

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1932 – Alfa Romeo 8C 2300 Gran Sport Short Chassis

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1932 – Alfa Romeo 8C 2300 Gran Sport Short Chassis



- One of the best and most successful pre-war racing cars in the world and an absolute automobile legend
- Largely original with matching numbers (chassis, engine, supercharger, gearbox, axles, steering gear)
- One of only 50 examples with 'low radiator'
- Bodywork recreation in Spider design by Carrozzeria Touring
- Multiple Mille Miglia participant
- Prominent previous owner in the historic racing scene for over 20 years
- Highly eligible to all worldwide top events (concours, racing, rally)
- Very attractive price in relation to some original 8C cars sold recently



This Automobile

The Alfa Romeo 8C is one of the most successful (pre-war) racing cars of all times. Four consecutive victories at Le Mans from 1931 to 1934 make it an absolute legend. Only Bentley, Jaguar, Ferrari, Ford and Porsche have been so successful there since 1923. Moreover, the 8C 2300 won the Mille Miglia three times in succession from 1932 to 1934, with the first eight (!) places in 1933 all being taken by this Alfa model. The dominance of the 8C 2300 was and is still obvious.

This Alfa 8C 2300 Gran Sport is a version with a short chassis and belongs to the second series of cars produced. In existing research on this example, it is assumed that this chassis was fitted with one of only two or three "Coupé Spyder" bodies by Carrozzeria Touring Superleggera (see photos below, source Simon Moore / Angelo Tito Anselmi). This car first belonged to Mario Boimond di Sora and was registered in Rome. In September 1932, the coupé was presented at the Villa d'Este Concours, where it won the 'Coppa d'Oro' and 'Gran Premio d'Eccellenza' awards.



This Alfa Romeo 8C 2300 with its first body as Coupé Spyder by Carrozzeria Touring (drawing and photo)

Later the car came to Great Britain, where it was registered to another owner, Andrew Steward Riddell in Newcastle, from 1937. After a change of ownership within Great Britain, the car went to the USA in 1958. After two changes of ownership, it returned to England in 1977.

Two more owners in Great Britain are known and the vehicle was used several times in the contemporary Mille Miglia from the 1970s onwards. From the mid-1980s, the car was owned for around 20 years by a well-known personality in the historic motorsport scene. The car has been with its current owner for a good ten years and he also took part in several historic rally events with the Alfa.

This Alfa 8C 2300 is one of only 50 examples with a 'low radiator'. It is characterised above all by its high degree of originality in terms of chassis and drive technology. The chassis has its correct identification number and all numbers attached to the engine can also be assigned to the original delivery condition. Only the cylinder head has been replaced, but the original one is still available with the car. The manual gearbox, the front and rear axles, the steering gear and the supercharger also correspond to the delivery condition based on matching numbers.



The engine and gearbox were comprehensively overhauled a few thousand kilometres ago in 2014 by a specialist workshop in the UK for such special Alfa Romeos. The bodywork has been replaced several times, most recently around 1977. Since then, the body is a contemporary corresponding "Spider" design of the Carrozzeria Touring from the 1930s, which is largely true to the original style. The car has received regular maintenance work.

The high originality of the rolling chassis and unique driving characteristics as well as an almost guaranteed passport to participate in top-level classic car events worldwide favour this Alfa Romeo 8C 2300. Together with its significance in automobile history, this is an extremely rare opportunity to acquire a motorsport icon in the spirit of the "Quadrofolgio Verde".

In the last three to four years, a few original Alfa Romeo 8C 2300s have been sold, realising prices of between USD 13 million and USD 28 million. These sales were not all public (for example via auctions), but are known in the market among experienced connoisseurs and collectors. In relation to these values, the asking price of our example is very attractive.



This Alfa Romeo 8C 2300 with its present body at the Mille Miglia 1987 in Italy

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Model History

The Alfa Romeo 8C 2300 was introduced in 1931. It was the successor to the 6C 1750 model and continued its strong motorsport and commercial success. The car was developed by Italian engineer Vittorio Jano, who constructed numerous vehicles for Alfa Romeo. After his successful Alfa career, he moved to Ferrari, where he also laid the groundwork for the later motorsport achievements. A total of 188 examples of the 8C 2300 model were built in three series in various versions up to 1934.

