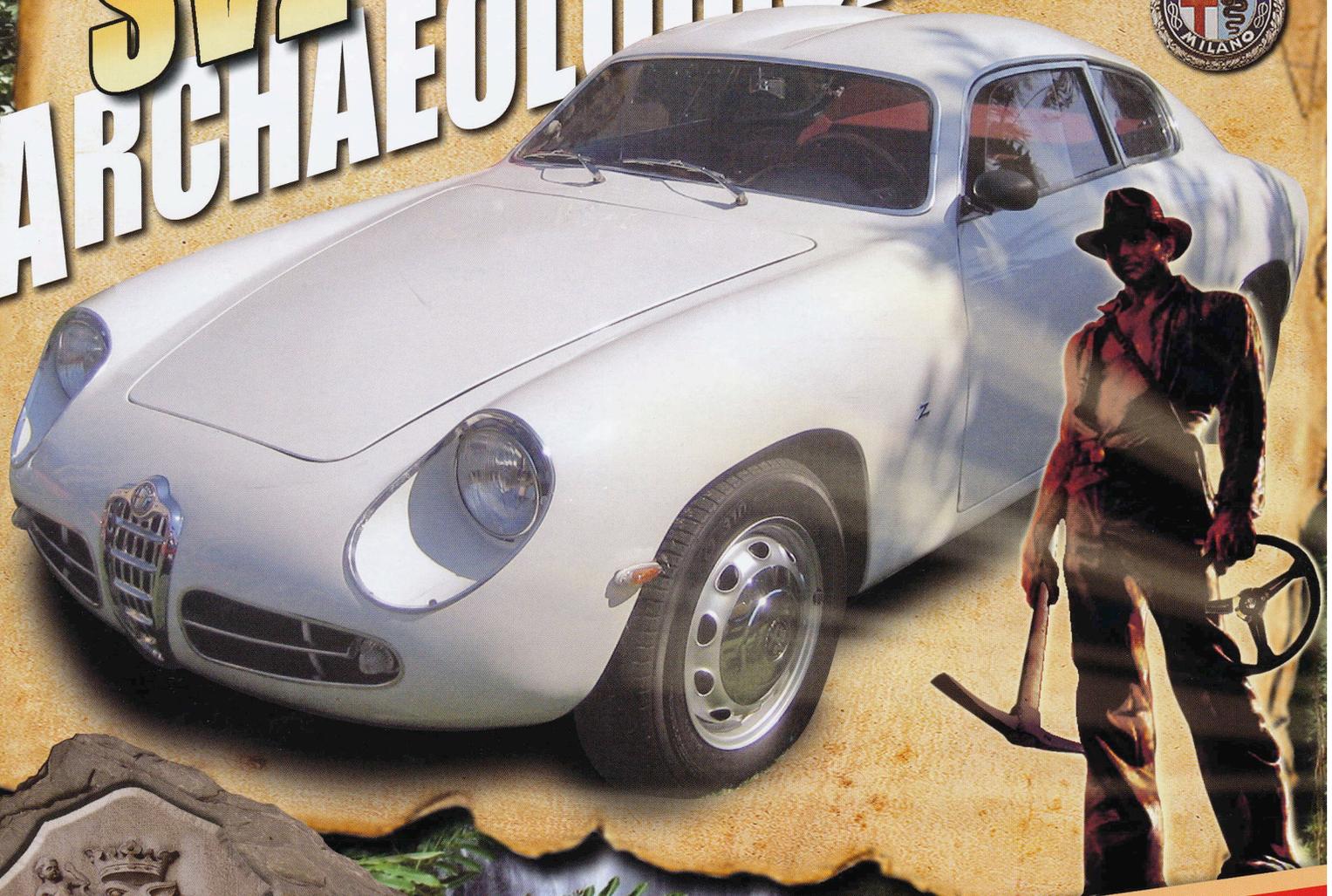


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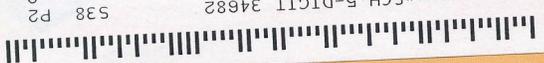
SVZ ARCHAEOLOGICAL DIGS



Giulietta Sprint Veloce Zagato
Our Search for the Origins of
the Legendary SVZ Continues

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IL CONTENUTO

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On our cover: Discover the origins of this Giulietta Sprint Veloce 04458 and other rare Milanese jewels—the adventure begins on page 8. Above: The ItalianCarFest 2009 Invitational returns to Grapevine, Texas on Saturday, September 12. Story on page 6.

