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1935 ALFA ROMEO 8C 2300 LONG CHASSIS LM TOURER

1935 Alfa Romeo 8C 2300 Long Chassis Le Mans Tourer

- Highly original matching numbers 8C now fitted with an exquisitely recreated Touring Le Mans style body.
- Frame up restoration and 8C engine rebuilt by Neil Twyman updated to 2,600cc
- Ex Lord Laidlaw, John Ridings Lee, Peter Agg and more
- Multiple Mille Miglia appearances and recently shown at Hampton Court

Freshly restored to the highest standards, this 8C 2300 Long Chassis Le Mans Tourer is an exceptional example of Vittorio Jano's supercharged masterpiece, evoking Mille Miglia triumphs and four famous Le Mans victories and in desirable, open, long-chassis form the choice of many of the most discerning Alfa connoisseurs.

Although 1934 was the last year of production for the 8C 2300, chassis 2311222 was first registered in June 1935 to first owner Gianfranco Peduzzi, in the city of Como with coachwork noted as a cabriolet. She remained in Italy until the approach of the second world war, passing June 1938 to Oreste Peverelli also of Como, then to Renaldo Cravedi in Milan and Corrado Legame in quick succession. The 8C was subsequently exported just before the second world war by racing driver Felice Bonetto.

In the classically romantic way, the 8C was discovered in a salvage yard postwar by a pair of university students, Daniel Bockstael and Charles Van Den Bosch, complete and in sound condition but with the magnificent engine dismantled and packed away in newspaper, with new pistons, rings and bearings still in the factory packaging.

With the engine rebuilt, the Alfa became regular transport from Antwerp to Ghent University, making "great fun to speed in the streets of Antwerp, breaking the Sunday evening quiet with the tremendous roaring of the exhaust!" Whilst the cabriolet coachwork apparently by Stabilimenti Farina was flamboyant and unforgettable, the sharknose front end treatment was reminiscent of an American Graham – possibly a pre-war rebody or a part modernization of the original.

Kept by Bockstael for some years, the 8C then went to America for the first time, acquired by enthusiast Jim McAllister of New York in the late 1950s or early 1960s, remembered for racing an A6GCS Maserati in VSCCA events.

Later acquired by Jost Wildbolz of Zurich, a restoration was undertaken from 1978-1984, and after reflection, the sharknose body was removed in favour of more attractive replica coachwork inspired by the Touring spider. Completed the day before the 1984 Mille Miglia, Wildbolz heroically took the 8C over the Alps to the Brescia start, successfully finishing the first of his two Mille Miglia in the Alfa.

Further ownership included the Swiss dealer Albrecht Guggisberg ("the best, fastest and easiest-to-drive 8C I ever owned") from 1988, Heinrich Kämpfer in Switzerland who enjoyed taking the 8C on historic events including the Mille Miglia and other historic racing events before passing to Italo Perottori and returning to Italy. She first arrived in the UK with Peter Agg in 1997, noted collector and head of Trojan Cars. Used extensively in rally events, she was notably once caught in a major sandstorm in Tunisia, necessitating an engine rebuild.

From 2002 the 8C returned to America and the collection of John Ridings Lee of Dallas Texas, most fittingly alongside one of the 8C Triumph Dolomites. Ex-Special Forces and a highly successful insurance executive, Lee commissioned a major restoration in America, notably acquiring the superb British-made Touring Le Mans coachwork with the 8C today, from the late Arturo Keller. The proportions and detail of the body were perfect, fabricated by Rod Jolley Coachbuilding with access to the original Touring body on the ex-Mike Hawthorn 8C with the Montagu Motor Museum (2311204).

Acquired for the collection of Lord Laidlaw in 2007, the 8C was enjoyed extensively, rallying in South Africa, and joining Tom Price's 2010 8C tour In America. Even Adrian Newey took the wheel in these years, rating it the best pre-war car he had driven. During Lord Laidlaw's tenure a major engine rebuild was undertaken with Neil Twyman – updated to 2,600cc with a new crank and other components supplied by Jim Stokes Engineering.

During the present ownership, a further major restoration recently completed has elevated this long chassis 8C to exceptional heights. Carried out to exacting standards by Alfa experts Neil Twyman (now trading as The Regent Garage), she was restored with huge attention to detail and authenticity. Correct white cellulose sets off the beautifully grained green Connolly Nuella leather, and the rear cabin is fitted with additional seating for family and friends to join. As restored, the 8C was unveiled at the 2023 Hampton Court Concours of Elegance, to an admiring reception.

An 8C Alfa Romeo is of course a superlative automotive masterpiece – and for many of those best qualified to judge, the open long chassis is the 8C of choice, offering superb ride, comfort and usability, along with its own record of racing success. Still freshly restored, this 8C Long Chassis Le Mans Tourer should delight a fortunate new owner with years of motoring pleasure – and is certain to be welcome at the world's greatest motoring events.

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