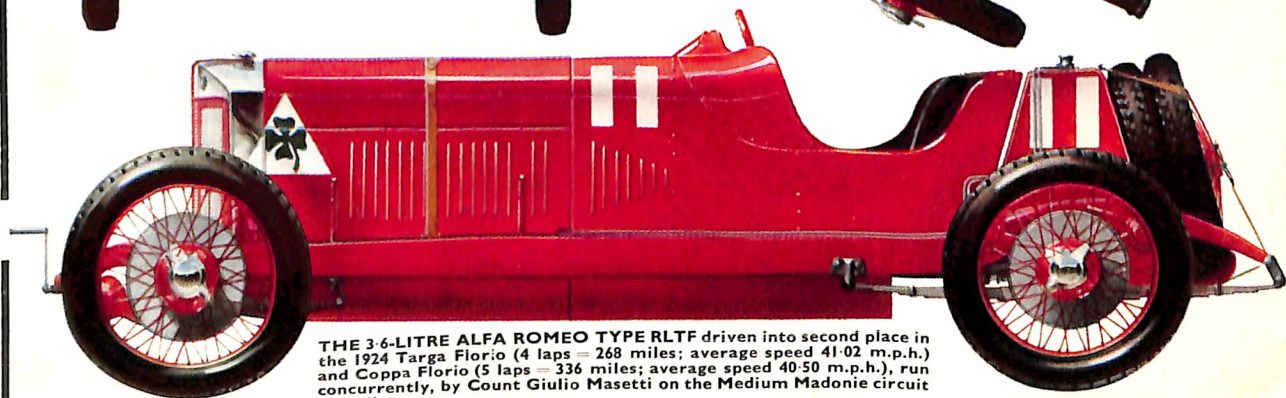
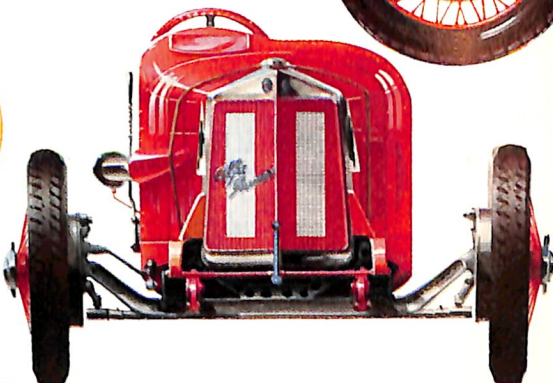


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Radiator badge used on pre-1926 models.



THE 3-6-LITRE ALFA ROMEO TYPE RLTF driven into second place in the 1924 Targa Florio (4 laps = 268 miles; average speed 41.02 m.p.h.) and Coppa Florio (5 laps = 336 miles; average speed 40.50 m.p.h.), run concurrently, by Count Giulio Masetti on the Medium Madonie circuit in Sicily.



Leader at Rome. Count Gaston Brilli-Peri and Presenti's RLSS at the Rome control in the first Mille Miglia, 1927. They led the race until they retired at Spoleto, on the return leg to the finish at Brescia. Note the numerous lamps and stoneguards, not to mention the bulb horn!



Wunderbar! Cleer, who was a German Alfa Romeo agent, and his mechanic Bonini, enjoy the admiration of the crowd after the 1926 German Grand Prix.

Count Masetti's old 3.6-litre car won its class in the Belgian 24-hour Race at Spa as late as 1932, and RL racing cars performed in later years in South America and England.

THE SURVIVORS

Out of approximately 2,500 RL Alfa Romeos produced between 1922 and 1927 little more than a dozen are known to survive in private hands in the world today. Six of these are in England, four RLSS cars, two 1925 and two 1927, and, amazingly enough, two of the RL racing cars. One of these, belonging to Michael Crowley-Milling, is a 1924 car with a seven-bearing 3-litre engine, originally imported into England by the Alfa Romeo concessionaire, F. W. Stiles, about 1925. The other car, belonging to Christopher Mann, was originally raced at Brooklands by Agostino Lanfranchi in 1925, and appears to be a 1924 RL racing chassis

fitted with a 3-litre four main bearing engine. Both these cars can often be seen racing at Vintage Sports Car Club meetings, and examples of the RLSS cars can frequently be seen attending V.S.C.C. meetings today.

Two RLSS cars are known to be in Manitowoc, Wisconsin, U.S.A., there are two RLSS and an RLT in Australia and an RLN in Johannesburg, South Africa. There is at least one RLT in France. What is thought to be the only RLSS in private hands in Italy is a 1925 drophead coupé belonging to Marcello Zanotelli of Trento. However, Luigi Fusi looks after three RLSS Alfa Romeos in the Alfa Romeo Museum at Arese, one of which has spent most of its life in India. He has also built up examples of 1923 and 1924 Targa Florio cars using original parts.

What is it like to run an RLSS as one's normal transport today? Firstly, one blesses the soundness of Giuseppe Merosi's design, and the good workmanship

Runner-up in the Targa Florio, 27th April, 1924. Count Giulio Masetti on his 3.6 litre Targa Florio RL was second to Werner's Mercedes, after a dramatic incident when Antonio Ascari's similar RL had had engine failure only 50 yards from the finishing line when it was leading the race. French ace Louis Wagner was also in the Alfa team.