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SVZ ARCHAEOLOGICAL DIGS *by Dave Hammond*



What is it?

The Sprint Veloce Zagato was the renegade Alfa rebuilt from a crashed Giulietta Sprint Veloce by Zagato to beat the factory cars. At least 16 SVZs were constructed between 1956 and 1959, but possibly as many as 24. Their racing success changed the plans of Alfa Romeo, leading to the next-generation Sprint Zagato receiving Alfa Romeo backing and development, in addition to the Sprint Speciale by Bertone going into production instead of a mere handful of race cars.

The SVZ is so light that it can be rolled forward simply by pushing it with a finger, but the aluminum body pushes in just as easily. According to a current owner, driving an SVZ is very different from driving most Alfas because it is a true racecar. Tradition has it that Elio Zagato would run the 1300 Veloce engine of an SVZ at 10,000 RPM. The engine has very little power at low engine speeds, but then it kicks in at 8,000 RPM. The same owner describes the engine as running much more smoothly than the Giulietta Spider Veloce he had owned.



Interior of 04458. The gauge on the left is a bit yellowed from age, but the set is fifty years old.

Real Cars, Fakes and Hybrids

One problem with identifying a real SVZ is that no two were exactly alike. Add the fact that Zagato did not maintain records prior to 1960, and the race is on for construction of fakes. Conrero engine parts are not an indication or an original car since Virgilio Conrero sold parts as did Abarth, but he tuned no more than five SVZs.

Some Sprint Veloce Zagatos began as Sprint Veloces reconstructed by Zagato after a crash. Several cars were ordered by wealthy customers who had the bodies cut off of their new Giuliettas and replaced with custom bodies and trim by Zagato.

One indicator of an original car is paint, welds and body work that appear approximately fifty years old, with fabricated joints and seams in the style of the builder. However, anyone with a Giulietta Sprint could go to one of the many individual metal craftsmen of the period and ask for a body like the ones made by Zagato. The only indication that a body might have been made on the side by a sheet metal beater who had worked at Touring is that the seams and edges might be too perfect for a race car from Zagato. An old body with a Zagato mark in the doors beneath old paint is more likely to be real because no one in their right mind would have paid to replicate an old race car like this from the mid-1960s until perhaps 1989 when prices began to climb. What is more likely for an old car that saw track time is that a second or third owner made modifications, put the body on a newer chassis, combined cars and parts after a wreck, or had a revised body constructed by Zagato at a later date. Period photos at races and records of the race with driver name (and sometimes the chassis number!) are a huge help in verifying a car, but do not provide absolute proof.

Archaeological Digs

Three Sprint Veloce Zagatos residing in the U.S. are examples of distinctly different cars and the research they required.

Some collectors want a perfect, 'no stories' Alfa with a continuous, documented history and racing record from Day One. Others will accept a few gaps and minor unknown factors if the basics check out and the car is generally accepted and has been documented as the 'real deal' for international vintage races or shows. Then there are Alfas that vanished from sight for twenty-five years, could be genuine, might not be, but are absolutely great fun to own and drive.



The Santillis with their SVZ (04458) in 2007.



04458 while in Italy being restored.



Recent rear view of the same car in Florida.

04458

Giulietta Sprint Veloce 04458, currently owned by Ruggero Santilli, was purchased by Sergio Cannara on May 20, 1957, and titled with plate number PR 3605. It was raced in this form a few times, then delivered to Zagato in late 1957. The finished car was delivered in 1958, painted white with engine No. 1315, plexiglas windows, double-bubble and covered headlights.

