

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.