

Alfa Romeo 2600

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Restoration of a Touring Spider





# Touring and Alfa Romeo

- For forty years (1926-66) Milan's Carrozzeria Touring was Alfa's principal coach builder.
- Touring made car bodies for such legendary pre-war Alfa's as the 6C 1500 and 1750, 8C 2300 and 2900, and the 6C 2300 and 2500.
- Touring designs incorporated unmatched styling and trademarked "Superleggera" (lightweight) construction.







# Post-War Touring Designs

- Following the World War II Touring extended Alfa's 6C 2500 line with the elegant "Villa d'Este" model.
- In the 1950's Touring applied "Superleggera" techniques to Alfa's 1900 Super Sprint Coupe, and the experimental 1900 "Disco Volante."
- In 1958, Touring began its first comparatively high volume production of more than 3,400 Alfa "iron block" 2000 Spiders.





# Touring's 2000 and 2600

- In the early 1960's, Touring updated the 2000 design using Alfa's new 6C 2.6 liter aluminum engine, calling the new design the 2600 Spider
- Touring constructed 2250 of the new 2600 Spiders before ceasing production all together in 1966.
- The Alfa Spider 2600 shared design details with the Lancia Flaminia 2500 GT, Maserati 3500 GT, Lamborghini 400 GT, and Aston Martin DB6 built contemporaneously by Touring.
- The Touring bodied Alfa's remain among the most sought after cars of all time.







# Series II “Euro-spec” Spider

- The 2600 Spider pictured here is Chassis No. 192676 produced in late 1964 - a Series II model with four-wheel disk brakes and rear-opening hood.
- This is European specification vehicle with Italian metric gauges and Carello light assemblies marked “Für Deutschland.” The car was initially purchased by an American officer and first licensed in Belgium before being shipped to the US in the ‘70’s.
- The car had two owners in the next twenty-five years, both in the Washington, D. C. area. The current owner purchased the car in 1999 with 109,000 kilometers on the odometer.
- The car has completed a six year “nut-and-bolt” restoration and was repainted in Alfa’s classic light metallic silver (AR727).







# Touring's Spider Coachwork

- The design for the 2000 Spider was prepared for Touring by Rodolfo Bonetto, who founded his own studio in Milan and produce many award winning designs for Italian manufacturers.
- Touring's design for the 2600 Spider is largely an update of Bonetto's design for the 2000. The nose of the 2600 moves away from the styling of Touring's 1900 CSS - still evident in the 2000 - and toward the more simplified grill work of the Giulia.
- Initially a two seater, later versions of the 2000 were produced in the 2+2 configuration carried forward in the 2600.
- Considered elegant but very American in style when first introduced, the 2600 Spider is ironically more popular today in Europe than the United States.







# Restoration Work

Hans Turley of Auburn, CA restored the body and painted the 2600 Spider pictured here. A European trained specialist, Mr. Turley pursued the project to perfection. The car's "uni-body" construction complicated the work, requiring a "rottiserie" frame be constructed to hold the body while the original paint and heavy undercoating were removed and the car stripped to bare metal. Minor dings and rust spots were repaired before the car was primed, panels fitted and aligned, and prepared for finish paint. Silver Metallic Grey (AR727) was chosen as the final color.







# Touring Interior

Concours d'elegance wins at Villa d'Este with its famous "Flying Star" design and similar successes in the 1930's, taught Touring that fashionable and well-tailored interiors could be at least as important as lightweight coachwork in selling cars. The interior of the 2600 Spider was designed for the luxury GT market. Without options the car sold new in the U.S. for more than a Cadillac, somewhat less than a Maserati, and about half the price of a Lamborghini or Ferrari. The 2600 used many of the same interior parts and materials as other coachworks Italian cars of the time, including a heater/defroster from Carello, a full complement of Veglia Borletti gauges, Jaeger turn signals, and Marelli electrical components. A leather interior and wool carpets were optional.







