

-----Messaggio originale-----

Da:

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Oggetto: articolo

Caro Corrado,

ti mando copia dell'articolo apparso sul **bollettino del registro 6c2500 nel Settembre 1999**.

Il dibattito verte sulla falsa 915014 che era stata restaurata in America e presentata a Pebble Beach.

Fra le varie cose, si riporta quanto di tuo interesse :

1- I telai 256 non erano tagliati e saldati, ma venivano allestiti fuori dalla Alfa Romeo con passo 2700, recavano una stampigliatura diversa per dimensione e posizione, rispetto ai telai di serie.

Esemplari esistenti verificati :

915.012, conservato in Svizzera

915.014 conservato in Italia

915.015 conservato in Inghilterra

915.026 conservato in Svizzera

2- Tutti i telai dal 915.501 fino al 915.529 compreso sono tagliati, con caratteristico taglio a V, hanno serbatoio benzina "a pera" da 120 litri e traversa post. ribassata per dare spazio all'albero di trasmissione. Mi è stato riferito che anche il 915.531 è del tipo tagliato, mentre è certo che il 915.536 è del tipo con crociera di rinforzo.

Letter to the Editor

Dear Editor:

I would like to go back to the subject of Mr. Frye's "915014", since this has been a very delicate and important issue in recent times and has caused a lot of friction among distinguished members of the Registro. As many members have said, there has been a lot of confusion about this car. Since Mr. Frye is "interested in constructive discussion" about the car, let's see if I can give my contribution to the topic.

I agree with the comments from Raoul San Giorgi and can re-confirm what he wrote, since it is supported by some research I have done on my own. I have personally seen Mr. Marzolla's 915014 and can confirm that the chassis number is not stamped on the front cross member, but is stamped as indicated by Raoul, and that the size of the numbers is different as compared to standard Alfa Romeo production. The same applies to 915008.

I have also personally inspected the later chassis with numbers 915507, 510, 513, 527 and 529 and can confirm that they all have the V-cut and the number stamped in "big" figures on the front cross member. Among other existing chassis in the range 501 to 535 (536 is already in post-War style), many are in the USA (511-515-522) and could be inspected, if necessary. I would guess that this series of chassis ends with 529 or 531. The other num-

bers (up to 535) have production dates that make them fall into the post-War lot.

By looking at the numbers of the components noted by Mr. Kolmann and reported by Raoul, it could well be that the chassis of Mr. Frye's car is 915514. The production date of 915514 was 4 Dec 42, and the delivery date 9 Dec 42. These dates are also in accordance with the dates found by Mr. Kolmann which were etched and stamped on the various parts. 915514 was sold to Carrozzeria Touring.

Mr. Kolmann's assumption that Mr. Frye's car is a 1939 chassis rebuilt by Alfa Romeo in 1941-42 is extremely weak and cannot be substantiated, because:

(a) his assumption is premised on the fact that a crown and pinion, ratio 16/59, dated 11-39, were found in a housing stamped 984664, dated circa 1942 (915513 has 984668).

(b) the chassis cannot be from 1939, for the reasons explained by Raoul San Giorgi, etc.

(c) we have no traces of similar "procedures" for other early 256s which were ex-Alfa Corse.

His thesis could have strong support in Ferrari production history, where many cars went back to the factory and were renumbered and often had more modern engines installed. For example, many 166s became 195s and/or 212s, etc.

The assumption that the chassis could be 915514 does not clash with Malcolm's comment that the number he saw on the photo of the chassis of Mr. Frye's car has five clear digits 91501 and the last figure ("4") is not so clear. What if an earlier owner had found chassis 915514 in poor condition and then restamped it 915014 because the second 5 was corroded or because he wanted to "create" an early and rare 256? The only way to get to the bottom of this would be to inspect these digits closely and compare them with genuine numbers from the same period.

Concerning the body, Tito Anselmi and other members have noted that this body style pre-dates 1939, so it could not have been fitted new to a 6C2500SS from either 1939 or 1942. In my opinion, the body was built to recreate the appearance of an 8C2900A spider by Alfa (not by Touring), first seen at the Paris Show in 1935.

So, if Mr. Frye wants "to continue to represent the car as fairly as possible", he cannot represent it as 915014, since two cars cannot bear the same chassis number and there is now evidence that his car cannot be 915014. As a result, it will fall into

"Class No. 3" as outlined by Francesco Gandolfi in his exhaustive letter to the Editor.

Maybe the chassis is 915514. If so, this would open the way to some other issues: what body would the car have had originally? Since the chassis was delivered to Touring, it must have been a Touring coupe or cabriolet. I also recall that you reported that you saw a Touring badge on the firewall when you saw the car at Hershey in 1987. Perhaps that badge came from the original body on the chassis and was grafted on to the 8C2900A replica when it was made.

The Touring body numbers are in fact very good evidence of dating when we are dealing with "wartime" chassis. Production dates are not reliable during those years. On the one hand, we have 915507 with Touring #2872 and 915510 with #2873, but then 915527 has an earlier Touring #2663, and we know it was delivered in mid-1945, while 915507 was completed in mid-1946 and 915510 early 1946. 915513 was first registered in Milano on 17 Oct 45, plate MI-83106, as an open 2-seater. I do not know about 915514.

It is interesting to note that body 2663 has the same front and the back as 2872 and 2873, while the fenders are the same style as 2657, completed in 1943, as on page 159 of the Anselmi book.

I hope that I have not added further confusion to this subject. The fact is that there are still some issues to be clarified. If the Tsakis-Frye "915014" was once represented as 815087 (as seen at Hershey in 1987) and another 815087 was offered by Symbolic Motors in 1995, and is said to have the same origin (Corrado Cupellini), are we sure that Symbolic Motors' 815087 is on an original 6C2300MM chassis? Did the ex-Tsakis plate fly to California and land on another mysterious chassis which had not been identified? Do not forget that the replica Touring body on the Symbolic Motors 815087 should be significantly larger, since an 815- prefix means a 3.0m wheelbase.

One final comment: our readers have noted that when talking about these cars, we should refer to them by adding quotation marks and/or other words or names parallel to the chassis numbers. That is the only way to make ourselves understood. The point is that the chassis number itself should be enough to identify a real car without any doubts. Thank God it is so in most cases.

Fabio Calligaris, Milano