It was purchased from a friend in Milan. The body had been completely restored in Italy to original condition

including the color, stitches and even the thick padding under the roof (many racers of the period did not wear helmets yet wanted to protect their skulls over bumps). The cylinder head was redone to race specs by an Alfa mechanic near Chicago, and now the engine runs with 200 psi compression in each cylinder.

Pistons and rings were located in the U.S. but the pistons needed some modification for spark plug clearance due to the high piston dome required for compression. There is documentation of originality for seemingly everything from the VIN to the double bubble and covered headlights. It also has the original Nardi steering wheel, gauges and dials, jack and tool bag. It has two sets of wheels—the standard ones plus wider race wheels with aluminum hubs. As might be expected, the standard wheels are much better for city driving.

The history of 04458 is fairly well documented and typical of the life of a race car. Passing through several owners and eventually discarded, it was sold by Cannara on February 6, 1960, to Clelia Rossi, a female race driver of the time, titled with plate number SA 38082, repainted in red, and driven in various races. It was then sold on July 7, 1960, to Antonio Covino, titled with plate number NA 173748, and continued racing. It was eventually purchased by Angelo Strada of Milano, who saw it in an Italian body shop with considerable race damage, including evidence of capsizing, a cracked oil pan and other “injuries.” A restoration began, matching the color and pattern of the interior upholstery and carpets, new plexiglas windows and repairs to the body and mechanical parts. The SVZ was acquired by Ruggero and Carla Santilli and imported to the U.S. in running condition on September 8, 2007. The car was then given a complete mechanical restoration by Mike Besic of Illinois (cylinder head), Mark Dubovick in Florida (carburetors), and Gene West and Melvin McCalister of Florida (remaining mechanical restoration and final testing).

This Alfa Romeo has been invited to a number of shows as well as appearing in publications in Italy and Germany, and would be welcome at the Mille Miglia or almost any other international event. Documentation of its history, maintenance, restoration and races complete the package, making number 04458 an extremely rare racing Alfa and very desirable collector car for show or vintage racing.

08780

The story of the Alfa that began life as AR 1493-08780 is better than that of a typical racecar that is driven hard, crashed, repaired, modified, parts replaced or updated, body removed, then sold to repeat the cycle again until the car is parted out or discarded. But this SVZ has a history that can be only partly answered using various clues, memories and photos. AROC member Richard Ballantine purchased the car from an auction in Belgium in January 2004. It is a late 750 series Sprint Veloce that was built on March 25, 1959 and sent to Renault in France. When it received its Zagato body is unknown. The original owner is also unknown but the car is believed to be the Pasquier – Steinbach entry in the September 1960 running of the Tour de France. A photo of



08780 after detailing and much work, but retaining the old paint, panels and battle scars.

the light colored Pasquier car, with race number 128, is on page 19 of Minerbi's SZ – TZ book.

Then things become a bit more complicated. The body on chassis No. 08780 may have come from the very successful Bernard Consten rally car. Consten has said that at the end of the 1958 season he replaced the body of his SVZ (04717) and that it went to another car. Given the dates, that Consten is French and 08780 seems to have spent its life in southern France, chassis 08780 might have been the recipient. Zagato build numbers have been found on the car's door latches and on its seat rails. Its heavily crazed plastic rear window sports a sticker from an Alfa shop in Toulouse. This and other fragmentary evidence led to speculation that the car resided in Pau in southern France (a short distance west of Toulouse) for many years under the care of Alain Murraciale until 1999.

08780, as it looks today, later shows up in a snapshot taken at a race event at Mas du Clos in France in September 1983. Its race numbers today are believed to be from 1983.

When purchased by Ballantine, the SVZ had a replacement 1300 engine with DCO03 carburetors, a Conrero-style

airbox, Veloce headers and sump, but it was not running. The Amadori wheels, prized by period race car owners for being the lightest wheels of the late 1950s and early 1960s at 9.6 pounds, were badly cracked.

