



Alfa Romeo 6C 2500 SS Cabriolet by Pinin Farina, RHD 6C 2500 SS Cabriolet by Pinin Farina, RHD

Preis: 439.890,00 € MwSt. nicht ausweisbar

Details:

Referenz Nr	2308
Standort	Bovenden
Marke	Alfa Romeo
Modell / Typ	6C 2500 SS Cabriolet by Pinin Farina, RHD
Erstzulassung	01.07.1953
Abgelesener Tachostand	3.966 km
Getriebe	Schaltgetriebe
Karosserieform	Cabriolet/Roadster
Motor	90 kW (122 PS)
Hubraum	2.443 ccm ³
Farbe	Schwarz
Aufbau	6-Zylinder

Ausstattung

Beschreibung

VIN : 915756
 95 bhp, 2,443 cc, 90KW 3 xWeber Vergaser.
 One of only 63 short chassis built
 Delivered new to Switzerland
 Classic Pinin Farina styling
 Right-hand drive
 Completely restored between 1990 and 2010

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Gassmann GmbH, 2024

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Registered in Switzerland

The current Alfa Romeo conceals as beautiful a chassis as ever with four-wheel independent suspension and a six-cylinder twin overhead camshaft un-supercharged engine... - The Autocar, July 11th 1947.

Its Portello factory devastated by wartime bombing, Alfa Romeo did not resume car production until 1946 with, inevitably, a pre-war carry-over, the 6C 2500 in a variety of new guises forming the basis of the Milanese marque's post-war recovery. Destined to be the last of the separate-chassis Alfas, the 2500 had debuted in 1939 and was a development of the preceding 2300. Styled in-house but strongly influenced by Touring, the five-seater Freccia d'Oro (Golden Arrow) sports saloon was built alongside coupe and cabriolet versions featuring bodies by the likes of Pinin Farina, Touring and Ghia, plus a six/seven-seater berlina on a longer wheelbase.

The Alfa tradition of building driver's cars par excellence was upheld by the 2500, for although the box-section chassis was no longer state-of-the-art it boasted all-independent suspension, generously-sized brakes, fast-gearing steering and an unusually slick column-mounted gearchange. The engine was, of course, the latest version of Alfa's race-developed double-overhead-camshaft 'six', its 2,443cc displacement having been arrived at by enlarging the bore of the 2300. Maximum power ranged from 90bhp in single-carburettor Sport guise to 105bhp in the triple-carburettor Super Sport. Considerably lighter than the saloon, the latter could easily exceed 100mph. The short-wheelbase Super Sport (SS) chassis was manufactured until 1951, by which time 383 had been produced. Most of these bespoke, hand-built cars were bodied as Superleggera coupés by Touring, while the remainder received cabriolet coachwork by Pinin Farina.

This Alfa Romeo 6C 2500 SS carries two-seater cabriolet coachwork by Carrozzeria Pinin Farina. The late 1940s was a period of exceptional creativity for Pinin Farina, the 6C 2500 chassis, especially the Super Sport version, allowing the Italian maestro the freedom to experiment with new lines and design solutions. Indeed, a 6C 2500 SS with similar coachwork to that of this car achieved a 1st place award at the Villa d'Este concours in 1949.

Chassis number '915.756' left the factory on 16th March 1949 and was dispatched on 10th October as a completed car (with body) to Società per il Commercio Prodotti Alfa Romeo in Lugano, Switzerland where it was first registered in 1950. Its origins are confirmed by Angelo Anselmi's book Alfa Romeo 6C 2500 and Morlacchi and Salvetti's Alfa Romeo 6C 2300-2500. Completely restored between 1990 and 2010, the car is presented in beautiful condition - the engine, gearbox, brakes, and suspension all working as they should. Offered with Swiss Carte Grise, this Pinin Farina-bodied 6C 2500 Cabriolet represents a wonderful opportunity to acquire a classic Alfa Romeo eligible for all the most important historic rallies, Concours d'Élégance events and other prestigious gatherings.

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