the plate and some parts and make note of any anomalies.

Normalmente, le carrozzerie dalla Touring portano una targhetta dalla Touring. Qualche volta, però, si può trovare che non tutti degli pezzi sono numerati lo stesso. Senza la targhetta, è consigliabile controllare qualche pezzo e non solo uno.

Although there are inconsistencies in some numbering systems, they can still tell us some interesting things if we collect enough information to be relatively convinced of the meaning of the numbers that we do have. Sometimes, we simply learn that it is important to pay very little attention to certain numbers. Without collecting them, we'll never know which are important and which are not.

Nonostante la possibilità di prendere più confusione che esattezza con lo studio di tutti questi numeri, è diventato possibile di spiegare con più certezza il modo in qual'è erano costruite molte di queste vetture. Alcune volte, impariamo che non dobbiamo dare troppo importanza ad ogni numero. Senza tentare di capire tutti, però, è anche chiaro che non riusciremo di capire le possibilità.

9.9.50	Agezia Imperia S.A. - Nessonvaux, Liege, B			
1987	?? ?? - Belgium ?? - CH ?? Luca Savoia - I			
	I - "ZA.00xxx"	#18 Savoia	48 Ore di Berceto 27-29.9.96	foto RIAR6C2500 p2
		#6 Savoia	Concours Villa d'Este 4/97	
		sterzo 966068 3x40, 36DO2 1521, 1442, 1130		
915860	928164 ?	SuperSport	coupe Touring "Aerlux" T#3404	
8647 or 928160 ??				
21.10.49	"approntamento del telaio" (915860)			
28.2.50	Giovanni Tonella - Torino			
			found 1968 as a wreck	
1968-1977	Albert Kalin Willi E. Christen - CH			
915861	928159	SuperSport	coupe Touring Villa d'Este LHD (Guida Sinistra) _____	
20.10.49	"approntamento del telaio"			
1950 ?	Juan Manuel Fangio - Galliate (NO)			
	(It is quite likely that this car was a portion of Fangio's "pay" for his driving services.)			
	??			
	Luis Magenta - R.A			
	F.W. Dauphin - D			
	D "LAU-C253"	#215 Dauphin / Kovacs	MM 1996	
915862	928168	SuperSport	coupe Ghia _____	
11.11.49	"approntamento del telaio"			
16.1.50	Giovanni Caretto - Torino			
	?? - ??			
	Dale Macgowan - CO, USA			
	Dorien Berteletti - CDN			
915865	928172	SuperSport	Stabilimenti Farina	
25.11.49	approntamento del telaio			
915866	928179	SuperSport	cabriolet Boneschi	
15.11.49	"approntamento del telaio"			
28.2.50	SE.SE.OL. SpA (Paolieri) - Milano			
	MII48xxx			
			IV Concorso Int. di Eleganza e Comodità della Carrozzeria - Roma 27-28.5.50	foto Motor 1-8.6.50 p6
			#108 Displayed 26-27.8.50 at Concorso Nazionale della Carrozzeria - Lido di Venezia "Gran Premio d'Onore"	
			foto AI 15.9.50 p43 (award presented to Sr. Genghmi), AR6C2500 p57	
	demolito			
915867	928178 SS336	SuperSport	coupe Touring T#3401	
17.10.49	"approntamento del telaio"			
1.4.50	James Russell Duncan - Trieste			
10/50	Brooks Stevens - WI, USA ("purchased new in Torino 10/50") (RIP 1995)			
	Brooks Steven Auto Museum - WI, USA			
10/98	for sale c/o Alice Preston - Brooks Stevens Auto Collection 414/241-4185		fax/241-4166	
1998	Peter Mortimer - NJ, USA			
	fotos in RIAR6C2500 v5#1 p8			
***** ??			original Touring "Villa d'Este" body #3411	
			body removed and fitted to Sport chassis N. 915352.	
			then to 915828 ??	
915871	928182	SuperSport	cabriolet Pintin Farina _____	
12.10.49	"approntamento del telaio"			
15.4.50	Goffredo Zehender - Milano			
	??			
	Wayne Williams - CA, USA			
	possible Motor Klassik magazine (D) test car			
915873	928175	SuperSport	coupe Touring _____	rosso / tetto nero
10.10.49	approntamento del telaio			
25.5.50	Soc. per il Comm. Prodotti Alfa Romeo - Lugano			
	??			
	Marco Paoletti - I			
	c/o Carrozzeria Faralli			
915878	928198	Super Sport	coupe Touring T#3402	
2.11.49	approntamento del telaio			
10.3.50	Ditta Francesco Boero & C. - Genova			
	??			