The car's front bodywork is in surprisingly good shape for a 50-year-old car that was raced, and may have been replaced. The cabin with pitted exterior door handles and old plastic windows looks as if it could be original (or at least from the early 1960s). The headliner has holes where map lights would typically be attached, another indication that the body was likely used in rally competition. The instrument panel has the typical Zagato row of switches recessed in a rectangular frame in front of the passenger seat.

Using a NOS 750 engine block, Jack Beck rebuilt the drive train, as well as the suspension and brakes during 2004. According to Ballantine, Giulietta expert Bill Gillham did extraordinary work, replacing the rusty floors, installing a new wiring loom and organizing the interior, engine compartment, trunk, and more. The idea was to do everything under the car's shell in order to retain the car's external as-received (well worn) appearance. As an example, with the



car missing its door window mechanisms, Gillham installed leather straps to make the windows open again.

Untouched, so far, is the vertical panel – kamm-tail like – that replaced roughly one inch of body section at the rear. The emphasis is on ‘roughly’ as the SVZ butt-ectomy looks to have been performed with a power saw and a drum of Bondo as the major surgical tools. It might be that an early owner, perhaps in the mid-1960s, thought he’d get another mile per hour or so by approximating the configuration of an SZ Coda Tronca.

Regardless of any history, this car should feel at home revving on the mountain roads of southwest Colorado in the hands of an appreciative owner.

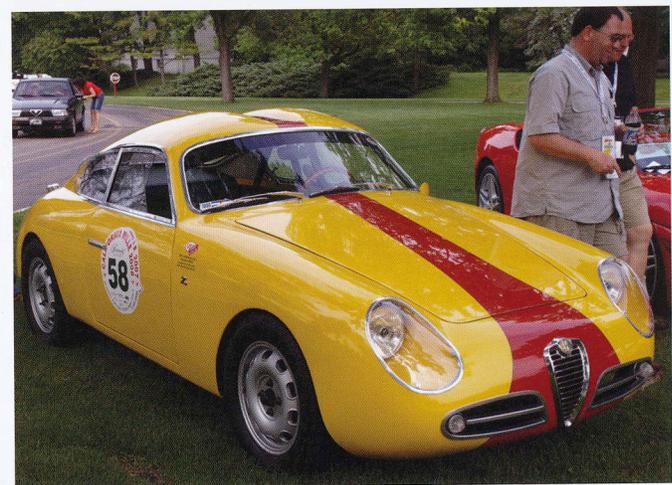
09403

Sometimes an Alfa is destined to remain an enigma. The production date comes after the introduction of the Sprint Zagato, the replacement for the SVZ. The body has some unusual details, especially along the lower edge where the lines more closely resemble an early Porsche 356 than the Zagato style of 1960. Those two items alone might cause some

experts to write off the car as a fake, but there is more to the story. To help with digging into its past and learn what 09403 was like prior its restoration, I contacted AROC member Joe Senesac, who had owned it for three years before selling the car to a buyer in California in 2003.

When offered for sale by Lorenzo Ramasco of Lugano, Switzerland in 2000, the wrong serial number was listed. Matt Jones assisted Senesac, who also lives in Texas, in getting the correct VIN and some additional details. The actual serial number turned out to be AR1493 09403, which is not a Veloce, but a standard production ‘normale’ Giulietta Sprint. That sounded bad, but chassis 09403 is listed on page 185 in my 1985 copy of Alfa Romeo Giulietta by Angelo Tito Anselmi as being the last SVZ (other than the loosely-related rebody in 1961 by Michelotti for Conrero). Luigi Fusi also included chassis 09403 as an SVZ. Because Fusi became Alfa Romeo’s official historian from within the company and maintained the only detailed records, he would likely have known whether or not the chassis was sold to Zagato.

