

1966 alfa romeo 2600

BACK GROUND OF RESTORATION

HERVE LABESSE



**YOU ARE LOOKING AT A 1966 ALFA ROMEO 2600 SPIDER DELIVERED
NEW TO JOHN MENDENHALL IN SEATTLE WASHINGTON, THROUGH
BAVARIAN MOTORS 1052 MAIN STREET BELLEVUE WASHIGNTON STATE.
CHASSIS NUMBER 10601.192521
IGNITION KEY E04
DOOR KEY 844
ENGINE NUMBER AR 00601*06606* (ORIGINAL ENGINE THAT CAME WITH
THE CAR FROM NEW)
EXTERIOR COLOR: WHITE
INTERIOR: RED**

**AFTER CHECKING THE NUMBERS THE CAR WAS MANUFACTURED IN EARLY
1964 (THE 18TH CAR IN 1964).THIS IS THE DESIRABLE SERIE II WITH 4 WHEEL
DICS BRAKES AND THE HOOD HINGED FROM THE FRONT.**

**I PURCHASED THE CAR SEPTEMBER 23 2009 WITH 25,302 ORIGINAL MILES.
THE CAR WAS LAST REGISTERED AND DRIVEN IN 1993.
AT THE TIME OF PURCHASE THE CAR WAS STILL WITH IT'S ORIGINAL PAINT
AND INTERIOR, NEVER HAVE BEEN TAKEN APART IN ANYWAY. WHAT
COMMONLY CALLED A TIME WARPED CAR (BUT NOT A BARN FIND, AS THE
CAR WAS VERY WELL STORED). EVERYTHING WAS ORIGINAL ON THE CAR
INCLUDING, ALL HOSE CLAMPS, TIRES, CARPET, TOP, SEATS, DOOR PANELS,
RUBBER MATS, AIR FILTER,SPARK PLUG WIRES ETC ETC..**

**AT THE TIME OF PURCHASE I WAS JUST FINISHING AN OTHER 2600 SPIDER,
AND THIS CAR WAS A GREAT SOURCE OF INFORMATION TO MAKE THINGS
CORRECT ON THE CAR I WAS WORKING ON.**

**THIS WHITE AND RED 2600 STAYED UNTOUCHED FOR A FEW MONTH, TRYING
TO DECIDE HOW TO GO ABOUT IT. THE CAR WAS SO ORIGINAL THAT I WAS
TEMPTED TO START IT AND NOT TOUCH IT..BUT AS ALL CAR RESTORERS
KNOW..A CAR THAT HAS NOT BEEN DRIVEN FOR SO MANY YEARS
REQUIRES A LOT MORE THAN A TUNE UP TO BE DRIVABLE...
AFTER LOOKING AT IT FOR A FEW MONTH AND CHECKING THE CAR
THOROUGHLY IT DECIDED THAT THIS WAS GOING TO BE A SHOW
RESTORATION SINCE THE PAINT WAS STILL USABLE,BUT VERY THIN, THE
RINGS IN THE ENGINE WERE STUCK ON THE PISTONS, THE TOP AND BRAKE
S WERE TOO HOLD ETC ETC...
WHEN I PURCHASED THE CAR FROM THE SON OF THE OWNER ., HE**

MENTIONED A FUNNY TIDBIT . HIS FATHER REALLY WANTED A BLACK AND RED CAR, BUT BY 1966 PRODUCTION HAD STOPED AND THAT CAR WAS STILL AVAILABLE ON THE DEALER FLOOR IN ITALY. HOW DID HE GET A 1964 CAR DELIVERED IN 1966(AS DOCUMENTED BY THE SERVICE COUPON BOOK) YOUR GUESS IS AS GOOD AS MINE. THERE WERE ONLY 2114 SPIDER PRODUCED BETWEEN 1962 AND 1965(THIS CAR WOULD BE NUMBER 1520), AND NO CARS WERE EVER MADE IN 1966. ALFA ROMEO 2600 SPIDERS WERE VERY EXPENSIVE WHEN NEW.

IN MEMORY OF MR MENDENHALL I CHOSE TO PAINT THE CAR BLACK AND HAVE THE INTERIOR REMAIN RED.

OF THE ORIGINAL UNRESTORED PARTS IN THE CAR, THE DASH AND DOOR PANELS WERE NOT RESTORED. AS YOU CAN SEE THEY STILL HAVE A NEW APPEARANCE. THE RADIO PLATE IS ALSO THE ORIGINAL ONE. THIS CAR NEVER HAD A RADIO OR AN ANTENNA INSTALLED.