Telaio numero	Motore numero	Appront. del telaio	Consegna vettura	Carrozziere	Forma della carrozzeria	C	Primo acquirente	E
915.836	928.147	01.08.1949	25.10.50	Pinin Farina	-	-	Alessandro Stagni, Como	-
915.837	928.146	03.08.1949	02.12.49	Pinin Farina	-	-	Franco Di Biagio, Venezia	-
915.838	928.133	10.08.1949	22.12.49	Pinin Farina	-	-	Ditta Gaetani & Jannone, Salerno	-
915.839	928.130	08.09.1949	06.05.50	Touring	-	-	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.840	928.136	31.08.1949	06.12.49	Pinin Farina	cabriolet	-	Ditta Giuseppe Aquino, Cosenza	E
915.841	928.153	29.08.1949	15.03.51	Pinin Farina	-	-	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.842	928.154	24.08.1949	02.12.49	Pinin Farina	cabriolet	-	Paolo Ambrogio Ralli, Trieste	-
915.843	928.152	24.08.1949	04.12.50	Pinin Farina	-	-	Ferdinando Bianchi, Milano	-
915.844	928.128	30.08.1949	20.01.50	Pinin Farina	-	-	Soc. di Navigazione «Albano», Genova	-
915.845	928.135	31.08.1949	21.07.50	Pinin Farina	-	-	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.846	928.144	-	30.12.49	Pinin Farina	cabriolet	-	Ditta Saviola Mentore & Figli, Bozzolo (MN)	E
915.847	928.148	08.09.1949	-	Pinin Farina	cabriolet	-	R.A.S.I.O.M. S.p.A., Roma	E
915.848	928.163	08.09.1949	12.12.49	Pinin Farina	-	-	Marietta Corbelli, Lecce	-
915.849	928.145	19.09.1949	02.12.49	Pinin Farina	-	-	S.p.A. Acciaierie Cravetto, Settimo Torinese (TO)	-
15.850	928.151	29.09.1949	29.03.50	Pinin Farina	-	-	Isabella Quarantotti, Positano (NA)	-
915.851	928.149	04.10.1949	25.01.51	Pinin Farina	-	-	Paula Machado, Parigi	E
915.852	928.160	29.09.1949	24.03.50	Pinin Farina	cabriolet	-	O.M.S.A. Officine Marittime, Genova	E
915.853	928.162	21.09.1949	16.12.50	Pinin Farina	cabriolet	-	Compagnie Générale des Voitures, Parigi	-
915.854	928.161	20.09.1949	09.06.50	Pinin Farina	cabriolet	-	Mario Maglione, Napoli	E
915.855	928.167	29.09.1949	04.01.50	Pinin Farina	-	-	Ditta Ermanno Perrod, Biella (VC)	E
915.856	928.156	14.09.1949	27.10.50	Pinin Farina	-	-	Agenzia Gabbio & Vico, Torino	-
915.857	928.157	30.09.1949	04.08.50	Pinin Farina	-	-	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.858	928.166	-	09.09.50	Pinin Farina	cabriolet spec.	-	Agenzia Imperia S.A., Nessonvaux (Liegi)	E
915.859	928.158	12.10.1949	28.03.50	Pinin Farina	-	-	Furio Baggio, Bassano del Grappa (VI)	-
915.860	928.164	21.10.1949	28.02.50	Touring	coupé Aerlux	-	Giovanni Tonella, Torino	E
915.861	928.159	20.10.1949	-	Touring	Villa d'Este	-	Juan Manuel Fangio, Galliate (NO)	E
915.862	928.168	11.11.1949	16.01.50	Ghia	coupé	-	Giovanni Caretto, Torino	E
915.863	928.174	15.11.1949	16.01.50	-	autotelaio	-	Ramiro Munaron, Torino	-
915.864	928.155	14.10.1949	25.05.50	Touring	-	-	City Cordusio, Milano	-
915.865	928.172	25.11.1949	12.04.50	Stab. Farina	-	-	Stabilimenti Giovanni Farina, Torino	-
915.866	928.179	15.11.1949	28.02.50	Boneschi	cabriolet	-	SE.SE.OL. S.p.A. (Paolieri), Milano	-
915.867	928.178	17.10.1949	01.04.50	Touring	coupé	-	James Russel Duncan, Trieste	E
915.868	928.173	30.09.1949	07.07.50	Pinin Farina	-	-	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.869	928.185	03.10.1949	24.06.50	Pinin Farina	-	-	Raoul Kanah, Il Cairo (Egitto)	-
915.870	928.181	07.10.1949	12.06.50	Pinin Farina	-	-	Enrico Mazzarella, Palermo	-
915.871	928.182	12.10.1949	15.04.50	Pinin Farina	cabriolet	-	Goffredo Zehender, Milano	E
915.872	928.177	10.10.1949	12.07.50	Pinin Farina	-	-	Adolfo Aronna, Roma	-
915.873	928.175	10.10.1949	25.05.50	Touring	-	-	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.874	928.191	18.10.1949	14.04.50	Touring	-	-	City Cordusio, Milano	-
915.875	928.192	14.10.1949	26.05.50	Touring	-	-	I.V.E.R. S.p.A., Foggia	-
915.876	928.187	30.01.1950	26.09.50	Touring	-	-	F.T. Griswold Mfg., Wayne, Pa (USA)	-
915.877	928.180	29.10.1949	06.05.50	Touring	coupé	-	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.878	928.188	02.11.1949	10.03.50	Touring	-	-	Ditta Francesco Boero & C., Genova	-
915.879	928.193	15.11.1949	16.08.51	Touring	-	-	Compagnie Générale des Voitures, Parigi	-
915.880	928.169	03.11.1949	17.03.50	Touring	coupé	-	Impresa A. Di Stefano, Milano	-
915.881	928.165	02.11.1949	11.02.50	Touring	cabriolet	-	Carrozzeria Touring, Milano	-
915.882	928.190	09.11.1949	11.02.50	Touring	Villa d'Este	-	Carrozzeria Touring, Milano	E
915.883	928.197	04.01.1950	17.11.50	Touring	coupé	C	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.884	928.186	24.11.1949	15.04.54	Touring	Villa d'Este	-	Robert Chamy, Parigi	E
915.885	928.196	21.12.1949	19.10.51	Touring	coupé	C	Francesco Ruspoli, Negrar di Valpolicella (VR)	E
915.886	928.183	22.12.1949	10.10.50	Touring	coupé	-	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	-
915.887	928.201	20.12.1949	-	Touring	-	-	Aldo Pozzi, Roma	-
915.888	928.171	15.12.1949	07.06.51	Touring	Villa d'Este	-	J. Cohenca, Il Cairo (Egitto)	E
915.889	928.176	28.12.1949	24.11.50	Touring	Villa d'Este	C	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	E
915.890	928.205	21.12.1949	-	Touring	coupé	C	Filatura Luciano Magnolfi s.r.l., Prato (FI)	-
915.891	928.211	03.02.1950	13.12.50	Touring	Villa d'Este	C	Soc. per il Comm. Prodotti Alfa Romeo, Lugano	E

