

<b>Year</b>	<b>1949</b>
<b>Make</b>	<b>Alfa Romeo</b>
<b>Model</b>	<b>6c2500</b>
<b>Type</b>	<b>Super Sport (SS)</b>
<b>Coachwork</b>	<b>Ville d'Este</b>
<b>Coachbuilder</b>	<b>Carrozzoria Touring</b>
<b>Chassis Number</b>	<b>915 882</b>
<b>Engine Number</b>	<b>928 190</b>
<b>Body Number</b>	<b>3442</b>
<b>Chassis Completion Date</b>	<b>November 9<sup>th</sup>, 1949</b>
<b>Vehicle Completion Date</b>	<b>February 11<sup>th</sup>, 1950</b>

Alfa Romeo of Milan, Italy, produced a variety of different 6c2500 models beginning in 1939, and then again after the war, with production finally ending in 1951. The 6c2500 was the last of the famous six cylinder Alfas that first appeared in 1928 with the 6c1500. For this reason, the later 6c2500s, and especially the elegant Villa d'Este model were considered the end of an era for Alfa, and some even refer to it as the last of the truly great Alfas.

The 6c2500 was derived from the previous 6c2300 and retained its all-independently sprung suspension. The 2500 was a much faster and greatly improved vehicle. It was the first to reach 100 mph, thanks to its increased engine capacity and an improved fuel delivery.

The 1939 (pre-war 6c2500s) could be ordered in several chassis lengths and various states of tune: Turismo (87-bhp), Sport (95-bhp), SS or Super Sport (105-bhp) and SS Corsa (125-bhp). Most of these individualized attributes also carried over into the post-war 6c2500 series of cars, although there were revisions and updates across the production line.

The inline-6 cylinder engine car could trace its roots back to the prewar competition models. It was originally designed by, Vittorio Jano and was reengineered by Bruno Treviso to have a total displacement of 2443cc and a vastly improved cylinder head that now sported 7.0:1 compression ratio. The top model was the Super Sport (SS), which had the shortest wheelbase for nimble handling and a triple carbureted engine capable of 105 bhp.

Coachwork varied from model to model with examples coming from Pininfarina, Touring, Bertone, Vignale and Zagato. There were even many others' as it seems everyone had a try at bodying Alfa's 6c2500 at one time or another!

The Pininfarina Cabriolet was a particularly glamorous design, having a wide bench seat offering room for three occupants, steering column mounted gear lever and winding side windows. After the war, Alfa Romeo began producing bodies in-house a move, which would eventually put an end to the era of custom coach building. Sports Berlinetta and Cabriolet were the first cars offered by Alfa, as complete bodies.

As a racing car, the 6C 2500 SS made its debut by winning the Tobruk-Tripoli Coastal Endurance Race in 1939. It continued sporting success after the war from 1946 to 1950 with three 6c2500 Competizioni. Each featured unique aluminum bodies and 145 bhp engines.

An original sporting version came out in 1946, as one of the first postwar cars accordingly nicknamed the "Freccia d'Oro" (the first post-war car). It featured a shortened and rounded rear end following the most advanced aerodynamic concepts of the time.

Very late in the production run, Alfa was very proud to release the ultimate custom coachwork version known as the Villa d'Este. It was of course named after the car's repeated triumph at the Concours with the same name. To this day, the V-shaped effect on the bonnet is still reflected in all modern Alfa Romeos.

The Touring "Ville d'Este" Berlinettas remain some of the all-time greatest post-war Alfa's ever conceived. With the short-wheel-base "SS" chassis and potent engine all coupled to Touring's sleek, light and aerodynamic coachwork they were and remain an enthusiast's delight.

Overall a total of 2800 different 6c2500s were completed. When production ended they were easily recorded as Alfa's most successful model to date.

### **Chassis 915 882**

While each of the Touring "Ville d'Este" models were a work of art, this particular car is regarded as one of the single most beautiful of those executed. No two were the same and their unique features have further identified and given each a completely unique "signature." This particular car has always stood out amongst those few that have survived. Its unique features are both clean in design and purposeful, if not outright bold in nature.

Chassis 915 882 had its SS chassis and running gear completed very late in 1949. Alfa's internal records document that this car was ready for delivery to Carrozzeria Touring, on November 24<sup>th</sup>, 1949.

Throughout the cold months of December, January and the first two weeks of February, Touring's craftsmen toiled tirelessly fitting an ultra-clean and extremely rakish close-fitting "Berlinetta" body to the Super Sport Alfa Chassis. The finished design was ready for public debut on, February 11<sup>th</sup>, 1950.

Touring kept the trim and exterior chrome to an absolute minimum. The car was bumper-less both front and rear, with front quadruple air-slots on each side of the central grill, giving the car an extremely aggressive appearance. These four slots sport false

bumper-like trim rings that are purely decorative in nature, but simultaneously enhance the car's competition appearance.

The front "pontoon-fendered" wings and prominent Marchal Lights are supplemented by aggressive inboard supplemental Marchal "Le Mans" driving lights. The entire effect gives the car the appearance of racing before it even begins to move.

The aerodynamic features pass cleanly and smoothly over the front wings to the car's "A" pillars. All panels are blended artfully together, where one panel ends, another begins flawlessly. The purposefully flared rear wings and rounded tail are fittingly discrete and compliment the overall design.

Touring carried much of the unique styling of this car's exterior into the interior. A series of front and rear hidden compartments accent the clean and pleasing exposed interior features. Most striking however are the unique steering wheel and mirror treatments. In order to fully appreciate them, they need to be seen and touched.

The overall design of the car is striking as well as completely cohesive and functional. Spending any amount of time in and around the car leaves one with the clear impression of beauty with purpose. For most enthusiasts this might be enough, but for the truly involved the visual stimulation is only a tease at what might lie in store. Half of this car's appeal and charm is the simple fact that it drives and performs as well as it looks. The engine, suspension, brakes, steering, gearbox and clutch are all willing and capable of providing one of the most exciting rides one could possibly imagine. All of which is accompanied by the constant rise and fall of pure music, as the RPMs climb and fall accordingly.

When its days as a show car were over, chassis 915 882 was passed to its first private owner. In the late 1950s the car was offered for sale in New York. It then rapidly passed into the hands of several additional enthusiasts. In July of 1973, ownership passed to J. Bertis Terrell. He then sold the car to David K. Whalley from Rochester, Massachusetts. In 1979 Whalley, sold the car to Homer Tsakis a prominent pre and post-war Alfa Collector from Katonah, New York. The car was partially restored and kept within a stable of other interesting machines on his property. At the time the owner also had a beautiful Gullwing and an Alfa engined Nardi Race Car along with two pre-war 6c1750 GS Zagato Roadsters.

In 1989, the owner's health forced him to sell most of his collection including this Alfa. West Coast restoration specialists, Tony Niccosia and John Masuda handled the sale and the car passed onto the Fromo Corporation. In their hands this very special Alfa Romeo finally received the complete and full restoration it so fittingly deserved.