Looking closely at such a car, you have to face the problem that there were a number of Sprints redone by body shops in Italy at a later date and sometimes claimed to be Zagato. This was not an obvious forgery with Fiat 850 headlamps grafted onto the fenders, but it prompted a number of ques-



09403 at the Chicago AROC convention in 2008.

tions. The owner previous to Ramasco, in the 1980s, was Mr. Belladelli, also of Lugano. The chassis was probably rebodied at some point, as some early photos exist without the double bubble roof. There were no Zagato build marks. More questions. Senesac wrote to Registro Italiano Alfa Romeo (RIAR) about the car, and they confirmed that the 09403 chassis number was listed in the "official Zagato archives" (which is odd because several Alfa experts have stated that Zagato does not have any archives from the SVZ period, but this one SVZ was made after the first SZ and the start of keeping records at Zagato).

The car came with FIA and CSAI papers, which qualify it for major international vintage racing. That by itself gives 09403 some market value, and Senesac made the purchase.

This SVZ had multiple engines (750 and 101), as the prior owner had campaigned the car in Swiss hill climb competitions. That fact indicated that the car should be at least in decent mechanical condition. Because of the hill climb setup, the car had a 6.33:1 rear end, and since it also had a 4-speed close ratio gearbox, it would quickly rev to over 5,000 RPM on the road and run out of gears.

On the street? Yes, the SVZ was Senesac's daily driver. It was in great mechanical condition when received from Switzerland and started right up out of the container. The driving posture was upright, made possible by the double bubble roof. The engine made terrific sounds but was very loud, making it difficult to have a conversation in the passenger compartment without yelling. The car also stopped very well, but given the very low weight that should not be surprising. Senesac described the car as a powered roller skate.

He mentions that the body had lots of dents as might be expected on an old aluminum bodied car. The interior was sparse and set up to race or hillclimb with a rollbar, fuel cell, and very limited ventilation. That last fact and Houston summers led to Senesac eventually trading the car for a GTA Stradale.



09403 interior while owned by Senesac in Texas.

After trading the car to Matt Jones, who in turn sold it to the next owner in California, 09403 eventually moved to the Chicago area. Dave Alexander works at Continental Motors and located the car for current owner John Weinberger. I had met Dave a few times while he was a teenager, thirty years prior, because his father, Vern, was an AROC-Detroit member, and our paths crossed a few times over the decades. To Alexander's experienced eyes, the chassis plate looks original. During restoration, it was confirmed that metal work was very old and the body had layers of battle scar patches from long ago. That indicates that the body is at least old and therefore not an intentional fake, but not proven to be an SVZ bodied by Zagato. What is it for certain? An interesting Alfa and a blast to drive.

Resources

Three lists by recognized Italian auto historians are considered the most reliable sources for valid chassis numbers. The most conservative list is "L'Albero Genealogico" (Family Tree), published by Gino Giugno in *Giulietta Sprint Veloce Zagato*. It lists the 16 certain, no question about them, chassis numbers made into SVZs. Another source appears in my 1985 Italian language edition of *Alfa Romeo Giulietta* by Angelo Tito Anselmi, on page 195. It lists 20 cars, adding four additional chassis. The third recognized source was compiled by Luigi Fusi in *Alfa Romeo - All the Cars from 1910*, stating that 18 SVZs were built. Additional well-researched information can be found in volumes by Marcello Minerbi (*Alfa Romeo Zagato SZ-TZ*) and Donald Hughes/Vito Witting daPrato (*Alfa Romeo Veloce -The Racing Giuliettas*). A compilation by Adrian B. Smits of the Netherlands appeared in issue 82 (2004) of *Giuliettaletta*. It contains a list of thirty possible cars including mystery photos and possible fakes or replicas.

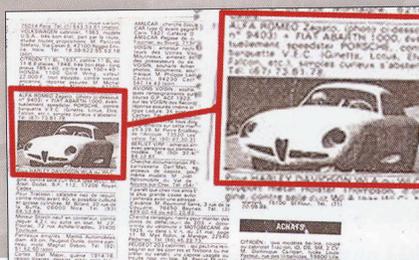
Many thanks to Dave Alexander, Richard Ballantine, Joe Senesac, and Ruggero Santilli and for their great help with this article.

