
1954 Alfa Romeo 1900

Lot sold	USD 102 267 - 113 630 EUR 90 000 - 100 000 (listed)	Drive	RHD
Year of manufacture	1954	Condition	Used
Country VAT	IT	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Red
Lot number	11	Car type	Coupé

Description

- Eleggibile 1000 Miglia.
- Aluminum bodied by Carrozzeria Touring , according to the “Superleggera” design.
- One of just over 500 specimens.Barn find.

The model

The Alfa Romeo 1900 was built between 1950 and 1959 and was the first entirely new post-war project of the company. It was the first Alfa Romeo built entirely on an assembly line, starting the high-quality mass production at the Portello. First monocoque production car and the first Alfa Romeo with left-hand drive. The heart, as in every Alfa Romeo, was the engine. With the 1900 the Milanese house abandoned the six and eight cylinders engines in favor of a fractioning that allowed a lower taxation. Instead, they were in light alloy, with two overhead camshafts and hemispherical chambers. Giuseppe Busso opted for an independent double wishbones front suspension. The rear suspension was new: the live axle with coil springs was connected to the chassis by two lower struts and a top triangle. The aluminum drum brakes were finned and the rims of the wheels equipped with slits to help cooling. The 1900 was one of the very first automobiles in the world to adopt radial tires. The 1900 was advertised by Alfa Romeo with the slogan The family car that wins the races. Won races, like the Targa Florio and the 1953 and 1954 edition of the Stella Alpina. In 1951 there was the introduction of the 1900 (C for short wheelbase) Sprint: the wheelbase of the car, reduced to 2,500 mm, improved sporty driving and handling. In 1954, Alfa Romeo decided on some improvements

that mainly concerned the engine, brought to 1,975 cc. with higher compression ratio, for a power up to 115 hp, very high at the time for the displacement. Among the three hundred cars that made up the collection of the Shah of Persia, it seems that the Alfa Romeo 1900 C Super Sprint II series was the favorite of Reza Palhavi. The Alfa Romeo 1900 Coupé Super Sprint (together with the 1900 C Sprint) was assembled by Carrozzeria Touring. Designed by Carlo Felice Bianchi Anderloni, it was inspired by the lines of the 6C 2500 SS "Villa d'Este" and, with some changing, remained faithful to that impression for five years. The Alfa Romeo 1900 C Super Sprint II series was built according to the Superleggera method which included a structure for the bodywork on which very light aluminum panels were fixed. The second 1900 C Super Sprint series, from 1954, foresaw the adoption of a more bulky bumper with rostrums. The solution to the clover front air intake remained unchanged, with three ovoid grids; if in the 1900 Coupé Sprint they were identical to those on the sedan, in the 1900 Coupé Super Sprint, the two horizontal and lateral grids immediately distinguished the model, lightened in the design and including two additional headlights. Another big difference was the new design of the cockpit, characterized by wider glass surfaces. Of this 1900 C Super Sprint version, just over 500 were produced. For the 1956 season, Carrozzeria Touring developed the latest version of the Super Sprint Coupe, which deeply renewed the lines.

The car

The 1954 Alfa Romeo 1900 C Super Sprint, chassis no. AR1900C*01813 is an example of the 2nd series. The car is in barn-find condition and needs a complete restoration. The bodywork is almost complete and, being of aluminum, it has not suffered from corrosion. Many parts are supplied, dismantled: windshield and rear window glass, friezes, grilles, steering wheel, number plate light, writings, lights, instruments, controls and knobs, etc. New or in perfect condition. Even almost all the mechanics are supplied disassembled and in new or as-new condition: engine block, head, manifold with carburetors, valves, cams, clutch, gearbox, couplings and pipes, etc. The car has customs bills with customs clearance, plus booklet and Venezuelan license plates. The car is eligible for 1000 Miglia and at the main events for vintage cars.

State of Art

Barnfind. In need of a complete restoration.

Litterature

- Gonzalo Alvarez Garcia, Alfa Romeo 1900 Sprint, Libreria dell'Automobile, Milano 1983.
- Jurgen Dohren, Alfa Romeo 1900 Millenove (2nd edition 2016), Alfapoint, Germany 2016.
- Stefano d'Amico, Maurizio Tabucchi, Alfa Romeo
- Le vetture di produzione dal 1910, Giorgio Nada Ed., Milano 2007

Documents

Customs bills with customs clearance. Venezuelan booklet and license plates.

Eleggibility

- Mille Miglia. Eligible.
- Giro di Sicilia. Eligible.
- Targa Florio. Eligible.
- Goodwood Revival. Eligible
- Rallye Monte-Carlo Historique. Eligible.
- Tour Auto. Eligible.
- Coppa d'Oro delle Dolomiti. Eligible.
- Coppa delle Alpi by 1000 Miglia. Eligible.
- Winter Marathon. Eligible.
- California Mille: Eligible.
- Nürburgring Classic. Eligible.
- Pebble Beach Concours d'Elegance. Eligible.
- Amelia Island Concours d'Elegance. Eligible.
- Chantilly Arts & Elegance Richard Mille. Eligible.
- Concorso d'eleganza Villa D'Este. Eligible.

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