



CONCOURS OF ELEGANCE
HAMPTON COURT PALACE
31 AUG - 2 SEPT 2018

PRESENTED BY

A. LANGE & SÖHNE
GLASHÜTTE I/SA





58 1952 ALFA ROMEO 1900C SPRINT BY TOURING

Lovely from every angle, and styled by an Italian master, this Alfa Romeo was one of only a handful of examples delivered to the USA in 1952. It was powered by the high-performance version of the 1900 twin-cam engine, the 100bhp TI Tourismo Internazionale, a model launched in 1951. The agile short-chassis Sprint versions were capable of 112mph and were successfully raced by drivers who included World Champion Juan Manuel Fangio.

The Alfa Romeo 1900, launched in 1950, had been the marque's first production-line car, and its first monocoque, built without a chassis. However, because Alfa's general manager, Ignio Alessi, was concerned about the future of Italian coachbuilding, and also a friend of Gaetano Ponzoni, half-owner of Touring, between 1951 and '58 Alfa Romeo built five versions of the 1900 unibody specifically for coachbuilders, giving contracts for the 1900 Sprint coupé to Touring, and for four-door models to Pinin Farina. Other 1900 variants were built by Zagato, Bertone, Boneschi and others.

The lovely Superleggera Coupé presented here was built early in the first series of 650 Touring cars (who offered four series in all), and is considered the purest in terms of line and attractive details. Originally finished in black, this Sprint was delivered to a customer in Pennsylvania in May 1952. It passed through several hands in the USA before being given a three-year rebuild in Vermont by Italian-car specialists Restoration and Performance Motors. Every detail was attended to, researched and put right, including the rosewood and aluminium Touring steering wheel and blue interior, before the car received its 12-coat finish in silver top over gray body.



Riding on Borrani wire wheels and with plenty of power under the bonnet, this 1900 has been entered in several rallies, including the 1000-mile Forza Amelia, and won many concours awards.

Built at a significant turning point in car-building history, this coupé reveals the lovely forms for which Touring was famous, and also proves, as Alessi knew, that the best carrozzerie always offered something beyond the car-makers' field of vision.

This superb car was sold a number of years ago to a buyer in Italy and acquired, by the current owner, several years ago.

MODEL DETAILS

Engine 1884cc, 100bhp, four-cylinder, twin-overhead-camshaft, single carburettor

Configuration front engine, four-speed manual gearbox, rear-wheel drive, independent front suspension, drum brakes

Owner David Word