

1938

Alfa Romeo

6C 2300B Mille Miglia Berlinetta



1938

Alfa Romeo

6C 2300B Mille Miglia Berlinetta

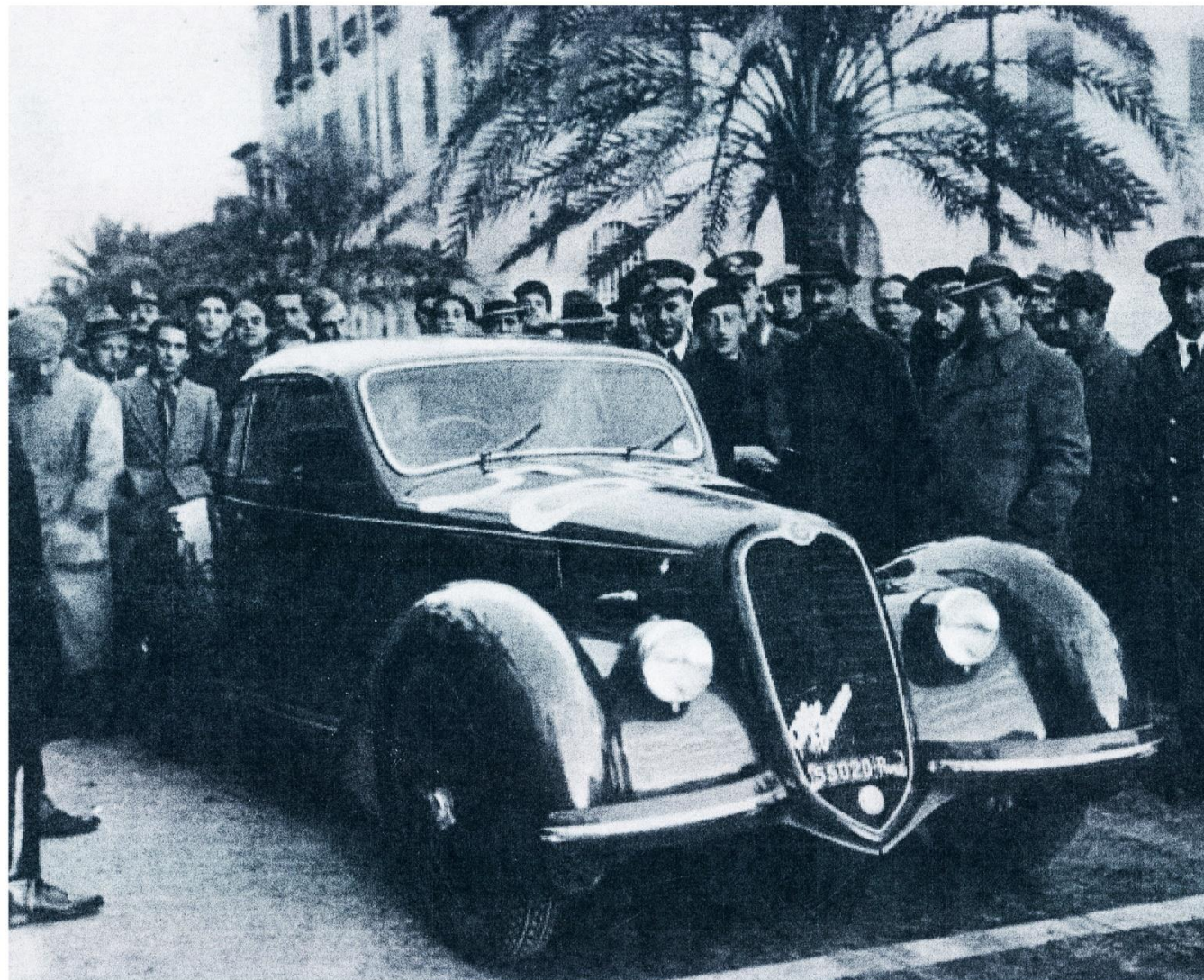
- One of seven Touring Berlinettas built
- A stunning example of timeless prewar rakish design with an unparalleled silhouette
- Jano engineering
- Touring design
- Complete with FIVA passport