THE WIRING HARNESS IS ALSO THE ORIGINAL AND WAS DETAILED WHERE IT WAS NEEDED. SOME TERMINAL WERE REPLACED WITH ORIGINAL BRASS TERMINALS.

THIS CAR NEVER HAD ANY PERFORATING CORROSION, ACCIDENTS, OR BODY MODIFICATION. THE BODY WORK AND PAINT WAS PERFORMED BY A WELL KNOWN JAGUAR RESTORER, DAVE FERGUSSON AT IMAGES AUTO BODY IN CAMPBELL CALIFORNIA. CHROMES WERE REDONE BY SUPERIOR PATING IN SAN JOSE. HARDWARE WAS RE PLATED (CAD AND BLACK PHOSPHATE) BY TECHPLATE IN CARSON CITY.

THE CRANK WORK WAS DONE BY CCR(NITRATED). ENGINE WORK WAS DONE BY MYSELF IN COLLABORATION WITH GEORGE BEAVES MACHINE SHOP AND RICHARD OTT(A VERY LONG TIME ALFA MECHANIC AND AN EXPERT ON ALFA 2600).

UPHOLSTERY WAS DONE BY BACKERS UPHOLSTERY(THE LEATHER KIT AND CARPET CAME FROM REORIGINALS AND WERE MANUFACTURED IN ITALY)

LET ME REGRESS A BIT..

I DECIDED NOT TO HAVE THE CAR STRIPED TO THE BARE SHELL AFTER TALKING TO DAVE AT IMAGES. EVERYTHING WAS TAKEN OFF THE CAR,BUT THE CAR WAS LEFT ON IT'S WHEELS. THE BODY WAS COMPLETELY STRIPED TO BARE METAL AND RECEIVED A FULL SHOW QUALITY PAINT JOB IN EXCESS OF \$20,000(BLACK IS HARD..)THE ENGINE COMPARTMENT , TRUNK AND INTERIOR OF THE CAR WERE STRIPED AND PAINTED THE FACTORY LOW GLOSS BLACK. THERE WERE NO SURPRISE ON THIS CAR. ORIGINAL FLOORS , ORIGINAL ROCKERS. DOOR SKIN ETC ETC.. THE ONLY POINT OF CORROSION WAS ON THE RIGHT SIDE UNDER THE CHROME STRIP. A COUPLE INCHES OF METAL HAD TO BE REPLACED.

THE CAR WAS STEAMED CLEANED UNDER AND AND A VERY LIGHT CAOT OF UNDER COATING WAS APLIED. BY LOOKING AT IT YOU WILL SEE HOW WELL PRESERVED THIS CAR IS. THWRE WAS ABSOLUTELY NO NEED TO UNCOVER METAL THAT WAS PROPERLY SEALED AT THE FACTORY. THE FLOORS HAD ZERO CORROSION FROM THE TOP.

AFTER THE CAR WAS PAINTED, IT CAME BACK HOME WERE ALL

SUSPENSION PARTS WERE REMOVED AND ADDITIONAL CLEANING TOOK PLACE ON THE ANCHORAGE POINTS.

THIS WAS A NO EXPENSE SPARED TYPE RESTORATION AS YOU SEE . EVERYTHING WAS RESTORED AND TAKEN A PRT ON THIS CAR. ALL THE HARDWARE WAS MEASURED AND ENTERED ON THE FACTORY PARTS BOOK SO EVERY BLT NOUT AND WASHER WOULD BE PUT BACK IN IT'S ORIGINAL POSITION AFTER RESTORATION. TRUST ME THIS WAS VERY VALUABLE WHEN PUTTING THE CAR BACK. MANY PICTURES WERE TAKEN DOCUMENTING THE RESTORATION PROCESS.

ALL SUSPENSION PARTS WERE POWDER PAINTED BY MAAS BROTHERS IN LIVERMORE CALIFORNIA. NEW STAINLESS STEEL BRAKE LINES WERE MADE BY CLASSIC TUBE. THE GAS TANK WAS CLEANED AND RELINED. ALL BARKE PARTS WERE CAD PLATED AND RE SLEEVED BY SIERRA SPECIALTY (NEW STAINLESS STEEL PISTON BY JOHN FARRELL..KITS FROM OKP GERMANY)

HERE IS A LIST OF THINGS DONE TO THE CAR(I WILL PROBABLY FORGET A FEW)

NEW PAINT(SHOW QUALITY)

NEW TOP(BLACK STAYFAST.. REDESIGNED BY EASY SOFT TOP USING ORIGINAL TOP AND RUBBER OBTAINED FROM ITALY..NO ONE ON THE MARKET HAD THE CORRECT TOP WITH THE UPPER WINDOW SEALS AND HEADLINER..THIS TOOK A LOT OF HOURS TO GET DONE..AND MONEY OF COURSE...

