

1929 ALFA ROMEO ZAGATO 1750SS SPIDER

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Year: 1929

Chassis no: 0212733

Registration: BF9716

Price: £550,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1929 Alfa Romeo Zagato 1750SS Spider

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Purchased by the current owner in 1980 from an Italian count whom had owned the car since the 1940's. There is lovely period correspondence between the two man with the current owner living at the time in Milan. The car has purchased partly disassembled from long term dry storage with two of the wheels being retrieved from a make shift cart where they had been pressed into service. Now coming up for sale as the 87 year old owner of some 45 years finds ingress & egress to be becoming difficult in his older age.

The Car was purchased without body, believed either Carlton or James Young body previously fitted.

1750 Radiator and bonnet retained with car.

Chassis stripped completely, sand blasted. Etching primer applied (Two-can) and numerous coats of Two-can Polyurethane paint applied (red).

Scuttle sand blasted and etched, primed and stove enamelled then painted.

Four wheels with car, split rim type, sand blasted and stove enamelled silver.

Five new tyres and tubes 4.75 x 19 fitted. (DUMLOs

Front and back axle stripped, checked and reassembled with new bearings where necessary (even centre bearing prop-shaft).

Brakes relined - Ferodo.

Brake drums in bare metal.

Rear engine mounting moved back in chassis to allow engine to take supercharger (not yet acquired).

Make-up tube to front mounting.

Engine stripped.

New mains and big ends, line bored, mains and big end bearings - white metalled.

New big end bolts and small end eye bolts fitted.

New pistons made - Pearsons (one spare).

New bottom bearing camshaft drive.

Chrome plating various i.e. knock-ons, gear lever, brake lever etc.

Zagato body built similar to Birkin and Lord Howe practice car for 1931

Le Mans (fitted 9'6" GT chassis)

Original radiator shell Grand Sports specification with alfa badge.

Core purchased (new) -Frame-work for body now being made with measurements taken from copy of Birkin and Lord Howe. car (ex Varzi).

Phosphorus bronze bushes replaced where necessary on shackles.

Three massive files of correspondence come with the car including assorted bills and letters from various parts suppliers. The car having started life in non supercharged guise had a correct compressor added during the rebuild and breathes through an SU carburettor as opposed to the more usual Memini. The engineer/owner reports far better performance & ease of starting with the Skinners Union item in situ.

Pleasingly the car comes with original Italian documentation dating back to 1929 including the Licenza di Circolazione & reale Automobile Club D'Italia complete with period Lira Quattro postage stamps. The first 1929 registration document also comes with the car. Also included with the car are wonderful period Italian number plates with the front one number 1489CZ being built up chrome letters in a

rectangular surround.

We have only photographed a small portion of the more pertinent documents in the massive correspondence files.

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