When the 6C 1900 was replaced by the 6C 2300 in 1934, horsepower output was approximately 68. With gradual development over the next several years by legendary engineer Vittorio Jano, output steadily climbed to 105 in the latest iteration, which was slated to run in the 1937 Mille Miglia. Alfa Romeo's entries in the 11th running of the race totaled 16 cars: Three of these were 8C 2900 models that participated in the Sports category with the remaining 13 being 6C 2300s that participated in the National Touring category. Of the 6C's ten were of an earlier type with a solid front axle and the other three were of the newer Type B variety which had four-wheel independent suspension.

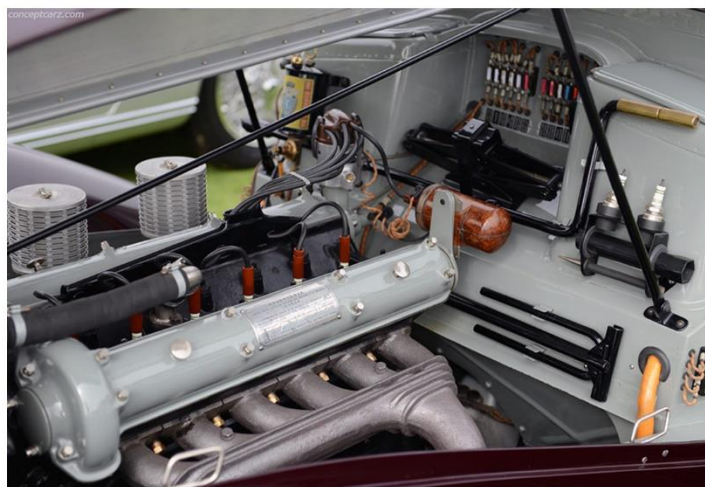
当1934年6C 1900被6C 2300取代时，马力输出大约为68匹。随着未来几年传奇工程师Vittorio Jano逐渐发展，在最后的一款车；输出的马力慢慢提升到105匹，预计将在1937年Mille Miglia里参与比赛。Alfa Romeo在第11次比赛中的参赛人数共计16辆：其中3辆是参加体育类的8C 2900型号，其余13辆参加全国巡回赛类别的6C 2300。6C中的10个是早期类型的，具有坚固的前轴，另外3个是具有四轮独立悬架的新型B类。

These '2nd Series' Type B cars developed especially for the 1937 race are mostly encompassed by an increase in horsepower output in the dual overhead cam engine, which was raised from 95 to 105, aided by twin Weber carburetors and a 7.75:1 compression ratio, and capable of grasping at a top speed of 103 mph. Two of the cars entered were bodied by Ghia and represented by Scuderia Ferrari, while the third example was a Berlinetta by Touring: this latter car was the property of Benito Mussolini and piloted by his chauffeur, Boratto.

专为1937年比赛开发的这些“第二系列”B型车主要包括双顶置凸轮发动机的马力输出增加，由双Weber化油器和7.75:1压缩比辅助提升至95至105，能够以103英里/小时的最高速度抓住。其中两辆车由Ghia车身，由Scuderia Ferrari代表，而第三辆车是Touring的Berlinetta：后一辆车是Benito Mussolini的财产，由他的司机Boratto驾驶。



Of the 124 cars entered in the Mille Miglia, only 65 finished. The 8C Alfas won First and Second Overall, with the 6C Berlinetta by Touring coming in Fourth Overall and winning First in Class, at an average speed of 65.4 mph. This was an incredible accomplishment in light of the additional power possessed by the 8C's and the third overall winner, a 3.5-liter Delahaye. The high ranking of the 6C 2300 proved the power of Vittorio Jano's engineering talent over the old emphasis on horsepower.