NEW INTERIOR(EXCEPT FOR DOOR PANNEL AND DASH..ORIGINAL)LEATHER INTERIOR FROM PAOLINI ITALY

RESTORED GAUGES(CHROME AND FACES..FACES WERE SPECIALLY REPRODUCED)

COMPLETELY TAKEN APART AND RESTORED HEATER BOX(RADIATOR AND HEATER VALVE ARE NEW). WITH NEWLY REPRODUCED BEZELS.. RESTORED HEATER MOTOR IN FRON LEFT FENDER..WITH ORIGINAL CARD BOARD HOSE..CAN YOU BELIEVE IT'S ORIGINAL CONDITION(UNAVAILABLE IN BROWN ONLY COMES IN BLACK..)

RADIATORE BOILED MINOR REPAIR (STILL IN EXCELLENT ORIGINAL CONDITION)

RESTORED GAS TANK(THE TANK WAS LITERALLY FULL OF GAS..SO THE TANK WAS IN GREAT CONDITION)..RELINED..

REAR END COMPLETELY TAKEN APART..DIFFERENTIAL AS NEW. REAR HOUSING POWDER PAINTED AND PUT BACK TOGETHER WITH ALL NEW BEARINGS AND SEALS.

DRIVE SHAFT RESTORED

**NEW SPRINGS , SPAX ADJUSTABLE, NEW RETAINING STRAPS, DISCS
POWDER PAINTED AND RESURFACED.**

**WHEELS POWDER PAINTED(ALL 5), NEW METRIC MICHELIN TIRES, NEW
HUPCAPS(ORIGINAL HUBCAPS COME WITH THE CAR ..VERY VERY NICE
STILL)**

**COMPLETE RUBBER KIT INSTALLED(INCLUDING DOOR WINDOW CHANNELS
AND CORRECT WINDOW WIPES..MOUNTED AS ORIGINAL)**

**FRONT SUSPENSION FULLY RESTORED WITH NEW KONI SHOCKS,
BUSHINGS, ETC ETC..(EVERYTHING WAS TAKEN APART EXCEPT FOR KING
PINS THAT WERE LIKE NEW)**

**TRANSMISSION TAKEN APART FIRST GEAR SYNCHRO HAD SLIGHT
WARE..REPLACED WITH NEW HOLD STOCK FROM OKP.. NEW SEALS**

**EVERY CHROME REDONE INCLUDING FRONT GRILL COMPLETELY TAKEN
APART.**

NEW RUBBER MAT KIT

**STEERING BOX GONE TROUGH WITH NEW SEALS AND BEARINGS OBTAINED
FROM FRANCE(VERY HARD TO FIND)**

NOW FOR THE ENGINE..

**SOLEX CARBS COMPLETELY TAKEN APART..SONIC CLEANING. ALL
HARDWARE RESTORED. NEW SEALS, KITS, CORRECT FUEL HOSES(THIS
WAS A REAL TIME CONSUMING JOB..) BUT THE CAR IDDLERS PERFECTLY
AND RUNS LIKE A TOP..**

**WHEN I OPENED THE ENGINE AFTER I REALIZED COMPRESSION WAS
UNEVEN, GEORGE AND I SAW THAT THE RINGS HAD RUSTED INSIDE THE
PISTON GROVES..THE LINERS WERE CHECKED AND VERY LIGHTLY HONED
(WITH SUCH LOW MILES THEY WERE LIKE NEW) PISTONS WERE CLEANED.
THE CRANK HAD A BIT OF WARE ON ONE OF THE BEARING JOURNAL..MOST
LIKELY FROM POOR CLEANING OF THE BLOCK AT THE FACTORY.. CCR
MACHINED THE CRANK TO 10 UNDER(ALL JOURNALS WERE DONE), CRANK
WAS NITRATED AND BALANCED(AS WERE ALL PARTS FOR THAT ENGINE).**