Subj: **Re: Alfa Romeo 6C 2500 915871**  
Date: 1/30/2010 11:10:15 A.M. Pacific Standard Time  
From: [iicar@earthlink.net](mailto:iicar@earthlink.net)  
To:

Hi

Thanks for the information. It all looks good and fits right in to what we think we know. I have some information in the computer already about Allinger and Zehender although little relates to the 6C2500 in general. I don't have anything in the computer about your car that alludes to anything in addition to what you've gathered from paperwork accompanying the car plus Anselmi's listing in the appendix of his book. There is a lot of course that we do not know.

I have a fair bit of info on Goffredo Zehender in my computer already but most of it is prewar with Alfa Romeo and Maserati. A few early references show him as "Geoffredo" but it seems that "Goffredo" was either the actual name or is what he settled on at some point. I have copies of a few racing license lists that may help in figuring this out?

Zehender is on the Alfa Romeo 6C2500 production ledger as being the customer (dealer?) for at least three similar PF bodied 6C2500 that I've noted so far. 915694 (not known today), 915716 (USA > UK, auctioned in Paris 2003) and 915871. I am also aware of a two-tone Villa d'Este (on Milano plates) that was photographed (probably around September 1950) with Zehender. I've not yet researched the plate to see if he appears in the car's bureaucratic paper trail. It seems he may have acted as something of a dealer or perhaps as an Italian "address-drop" in Italy for a few cars that were exported but which were to be used a bit in Italy before leaving? He might have been purchasing cars for friends? There are other possibilities. There may be some significance in that he was listed in Torino for the first two cars but in Milano for yours? It could be he had addresses in both locales? There may have been some 6C2500 I've not noted yet. There was a very early AR1900C Touring (AR1900C\*00054) he was photographed with 4 Feb. 1953 as well as a team AR1900C Corto Gara raced by him on the MM of 1953.