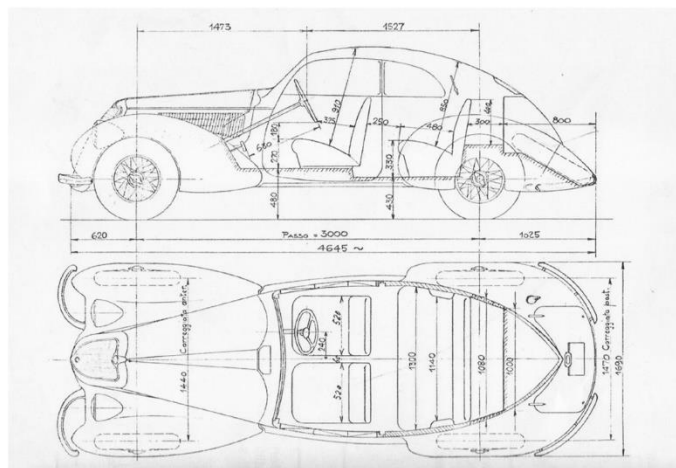


在Mille Miglia进入的124辆车中，只有65辆完成了。8C Alfas赢得了第一和第二的总冠军，6C Berlinetta by Touring排在第四位，并以平均每小时65.4英里的速度获得一等奖。鉴于8C和第三位总冠军，3.5升Delahaye所拥有的额外力量，这是一项令人难以置信的成就。6C 2300的高排名证明了Vittorio Jano的工程人才的优势超过了对马力的重视。

Following its success at the Mille Miglia, the model was offered to the public at a cost of 78,500 lire. Approximately 100 of the 2nd series 6C 2300 B's were sold from 1937-1939, and it is believed only seven were clothed with this Berlinetta coachwork by Carrozzeria Touring. Many important sports and racing cars were imported to Argentina to participate in the many rallies and races from the earliest days of motor racing to the postwar era. Chassis 815025 is one of those examples and is understood to have been imported to Argentina in 1940. It was purchased in 1956 by Franco Monnanni, of Bueno Aires, and was brought to the United States after being purchased from Mr. Monnanni in the mid 2000's and came into the current ownership soon after.



在Mille Miglia取得成功後，該模型以78,500里拉的價格向公眾開放。第二系列中的大約100個6C 2300 B從1937年至1939年間被售出，據信只有七個覆蓋Carrozzeria Touring的Berlinetta車身。許多重要的運動和賽車都是從阿根廷進口的，參加從賽車運動的早期到戰後的許多集會和比賽。底盤815025就是其中一個例子，據說於1940年進口到阿根廷。它於1956年由布宜諾斯艾利斯的Franco Monnanni購買，並於2000年中期從Monnanni先生購買後被帶到美國。不久之後就進入了現有的所有權。