- Ken and Cindy Nemanic of Walnut Creek, CA, beautifully restored the interior and trunk of this 2600 Spider, using blue-grey Connolly hides for the seats and side panels, Winton wool carpet and other period materials. The Nardi wheel and Blaupunkt radio in the photo were delivered as part of the car's original optional equipment. All interior trim is new or restored to as-new condition, as are all instruments and controls.

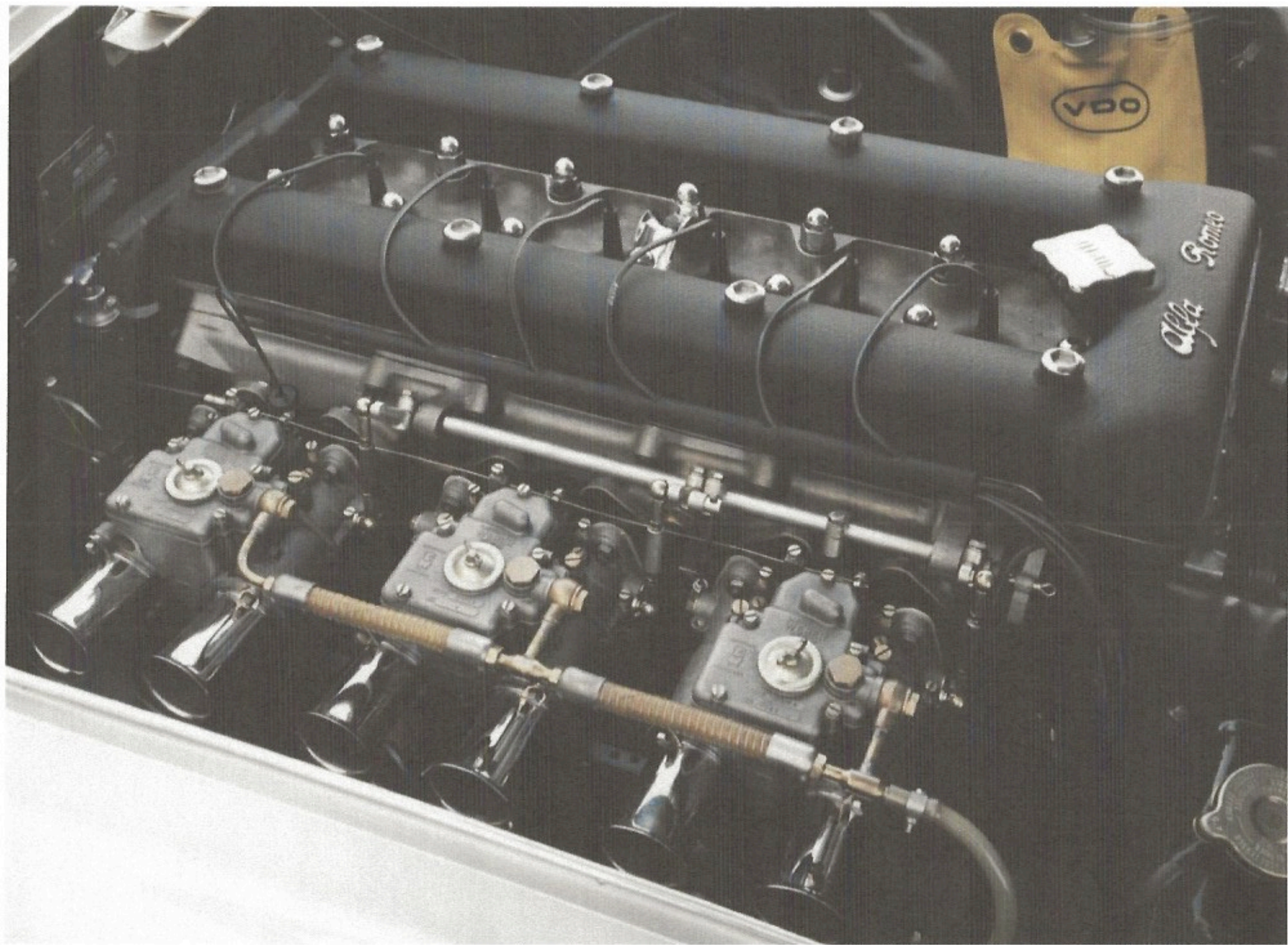






The most distinguishing feature of the 2600 is its new six cylinder engine. The 2000 used the same four cylinder "iron-block" engine as the late model 1900's. The 2600 engine – last of Alfa's classic straight sixes - had an alloy block with wet liners, and an aluminum head similar to the Guilia engines. In standard form with Solex carburetors the 2600 engine was rated at 165 SAE horsepower. Like other Alfa's of the time, an optional ("veloce") version of the 2600 engine was available with Weber carburetors. This car was ordered with Webers and the very special and rare intake manifold with independent runners pictured here. The engine has other advanced features such as a dual points Marelli distributor, an oil cooler, windage tray and trap, and finned oil sump. With a robust crank and seven main bearings, the 2600 engine could be run to 7200 RPM before encountering valve float.