The power was provided by an 8-cylinder aluminium in-line-engine consisting of two linked four-cylinder units with a central valve train. Two overhead camshafts and an aluminium cylinder head underlined the sporty character of the engine. The unit capacity corresponds to that of the 6C 1750 Gran Sport (65 x 88 mm), but the two additional cylinders increased the displacement to 2,336 cc. With a volumetric Roots-supercharger, the engine in the "standard version" had an output of around 140 hp. The more powerful "Spider Corsa" version developed 155 hp, the "Monza" racing version even 178 hp. The power was always transmitted to the rear axle via an unsynchronised four-speed gearbox.

As was common practice at the time, Alfa Romeo only constructed the rolling chassis, which were available in two different wheelbases of 2750 mm and 3100 mm. The bodies were manufactured and fitted by coachbuilders such as Zagato, Touring and Pininfarina, depending on the use and purpose. The first chassis were intended exclusively for racing by the Alfa Romeo works teams.

Competition: Renowned racing drivers such as Tazio Nuvolari, Rudolf Caracciola and René Dreyfus established Alfa Romeo's world fame with a number of significant racing successes in the 8C 2300. Around 1931, the model replaced the success series of the Mercedes SSK in international motor sport and claimed victories on almost all racetracks until around 1934, sometimes even double and triple victories. Nuvolari's victory at the 1931



The winners Borzacchini/Bignami at the Mille Miglia 1932

Targa Florio marked the start of the racing achievements. A short time later, Campari and Nuvolari won the Monza Grand Prix. The victories in the Mille Miglia then came in the following years 1932, 1933 and 1934. In 1933, the first eight (!) places in the Mille Miglia were all taken by Alfa 8C 2300s, in 1934 the first four positions. An impressive proof of the dominance of this Alfa Romeo model.

However, the greatest success came in the most important competition, the 24 Hours of Le Mans, which was dominated by British brands until 1930. A special racing car – the 8C 2300 Le Mans – with a long wheelbase, four seats and torpedo racing bodywork by Touring Milano was designed for the race regulations. From 1931 to 1934, Alfa achieved four consecutive victories at Le Mans with this model. This included a double victory in 1932 and a triple victory in 1933.



Data & Facts

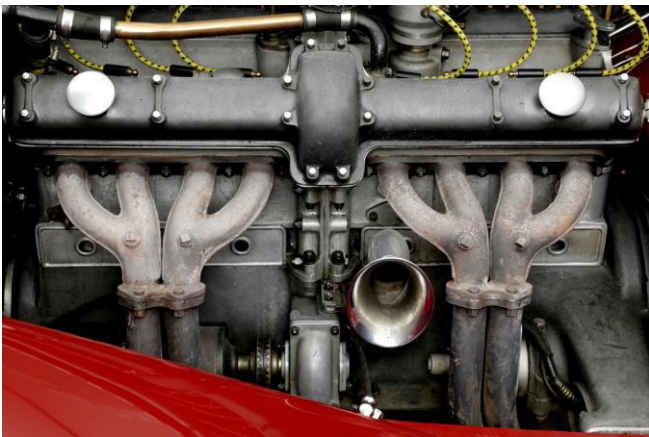
Year built	1932
Quantity	188 examples (from 1931 to 1934)
Colour scheme	red with „Quadrifoglio Verde“ label of the Scuderia Alfa Romeo on the bonnet wings combined with leather seats in dark red
Engine	8-cylinder in-line-engine made of aluminium with Roots supercharger, water cooled, DOHC aluminium cylinder head, two valves per cylinder, ignition distributor and forced lubrication
Displacement/power	2,336 cc, approx. 140 hp at 5,200 rpm (archive/factory data)
Gearbox	manual, 4-speed, unsynchronised, central open-gate shift
Brakes	drum brakes front and rear, mechanical
Empty weight	approx. 1,000 kg (rolling chassis, short version)
Top speed	approx. 170 kph
Documents	FIVA passport, UK title, contemporary correspondence



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Appendix

Location	Hamburg, Germany	
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