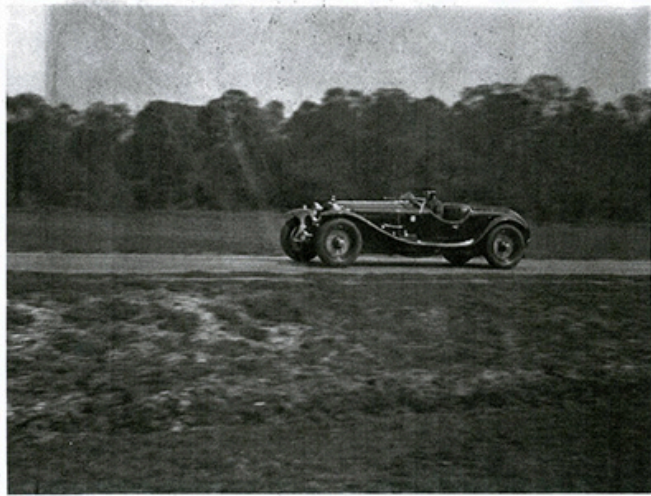


ALFA ROMEO 2.3 SUPERCHARGED



AYL 6.

ALFA ROMEO 2.3 SUPERCHARGED

I've long admired those wonderful twin cam, eight cylinder, supercharged Alfa Romeos of the '30s, the glorious 2.3 liter cars that dominated International racing in their time, winning the Mille Miglia, Le Mans, you name it, it won. It also, afterwards, made for a spectacular road car in that period.

The man who knows pretty much everything there is to know about these cars, including their chassis history, is Simon Moore, who has produced several stunning books on older Alfa Romeos, including "The Legendary 2.3" (Parkside Publications), a triple volume boxed set. If you're any sort of an Alfa enthusiast, this should be on your bookshelf.

Last week, I was in England, visiting my daughters and hooking up with old friends like Josh Sadler of Autofarm, and Brian Martin, who himself has just completed a book on working at Jaguar from 1949 to 1978. Entitled "**Jaguar from the shop floor', Foleshill Road and Browns Lane 1949 to 1978**", it's coming out next month, published by [Veloce Publishing, UK](#).

But back to Alfa Romeo 2.3s... Whilst in England, I visited the home of my old race mechanic, Paul Mackley in Hinckley, Leicestershire. Paul told me that his mother had recently died and that he and his sister had been clearing out her house, in preparation for a sale.

They had unearthed a treasure trove of old photos, many of cars, as Paul's Mum had, at one time, been William Lyons' secretary at the Jaguar factory. Amongst these photos of pre First and Second World War cars, there was one of an Alfa Romeo 2.3, with the registration number ALY 6, being driven at speed on the open road. "That's my Grandfather, Arthur Ireland, driving in 1934" announced Paul with pride. "He was a chauffeur at the time in the South of England, Hampshire." I took a copy of the old photo and brought it home.

Thumbing through the pages of “The Legendary 2.3”, I found the history of chassis number 2211063, which bore the registration number ALY 6. It had had an illustrious career, placing second in the 1932 Le Mans 24 Hours, driven by Franco Cortese, who went on to win Ferrari’s first victory in 1947, and Luigi Guidotti. The car then came to England and was driven in the TT by Sir Tim Birkin, the man behind the “Blower” supercharged Bentleys of the 1920s. After this, the car had passed into the hands of Paul’s grandfather’s employer at the time.

Reading on, I saw that Simon Moore had noted that he didn’t know what had happened with the car between 1933 and 1936... Happily, I’ve been able to contact Simon and pass on that information, including the name and address of the then owner.

So that’s another ownership history completed.

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