



Founded in 1932, Carrozzeria Brianza took over the old Zagato premises in Viale Brianza when the latter firm moved to Via M.U. Traiano, exhibiting for the first time at the Salone di Milano later that same year. In 1933, Brianza produced a number of designs for de luxe cars such as Isotta Fraschini but is probably best known for the "Zagato-like" two seaters fitted to several 5th Series Grav Sport 1750s - this example is chassis no. 10814395 - and for the racing two-seater bodywork fitted to some of the later 8C Monzas. Towards the end of the 1930s, Brianza concentrated on bodywork for commercial vehicles and ceased trading just before the outbreak of the Second World War. (fotoCherrett)

roduced in 1933 and was superseded the following year by the introduction of the 6C 2300. Many 1900 GT chassis were fitted with saloon coachwork by Carrozzeria Alfa Romeo, the all-steel body having four doors, long wings and a lockable trunk at the rear. A choice of five colours of nitrocellulose paint was offered, cloth upholstery was standard and the dashboard instruments were now rectangular and not round as on previous models. Other coachwork was available, Touring showing a four-five seat berlina at the Salone di Milano and Castagna produced a handsome cabriolet for the Paris Salon; a Farina four-door saloon and a Motor Bodies "Foursome coupé" have also been recorded.

Although it is perhaps not surprising that some of the cars which were raced extensively when new were re-bodied early in their lives, it is somewhat unexpected to discover it happening to normal road cars - presumably much less stressed than those which had completed a couple of Tourist Trophies,

a Targa Florio or a Mille Miglia. Nevertheless, a 1750 SS sold (by Alfa Romeo (British Sales) Ltd) as an open four-seater in 1929 was returned to the Company to have a 2+2 coupé body fitted in 1934; a 1750 GS and a 1750 GT were each given new coupé bodywork by the Motor Bodies & Engineering Co. Ltd. only two or three years after being sold and one 1929 car is known to have had at least four different styles and types of coachwork in the first thirty five years of its life.

Having examined the records of individual 1st and 2nd Series 1500s in an attempt to discover the range and extent of bodywork offered, a similar perusal of the 1750/1900 list yields the following: Zagato (I) sixty bodies, James Young (GB) fifty seven, Touring and Castagna (I) fifteen each, Weymann (GB) seven, Carlton and Martin Walter (GB) five each, Carrozzeria "Alfa" (I) four, Dux (I) and Hoyal (GB) three, Farina, Ghia, Simonetti and Brianza (I) two each, all the following one each: Barker (GB), Bones-

chi (I), Bricchet (F), Corsica (GB), Figoni (F), Freestone & Webb (GB), Garavini (I), Graber (CH), Lancefield (GB), Motor Bodies (GB), Cesare Sala (I), Carrozzeria Sport S.A. (I).

Besides these coachbuilders gleaned from the Register of cars, contemporary Advertisements and Press reports add further names to the lists - Montescani, Viotti, Nosenzo, Casaro, Succ. Balbo, Fontana, Fontana e Pietroboni, Pinin Farina, Moderna, Maurice Proux, Viberti, A. & E. Hess and Nord Italia. With any luck, another twenty years research will discover surviving examples of a few of these.

Not every modern owner of a 6C 1500, 1750 or 1900 has been fortunate enough to acquire their car in its "original" state and the following notes (taken from contemporary sources) are offered to those owners who are obliged to restore their cars and, being enthusiasts, would like to re-create a "period" colour scheme instead of subscribing to the old myth "all Alfa Romeos were painted red".

Model:	Year:	Coachbuilder:	Body style:	Colour(s):
1500N	1926	Not known (British)	Tourer 4-str.	Two shades of brown, brown upholstery
1500N	1926	Not known (British)	Limousine	Light grey, brown upholstery
1500N	1927	Weymann	Saloon	Beige Fabrikoid, green interior
1500N	1927	James Young	Semi-sports 4-str.	Blue cellulose, white wheels & brake drums, blue antique leather upholstery
1500N	1927	Zagato	Spider 2-str.	Two tones of green + yellow lining (including wheel discs)
1500N	1927	Vanden Plas	3-door 4-str.	Red and black
1500N	1927	Vanden Plas	4-door 4-str.	Black cellulose, black wheels, red Fabrikoid interior (no. 7621/8)