

Year	1949
Make	Alfa Romeo
Model	6c2500
Type	Super Sport (SS)
Coachwork	Ville d'Este
Coachbuilder	Carrozzoria Touring
Chassis Number	915 882
Engine Number	928 190
Body Number	3442
Chassis Completion Date	November 9th, 1949
Vehicle Completion Date	February 11th, 1950

Alfa Romeo of Milan, Italy, produced a variety of different 6c2500 models beginning in 1939, and then again after the war, with production finally ending in 1951. The 6c2500 was the last of the famous six cylinder Alfas that first appeared in 1928 with the 6c1500. For this reason, the later 6c2500s, and especially the elegant Villa d'Este model were considered the end of an era for Alfa, and some even refer to it as the last of the truly great Alfas.

The 6c2500 was derived from the previous 6c2300 and retained its all-independently sprung suspension. The 2500 was a much faster and greatly improved vehicle. It was the first to reach 100 mph, thanks to its increased engine capacity and an improved fuel delivery.

The 1939 (pre-war 6c2500s) could be ordered in several chassis lengths and various states of tune: Turismo (87-bhp), Sport (95-bhp), SS or Super Sport (105-bhp) and SS Corsa (125-bhp). Most of these individualized attributes also carried over into the post-war 6c2500 series of cars, although there were revisions and updates across the production line.

The inline-6 cylinder engine car could trace its roots back to the prewar competition models. It was originally deigned by, Vittorio Jano and was reengineered by Bruno Treviso to have a total displacement of 2443cc and a vastly improved cylinder head that now sported 7.0:1 compression ratio. The top model was the Super Sport (SS), which had the shortest wheelbase for nimble handling and a triple carbureted engine capable of 105 bhp.

Coachwork varied from model to model with examples coming from Pininfarina, Touring, Bertone, Vignale and Zagato. There were even many others' as it seems everyone had a try at bodying Alfa's 6c2500 at one time or another!

The Pininfarina Cabriolet was a particularly glamorous design, having a wide bench seat offering room for three occupants, steering column mounted gear lever and winding side windows. After the war, Alfa Romeo began producing bodies in-house a move, which would eventually put an end to the era of custom coach building. Sports Berlinetta and Cabriolet were the first cars offered by Alfa, as complete bodies.