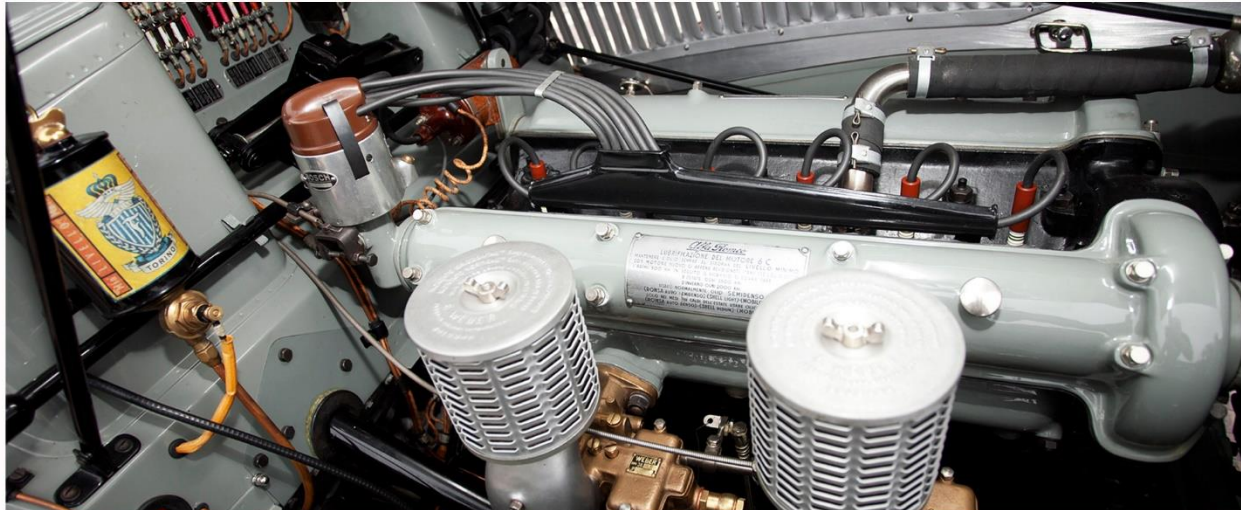
The owner commissioned Chris Kidd, of Tired Iron Works in Monrovia, California, to perform a thorough concours restoration on the Alfa, but not before having it thoroughly inspected and authenticated by Belgian marque expert Raoul San Giorgi, who was also retained to advise in the restoration. The Touring Berlinetta body, number 2009, with its trademark Superleggera construction, is believed the original mated to the chassis.

业主委托加利福尼亚州蒙罗维亚的铁艺工厂的克里斯基德对阿尔法进行彻底的修复，但是在比利时品牌专家拉古尔圣乔治（Raoul San Giorgi）对其进行彻底检查和认证之前，他们也被保留在恢复。Touring Berlinetta车身号为2009，其标志性的Superleggera结构，据信中说描述均是原装配合底盘。



According Luigi Fusi's tome on the marque, the chassis number range for the 2nd Series 6C 2300 B was from 815001 to 815101, which places this car as the 25th example built. Fusi reports two ranges of engine numbers, almost evenly divided between those 100 or so cars. The lower range is 823916 to 823968, making the current motor the ninth built and very close in sequence to the chassis. The engine retains its original dual Weber carburetors; as they are of a very early brass type, they are considered a Holy Grail to experts and are worth a considerable sum in their own right. The only added feature found on this engine is a cleverly hidden electric fan, which negates the possibility of overheating at idle. The hand-hammered aluminum skin was removed from the chassis, which was fully stripped and repaired as needed.

Much care was exercised with the fit and finish of each component, and in 2010, when Alfa Romeo was the featured marque at Pebble Beach, the magnificent bare rolling chassis was proudly displayed. Appropriate repairs were made to the coachwork, and witness marks were read to determine the most authentic finish and appearance of every detail possible. During its stay in Argentina, the rear of the body had been modified to delete the trunk lid, making it instead a solid piece with four louvers, similar in appearance to the Touring Berlinetta driven in the 1937 Mille Miglia. Based on the witness marks on the original metal, it was determined that the car originally had a trunk, and it was restored accordingly to its current, proper configuration.



根据Luigi Fusi关于该品牌的介绍，第二系列6C 2300 B的底盘编号范围从815001到815101，这是该车的第25个示例。Fusi报告了两种发动机数量，几乎均匀分配在100辆左右的汽车中。较低的范围是823916到823968，使得当前的电机成为第九个，并且与机箱的顺序非常接近。该发动机保留了原有的双Weber化油器；因为它们属于非常早期的黄铜类型，所以它们被认为是专家的圣杯，并且它们本身也值得相当多。这款发动机唯一增加的功能是一个巧妙隐藏的电风扇，它可以消除怠速时过热的可能性。从底盘上取下手工打磨的铝皮，根据需要将其完全剥离并修复。每个部件的装配和装饰都非常谨慎，2010年，当阿尔法罗密欧成为圆石滩的特色品牌时，华丽的裸露滚动底盘自豪地展示出来。对车身进行了适当的修理，并且阅读了目击标记以确定最可靠的完成和每个细节的外观。在阿根廷停留期间，车身后部进行了修改，去除了行李箱盖，使其成为一个带有四个百叶窗的实心部件，外观与1937年Mille Miglia驾驶的Touring Berlinetta相似。根据原始金属上的见证标记，确定汽车最初有一个行李箱，并根据其当前的正确配置进行了恢复。