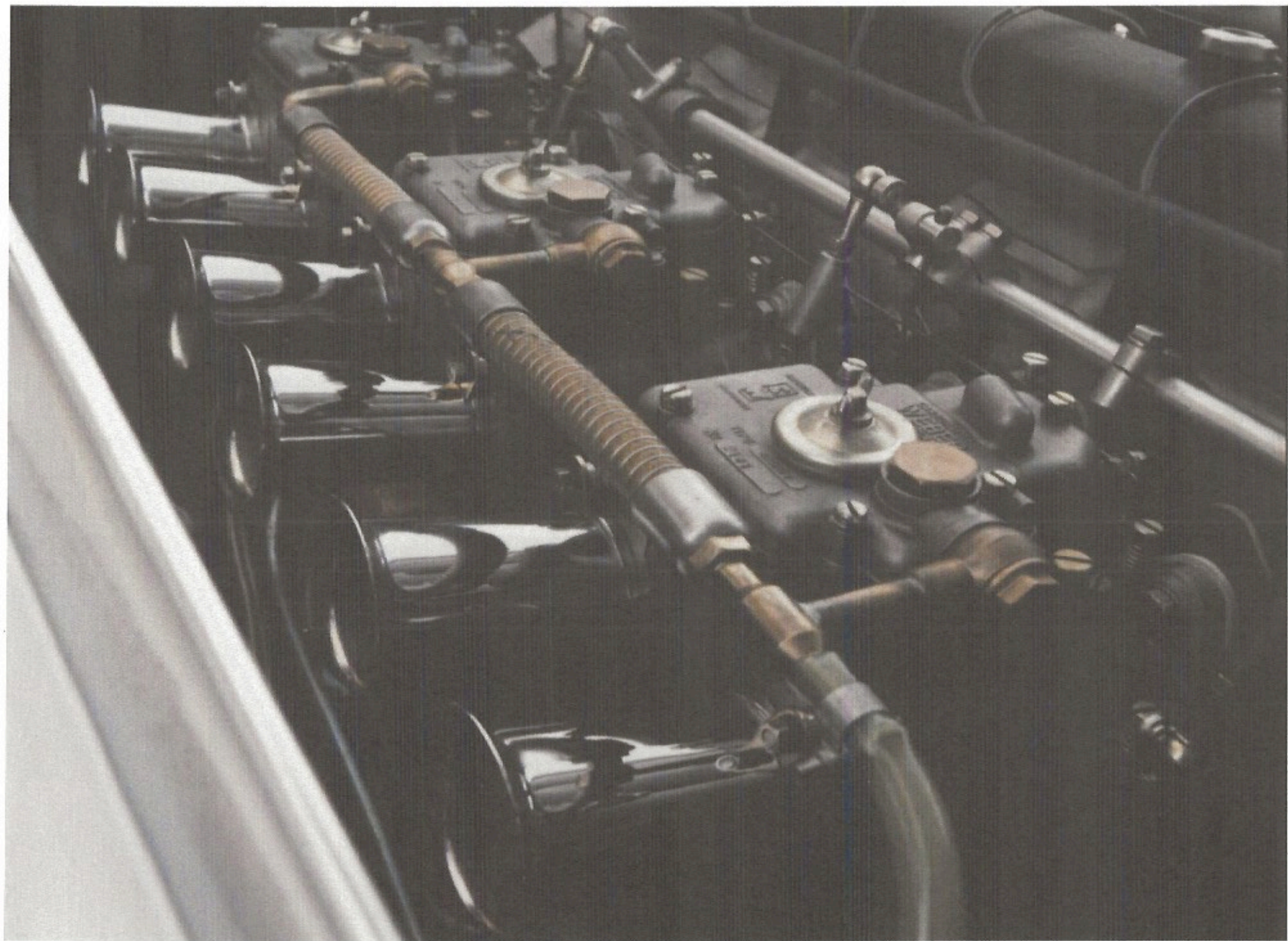






- Laurence Anderson of Berkeley, CA restored all of this car's mechanical and electrical systems. The engine was completely torn down and all wearing parts replaced before being blue printed and reassembled. The induction, exhaust, cooling, oil, brake and electrical systems were similarly restored. Without Mr. Anderson's wealth of experience with vintage Alfa's, a complete and historically accurate restoration of this 2600 Spider would not have been possible.