MYSTERY CLUES



At left is a Marchal ad with Bernard Consten and the SVZ body that might now be on chassis 08780. A number of photos of this car exist, and the two look to be approximately the same, but a few other SVZ bodies are also very similar. Below is a 1984 ad from French racer Jeanlouis Solignac, selling 09403 with round wheel arches

(unusual, but like the car today) but a flat roof. Only early SVZs had the double-bubble top.



(FROM THE BOARD from page 3)

on. Check out the *Sports Car Market 2009 Pocket Price Guide* and you'll see Alfa collecting is putting the stock market to shame. Most of our models have appreciated, and many in the more than 10 or 20 percent range in the past year (GTV 1750, 11 percent; GTV-6 and Milano, 10 percent; Series IV Spider, 13 percent). The very few models that aren't going up are only down a percentage point or two. The rising prices and collector interest are testimony that we loyalists have been right about Alfas all along. The rest of the world is catching on.

Also, if Alfa is ever coming back (and like you all, I've been burned by my optimism before), the Chrysler alliance is going to make it reality. We don't know the details yet, but they are unfolding fast. The chance that new Alfa Romeos will be available to us has not been this real in 15 years. We AROC members need to be on our game to build alliances with the manufacturer and the yet-to-be-determined distributors and local dealers. Hopefully they can be persuaded that AROC and our Chapters are important allies and partners to their re-launch and marketing plans.

Hopefully we will benefit as well when the cars are sold, and a new generation greets Alfa not only as a vintage but as a current brand. This too can be a source of new members to grow our club so it will thrive into its second half century. Of course those of us who are in the market for a new vehicle look forward to test driving and buying Alfas ourselves!

Finally, get excited for the world-wide celebration of Alfa Romeo's 100th anniversary, to be marked next June in Milan, and in many other locations, including at AROC's 2009 Convention.

As I begin this year as AROC's President, I'm thinking back to my coach's effective call. The motto that I will be living by, and invite you to assume as well this year is: "Tutte le mani sul ponte," Italian for All Hands on Deck. Tutte le mani sul ponte is the right mode for AROC this year as we rise to our challenges and embrace our opportunities.

BREWSTER THACKERAY
President, AROC

(MORNINGSTAR from page 5)

skill and car preparation rather than engine brand or suspension design. No matter who wins, it's still a formula Ford or VW or whatever. But isn't the badge on the nose or the mechanical part of the equation important as well? It's great to see separate marques duke it out with their distinct formula for victory rather than a black car vs. the chartreuse car vs. the orange one, all with a similar engine. It's great if a manufacturer comes up with a series that holds fans' attention but not too many have come up with a winning series. The SCCA had a great run with FV and FF and both Ford and VW benefited from the attention garnered, but they were really preaching to the choir as most of the races were club events with the only spectators being other racers.

NASCAR has enjoyed great success in the past few years commanding more and more of the teams and spectators alike but is now receiving a very expensive boxing lesson. Perhaps they're not too large to fail. I'd like to think that fans have figured out that these racecars are about as true to a Chevy or Dodge or Ford as a politician is to a constituent. I'd be willing to bet the only factory-part-numbered bit on a car is the logo decal on the hood. At least Ferrari builds their cars and engines in FIAT-leased or owned facilities; same for Mercedes-Benz, whose AMG and McLaren subsidiaries build their cars. Alfa Romeo built all their Formula One and prototype cars at Autodelta, a competition department set up by Carlo Chiti. When I asked Giorgio Pianta, the director of Autodelta why we didn't apply our Quadrifoglio to the cowl of the CART car when we were participating in this North American series, he told me, "The Quadrifoglio is not necessary on this [March] because we didn't build it." Perhaps we should have.

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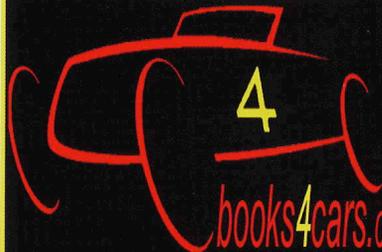
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