

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