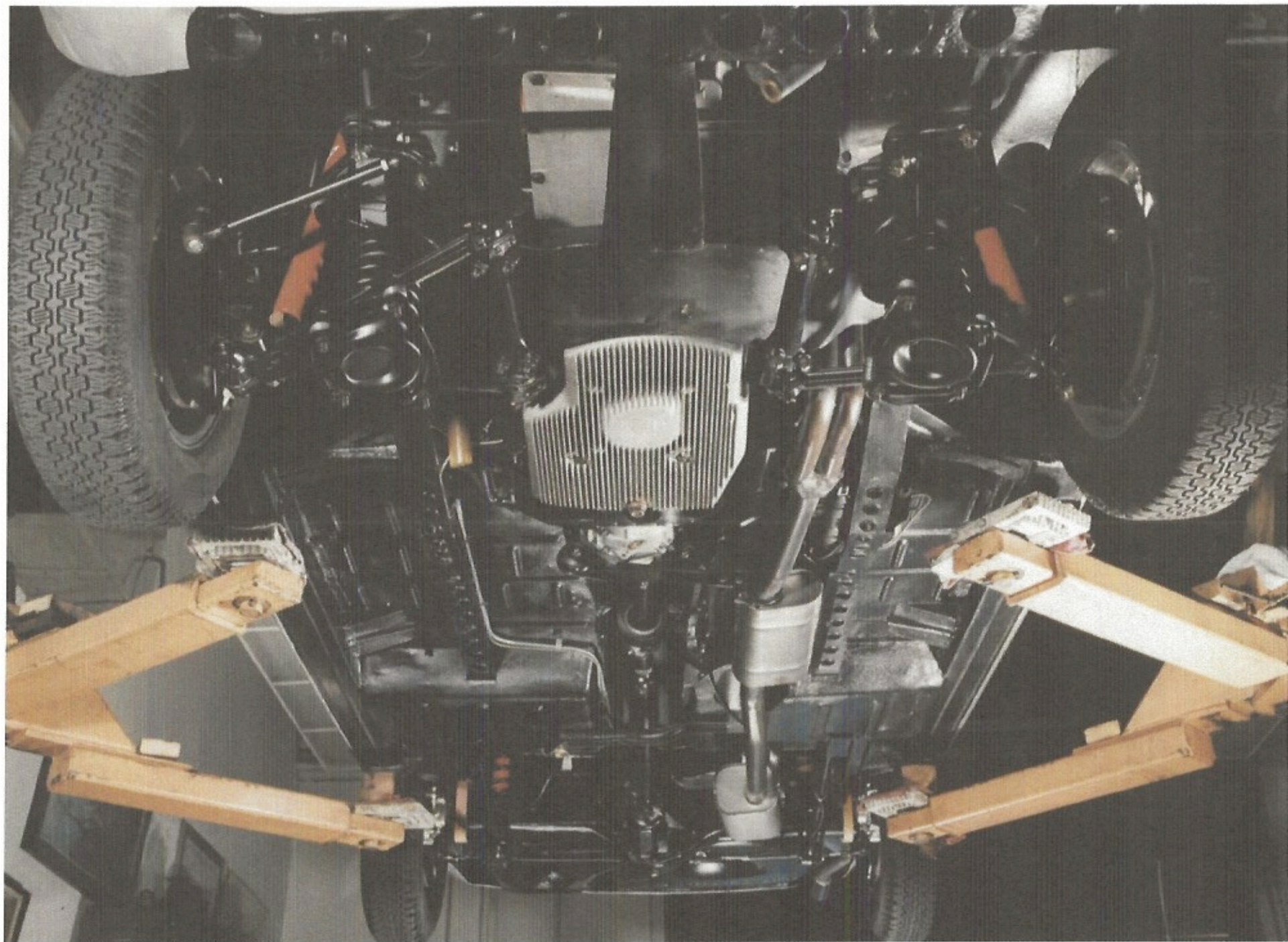




## 2600 Undercarriage

- Although the 2600 Spider did not have a classic “Superleggera” body, as evidenced in this photo Touring nevertheless made an effort to keep weight down in the frame members and other parts of the body. The front suspension and steering system of the 2600 are virtually the same as the 2000, as is the rear suspension with trailing arms and a reaction triangle to control rear axle movement. The transmission and drive train lie somewhere between the Giulietta and Guilia in design. In this example, an optional close-ratio gear set and matching rear end were installed for improved performance.



