



**1933 Alfa Romeo 6c1750 GS
Coupé by Figoni**





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Coupé by Figoni

Previous Exhibitions

October 5, 1933
Paris Motor Show

April 5, 1934
Monte-Carlo Concours d'Elégance

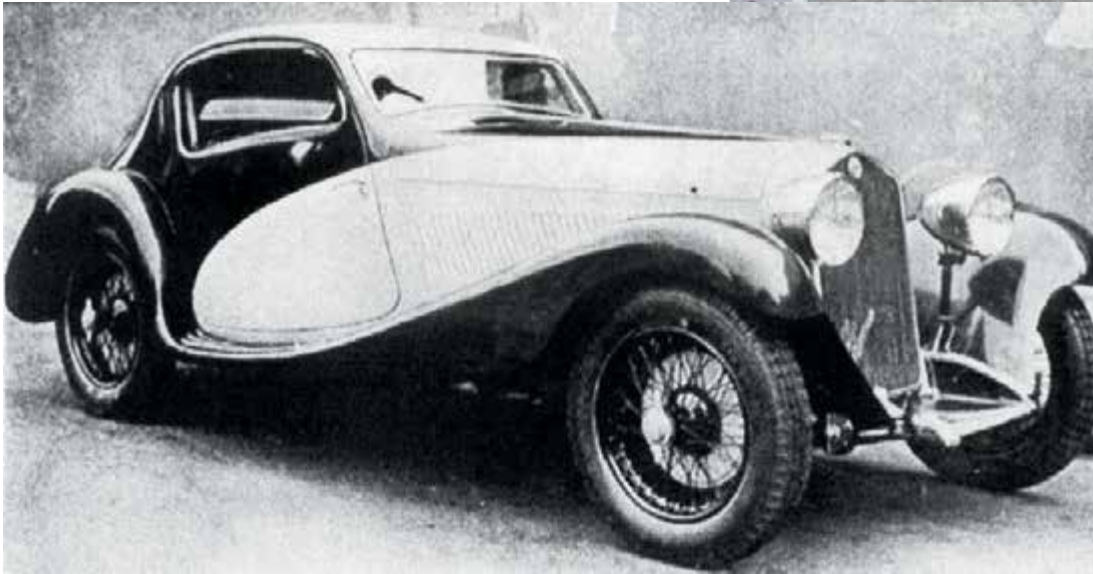
April 12, 1934
Nice Concours d'Elégance

July 23, 1934
Deauville Concours d'Elégance

1933 Alfa Romeo 6C1750 GS Figoni-bodied Coupé



Compiled and Edited by
Basil Cohen



Above: The 1933 Alfa Romeo 6c1750 GS coupé by Figoni. Note the dark painted wheels; the Figoni plate is not visible, there are no side lamps, no wipers, and no bumper. This is thought to be an early photo of the Alfa at the Figoni factory prior to the Paris Salon in 1933.

