

The First International Rally for pre-1940 Alfa Romeo motor cars was held in Milano, Italy on June 2nd and 3rd, 1966.

This was a great event in the lives of all Alfa Romeo enthusiasts, with Alfa Romeo Spa—at last showing an interest in the cars which began their long history of racing successes.

From England, 15 cars were entered for the event but the last moment difficulty was created by the seamen's strike. However by Airtransport, Boulogne—Milano and Ostende—Milano car sleeper train and by hard motoring across Europe, 13 British entrants arrived on time at the Castello Sforasco Milano, to meet with one from France, nineteen from Italy, as well as super enthusiast Ernest Gearing who had flown from Johannesburg; he has two Alfas in course of re-building. Of the 33 competitors, 32 completed the two day event Rally.

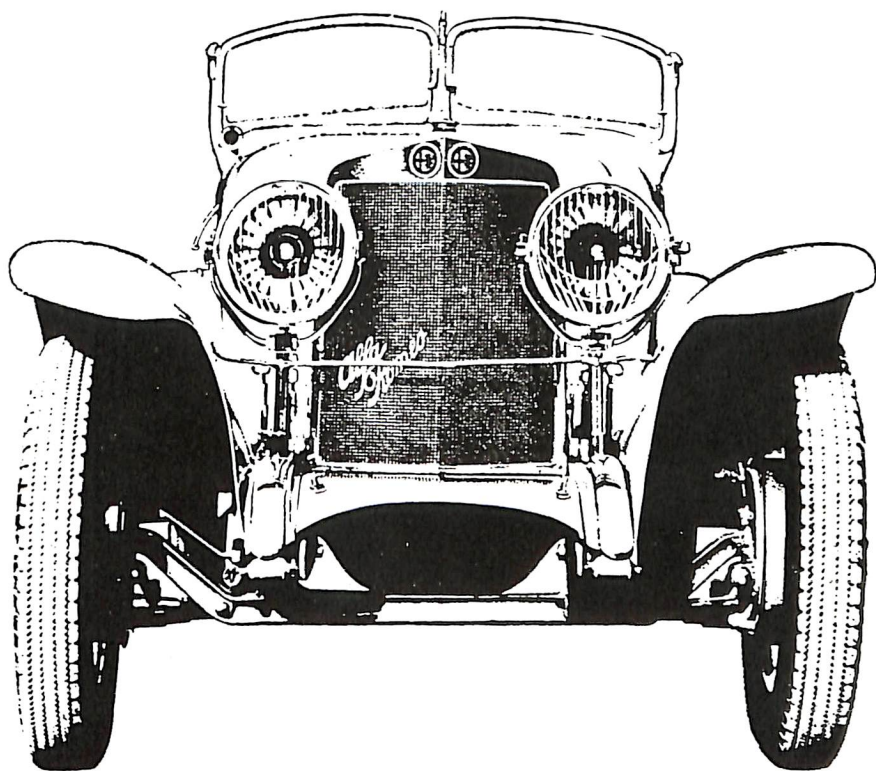
There were five RLSS 1924 and 1925 models, four 1500 Turismo Sport and SS of 1928 vintage, twenty-one 1750 GT, Turismo, Spider, Berlina Touring, SS from the years 1929 to 1932. Six of the 2300 8.C. models representing the years 1921 to 1938—four 2500 Sports and Berlina models of 1939 and 1940 vintage.

Among the spectators were ex-Alfa Romeo team drivers, Gianbattista Guidotti, Bonini and Carlo Bruno, plus many friends from the factory including Luigi Fusi, Mr. Pils, Signor Bordoni and Ray Corsi. A reception and dinner was held at the Hotel Touring. The following day entrants returned to the Castello and the cars where police guards had been provided overnight; we departed under police escort on the Autostrada to Balocco, this being the recently completed private speed circuit built by the factory. Also intriguing were the road surfaces of all types and varieties built inside the circuit.

In the morning regularity tests were run at a sober pace. After lunch the Rally set off on the Road Section covering some 50 miles between Arborio and Arese. The average set speed of 28 m.p.h. was much too slow for those with 2.3's and "press-on-charlie" instincts.

After arriving at the factory there was an impromptu party in the Alfa Romeo Museum. The latter is, we understand, a temporary affair until something more suitable is constructed.