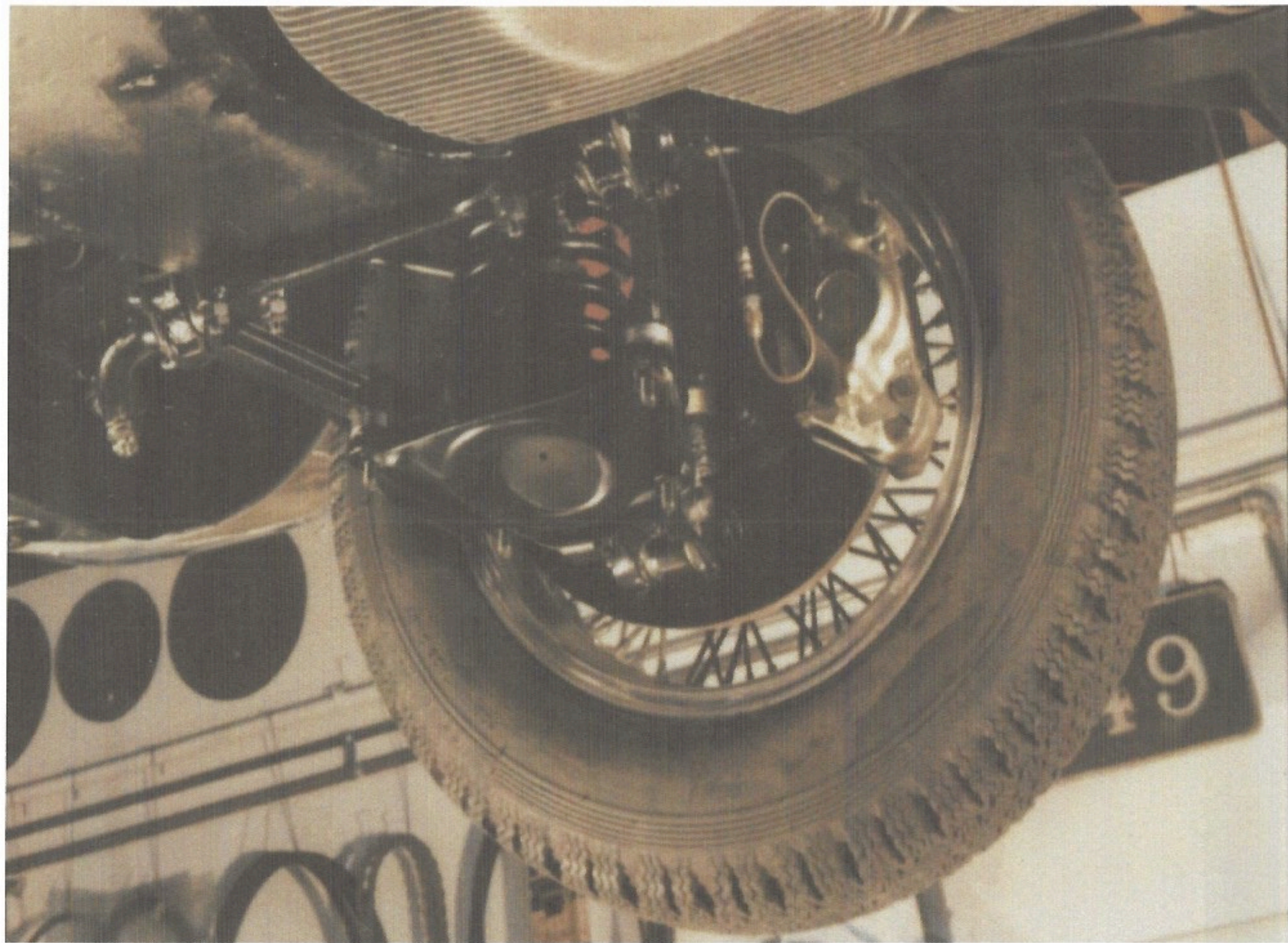




# 2600 Undercarriage

The undercarriage of this 2600 Spider is noteworthy for the completeness of Mr. Anderson's restoration work. An entirely new brake system was installed, including all new brake pipes and fittings. All wearing components of the front suspension and steering, including king pins, bushings, wheel bearings, and seals were replaced with new parts. The steering box was rebuilt and new tie rods installed. New fuel and exhaust systems were fitted to the car. Finally, new Pirelli Cinturato tires and Koni shocks were installed.









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# Last of a Breed

The 2600 Spider was the last of more than a dozen production models Touring designed and built for Alfa. Like the 2000 before it, the 2600 Spider represented a quantum leap in the number of units Touring committed to produce, from a few hundred 1900's and 2500's to a combined total of more than five thousand 2000's and 2600's. Although Touring tried to modernize its production techniques to handle these larger volumes, including subcontracting portions of work to outside vendors, the effort proved too much and the company failed.







It is clear why the designs and production methods of the Italian carrozzerie were no longer suited to the markets targeted by Alfa. The body of the 2600 Spider is no less complex than other coachworks GT's of the period. It used many of the quality components used in other high-end cars, and had available similar luxury options. For example, the original purchaser of this car ordered the same 400 mm Borrani wire wheels and Pirelli tires offered by Ferrari. Even the standard 2600 had many of the costly features of a luxury GT, but it was priced to sell to a wider audience. Alfa might have enjoyed greater success, and saved Touring from bankruptcy, had they positioned the 2600 to compete in a smaller but more exclusive segment of the market.