There may have been two Bob Allinger who were involved in Northern California racing? At least, that is what it seems like if we look at race entries and more. A "R.E. Allinger" entered a Maserati coupe (Em) for John Fox to race at Laguna Seca 11//57. And it was presumably this same Allinger who entered an OSCA special for Fox at Laguna 6//58, the entry coming from Kentfield, CA. Checking further, I see that John Fox was from Kentfield so it may be that this Allinger was or was not also from Kentfield? Then we have "Robert L. Allinger" of Allinger Motors in Palo Alto. It is not a difficult mental stretch to think that "R.L." might have been written or read as "R.E." by someone preparing a racing program. I've seen mistakes that were far more severe! But, I'm keeping my mind open. I happen to have a bit of info on Bob Allinger of Allinger Motors as his name has come up a few times. Maybe 20 years ago I helped Peter Giddings pick up a Maserati 3500GT (101.310) that had been shipped February 1959 to Allinger Motors. A recent auction indicated that the car sat on Allinger's lot for two years before being sold. There were some significant errors in the rest of the description so I don't particularly trust anything written in that description of the car. Allinger was reputedly involved a bit in the lives of two different Maserati A6G (2028 and 2181) but I've not yet established a real connection.

Allinger built Al Coppel's original MGTC racing special in the early 1950's, or at least the body. He did similar work for others as well. I've not maintained a comprehensive listing of his work but I've come across his name from time to time. He built a racing special that became known as "Votorini" when it was converted into a Formula Junior and then somehow morphed into a "Volpini" after a short time. The Fiat engine was stamped "Volpini-Torino" when Volpini was actually in Milano. Zehender was already deceased when this happened so was not involved! (Yes, I am joking, but I've seen others come to some pretty fantastic conclusions when faced with such a "circumstance".) I have no idea if Allinger was still involved with the car when this "Volpini" transformation took place. Unfortunately, Elmer Votto (apparent originator of the "Votorini" and "Volpini" name transformations) is no longer with us and the subsequent owner (Dr. Lewis J. Rattner) is also deceased. I've spoken and corresponded with his widow who was quite pleasant and enjoyable but not personally knowledgeable about any specifics. I don't recall if I asked her specifically about Allinger. The "Volpini" was sold to England many years ago and the last I heard, some former "Volpini employee" had professed that it was indeed the work of Volpini. Absolute bunk!

Don't know of any Volpini connection to your Alfa (ha!) but there is that "Milano" tie-in so who knows? We do have more work to do to learn more. It would certainly be nice if the military had some records of all that their soldiers brought back in military transports! Which is not to say that this is necessarily how your Alfa travelled.

There probably was another California plate before the earliest one you list as "ELN740" was probably a 1963 "black-plate" issue that replaced a previous "gold plate"? The second plate you listed ("032BOP") is a "blue plate"? The "BOP" makes me think the car could be a candidate for a "B-O-P" alloy V8 that would make it an Alfa Romeo 8C3500?

I should be heading off in a bit to visit my Grass Valley place. It's been since before Christmas. Maybe I'll give a call and stop for a moment on the way if you are around?

John de Boer

The Italian Car Registry  
14090 Beyers Lane  
Grass Valley, CA 95949

Email: [iicar@earthlink.net](mailto:iicar@earthlink.net)

Subj: R: 6C 2500 SS 915871  
Date: 2/4/2010 11:55:04 P.M. Pacific Standard Time  
From: [centrodocumentazione@alfaromeo.com](mailto:centrodocumentazione@alfaromeo.com)  
To:

Dear

with reference to your request we are informing you as follows.

According to our documentation files, the chassis number AR 915871 originally corresponds to an Alfa Romeo 6C 2500 SS Pinin Farina, manufactured on the 12<sup>th</sup> October 1949 and sold on the 12<sup>th</sup> April 1950 to G. Zehender, Milan, Italy.

No further information available.

Yours, Sincerely,



CENTRO DOCUMENTAZIONE

*Marco Fazio*

Tel. +39 02 444 29 115  
Mob +39 334 62 95 381  
Fax +39 02 444 28 152  
[marco.fazio@alfaromeo.com](mailto:marco.fazio@alfaromeo.com)

Automobilismo Storico Alfa Romeo  
Centro Direzionale  
Viale Alfa Romeo  
20020 Arese (MI) Italy

**Da:**

**Inviato:** venerdì 5 febbraio 2010 8.21

**A:** CENTRO DOCUMENTAZIONE ALFA ROMEO (FGA)

**Oggetto:** 6C 2500 SS 915871

Greetings:

Recently I acquired 6C 2500 Super Sport Pinin Farina Cabriolet 915871. The car has been in California, USA since at least 1957, possibly earlier. The history before 1957 is not known to me, except previous owner said a USA Army officer imported the car from France to USA before 1957. The car has front styling that may be unique. The first owner is listed in Anselmi book as (Count) Goffredo Zehender, the racing driver. I plan to restore the car. It has been in dry storage in California since at least 1963, and possibly earlier. Any information you can provide would be very much appreciated.