The restoration was completed in early August of 2012, after many thousands of hours were invested in the effort. With virtually no stone left unturned, it is unimaginable that any finish or feature of this Alfa could be disputed, and all corresponding paperwork will be available for the review of interested parties. As presented with its deep merlot exterior and complementing fawn leather interior, it is fully equipped down to its tool kit and desirable. FIVA passport. The appearance of the 6C 2300 B Touring Berlinetta is quietly confident and subtle, with the chrome on the bumpers and radiator surround complemented by the bright window trim and spears on the sides of the slotted fender skirts. It is a nearly flawless example that idles and drives well and is tour capable. This exceptional car would be welcomed to any number of Alfa Romeo and Concours events worldwide.

另一个值得注意的项目是侧窗，它是正确的树脂玻璃，最初安装在Mille Miglia规格车上。这个例子还有Borrani线轮，它只适用于Mille Miglia规格车，其他车轮使用火炮轮。多年来，许多发烧友已经用沃尔沃变速器取代了原来的四速变速箱，因此值得注意的是，这个例子仍然保留了其原始型变速器。我们付出了巨大的努力并且花费了高昂的费用来寻找原始难以找到的部件，例如散热器百叶窗和制动液储存器。恢复文件中包含大量的照片文档。在修复过程中，确定这辆车最初没有驾驶灯，这种缺失通常只出现在第一系列轿车上。值得注意的是，虽然有一些功能通常仅与第一或第二系列示例相关，但这些车辆都是手工制造的，并且这些功能逐渐演变为内外。由于这是一个早期的第二个系列示例，它自然地结合了两个系列的一些特征和遗漏。





Another notable item is the side windows which are the correct Plexiglas and were originally fitted to the Mille Miglia specification cars. This example also has Borrani wire wheels, which were only fitted to the Mille Miglia specification cars, with the others using artillery wheels. Over the years, many enthusiasts have replaced the original four-speed gearboxes with Volvo transmissions, so it is notable that this example still retains its original type transmission. Great pains and expenses were taken to source only original hard-to-find parts, such as the radiator shutters and brake fluid reservoir. Included in the restoration file is extensive photographic documentation. During the restoration it was determined that this car did not originally have driving lights, a deletion typically seen only on 1st series cars. It is important to note that although there are some features generally associated with only first or second series examples, these cars were all hand-built and that features gradually evolved in or out. Being that this is an early 2nd series example, it naturally incorporated some features and omissions from both series.

经过数千小时的投入，该修复工作于2012年8月初完成。由于几乎没有遗留下来的石头，因此无法想象这个阿尔法的任何饰面或特征都会受到质疑，所有相应的文书都可供相关方查看。由于其深梅花纹外观和互补的小鹿皮革内饰，它配备齐全的工具包和理想的FIVA护照。6C 2300 B Touring Berlinetta的外观悄然自信和微妙，保险杠和散热器环绕上的镀铬装饰以及明亮的车窗饰条和开槽挡泥板裙边两侧的长矛。这是一个几乎完美无瑕的例子，它可以保持良好的驾驶状态并具备旅行能力。这款出色的汽车将受到全球任何数量的阿尔法罗密欧和Concours活动的欢迎。



Bund on the Boulevard

An affiliate of Boulevard Motorcar Company