1° RALLY INTERNAZIONALE ALFA ROMEO VETTURE D'EPOCA



BY JAMES P. SMITH



A line-up of Alfa Romeos, Bugattis, and a lone SS Jaguar on the track at Monza, Italy, during an event of the 1st International Alfa Romeo Rally.

The Alfas on display were by no means finished, one 2500 model being without motor (we were "not guilty").

The Company will never be able to match the Fiat Museum in Torino—Museo dell'Automobile Carlo Biscar-

etti di Ruffia—which is wonderful in showing all makes of automobiles of world-wide cover, not just their own products as one sees at the Mercedes-Benz Museum.

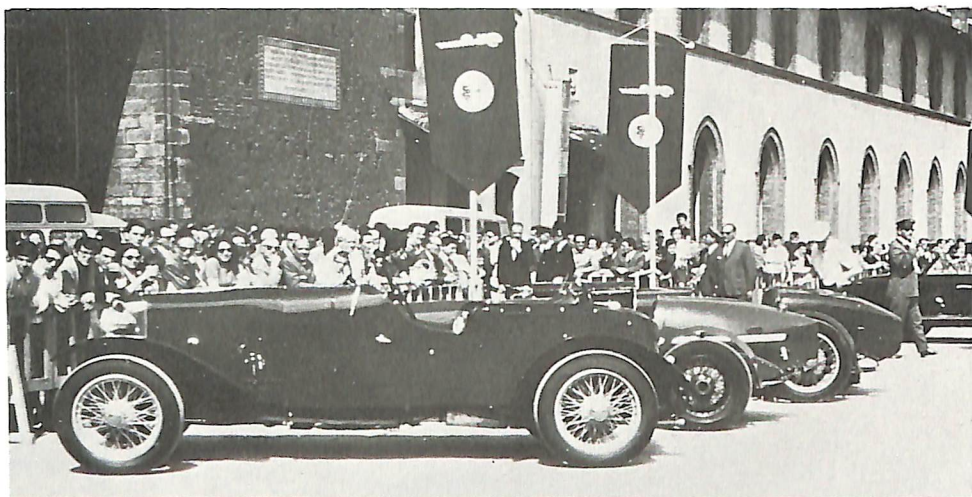
After "tanking up" at the Museum

the cars were taken to the old Works, a bus trip to the Hotel, a lightning wash and change and another trip by bus to the Hotel Principe and Savoia, where the dinner and prize giving took place.

The Rally entrants had a thoroughly enjoyable evening and were delighted that the British contingent did so well. Although none came home with the Sprint Speciale! Richard Pilington in his 1931—1750 GS won the prize for driving the greatest distance—Michael Crowley-Milling (RLSS) won the prize for the oldest car competing. Neil Corner (1931—2300 8.C) for the best kept vehicle and Angela Cherrert (1928—1500 Sport) the ladies prize. The Concours d'Elegance award was shared by the Marcello Zanotelli's 22/90 and Tito Anselmi's 2500 (the latter owner having sustained injuries in a road accident in a modern car). His entry was driven by Giorgio Franchetti.

The following day several Alfas entered the Coppa Monja at the circuit. All the 6C Alfas suffered from drop in oil pressure on the more acute bends.

The P.V.T. Event the Trofeo Fina was won very convincingly by Neil Corner and his 2300 8C.



The cars in the Alfa Rally parade at Castello Sforesco in Milano, showing three of the British entrants—22/90 owned by J. P. Smith, C. Mann, and M. Crowley-Milling.



A line-up of the early Alfas preparing for a speed run on the track at Balocco, Alfa Romeo's private speed circuit.



Two of the older Italian Alfa Romeo entries in the 1st International Rally at Castello Sforesco.

EDITOR'S NOTE

Author James P. Smith is the enthusiastic English owner of a 22/90 Alfa Romeo, and this year traveled to Italy for the first-ever Alfa Romeo Rally. This article is his report on the activities.

The Alfa Romeo Section of the English Vintage Sports Car Club is an active one, with 130 members, and fully ten percent turned out for this international event.

The Alfa Romeo company has in recent months developed considerable interest in their early models, and has started collecting vintage Alfas to start a company museum.

ANTIQUÉ AUTOMOBILE will hopefully have an article on this new museum effort in the near future.

W.S.J.