NEW CLUTCH

NEW PRESSURE PLATE

RESURFACED FLYWHEEL

**ALL NEW BEARINGS WERE INSTALLED (ROD BEARINGS AS WELL WITH EACH
ROD WEIGHTED AND MACHINED AS NEEDED FOR A PERFECT REBUILT)
HEAD FULLY REBUILT(VALUE COVER POLISHED)**

**ALL ENGINE HARDWARE RESTORED AND ORIGINAL
NEW CHAINS , NEW HYDRAULIC TENSIONER , NEW GASKETS, OIL PUMP
CHECKED(AS NEW), WATER PUMP REBUILT
GENERATOR, STARTER,REBUILT
DISTRIBUTOR (ORIGINAL BOSCH) AS NEW
NEW COIL,NEW ORIGINAL SPARK PLUG WIRES, AND PLUGS
POWER BOOSTER ALSO FULLY RESTORED AND REBUILT (ORIGINAL ONE)
NEW WINDSHIELD(THE OLD ONE WAS SCRATCHED BY WIPER ON
PASSENGER SIDE
ORIGINAL CARELLO WIPER ARMS RESTORED(VERY RARE TO STILL HAVE
THEM..)
CARELLO HEADLIGHTS(NEW OLD STOCK)
FACTORY CARELLO POINTY FOG LIGHTS..GOLD MIGHT BE EASIER TO FIND..
ALL NEW CORRECT STICKER INCLUDING PIRELLI HOSE STICKERS(RUBBER
TYPE)
MOST THE OF THE NEW PARTS WERE ORDER FROM : AFRA ITALY/ OKP
GERMANY/ ALFA STOP ENGLAND/ AND REORIGINALS TEXAS
I PERFORMED ALL THE ASSEMBLY OF THE CAR
ALL RECEIPTS OF THE WORK PERFORMED COME WITH THE CAR, AS WELL
AS PICTURES DOCUMENTING THE WORK PERFORMED..
I AM SUR I FORGET SOMETHING?**

**THE CAR COMES WITH :
ORIGINAL JACK(CORRECT ONE NOT FROM A GIULIETTA WHICH IS SMALLER
(RESTORED WITH CORRECT PLASTIC CAP AND STICKER)
ORIGINAL HUB CAP AND WHEEL WRENCK
ORIGINAL TOOL KIT FULLY COMPLETE AND RESTORED(EXCEPT FOR THE
BOX ..IN GREAT ORIGINAL CONDITION)
FACTORY PARTS BOOKS (ORIGINAL VOLUME ONE AND TWO)
ORIGINAL OWNER'S MANUAL(NOTE THE CAR DOES NOT HAVE A POUCH ON
THE DRIVER SIDE FOOT OUTSIDE PANNEL(THIS CAR NEVER HAD ONE)
SERVICE COUPON BOOK(FILLED BY DEALER)
ALFA ROMEO SALES SERVICE NETWORK BROCHURE(RED ORANGE)
ORIGINAL INSTRUCTION BOOKLET FOR DISC BARKE CARS
ORIGINAL ALFA ROMEO 2600 SALES BROCHURE DATED 1964
ORIGINAL INSTRUCTION CARD TO OPERATE THE HEATER(AN OTHER RARE
PIECE)..**

**THE SPIRIT OF THIS RESTORATION WAS TO MAKE THE CAR AS GOOD AS
NEW WHILE PRESERVING ALL THE DETAILS OF THE ALFA ROMEO AS IT WAS
PUT TOGETHER AT THE FACTORY.. THIS IS ONE CAR YOU CAN TAKE THE
DOOR PANELS APART OR CROWL UNDER THE DASH..AND YOU WILL SEE
THAT EVERYTHING WAS TENDED TO.
AS FOR THE DRIVING FEEL? YOU WILL BE THE JUDGE, BUT THIS IS MOST
LIKELY A CAR THAT FEELS THE WAY IT LEFT THE FACTORY AND I
SINCERELY DOUBT YOU WILL FIND A BETTER RESTORED EXAMPLE
AVAILABLE ANYWHERE.**

**I RESTORED THIS CAR NOT FOR FINANCIAL GAIN..BUT JUST SO IT COULD BE
SAVED FOR THE NEXT GENERATION AND BE A TESTAMENT TO THE TALENT
OF THE WORKERS WHO DESIGNED AND PUT TOGETHER(BY HAND AS THE
2600 WERE STILL PUT TOGETHER BY HAND) THIS GREAT TOURING CAR.**

SINCERELY

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