Chassis #121215054

Number built: 44

Engine Configuration: Straight 6

Location: Front, longitudinally mounted

Construction: Cast-iron block, light alloy head

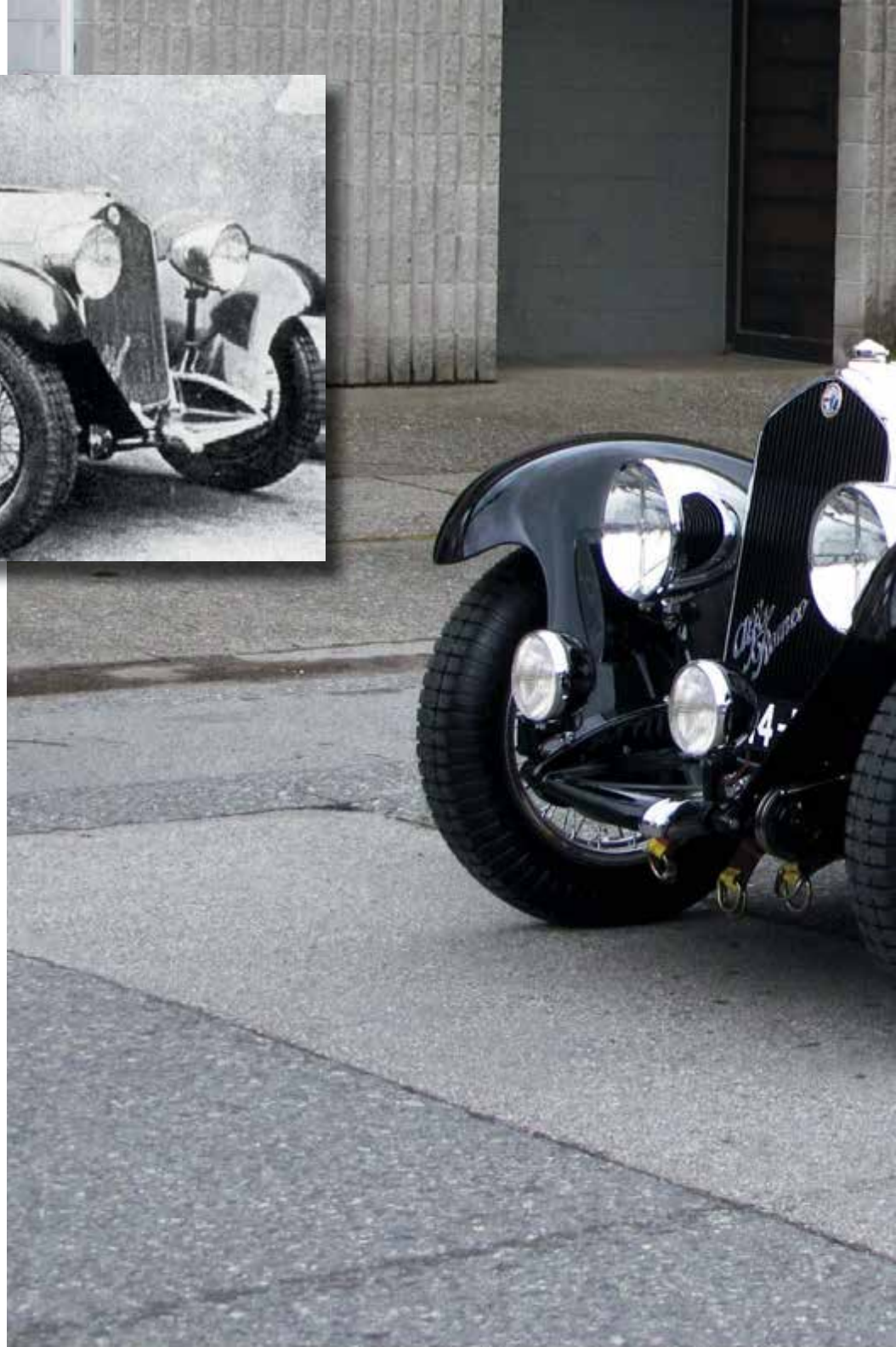
Displacement: 1.752 liter / 106.9 cu in

Valvetrain: 2 valves / cylinder, DOHC

Fuel feed: Memini DOA Carburettor

Aspiration: Supercharger

Right: First time a fully restored and completed Alfa Figoni emerges from RX Autoworks on April 18, 2012.





EX

ALFA-ROMEO

58

LAMUSE
End Year

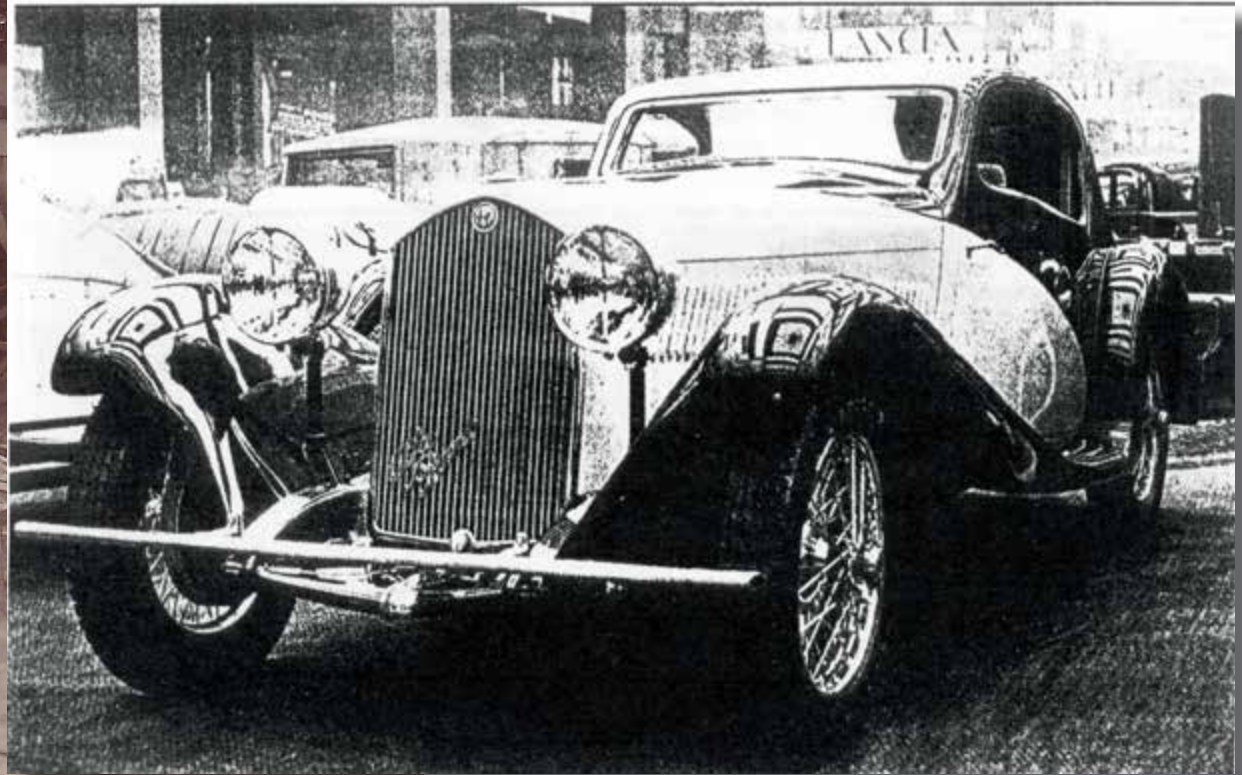
LAMUSE
End Year

Exhibit
End Year

NO - SUVA

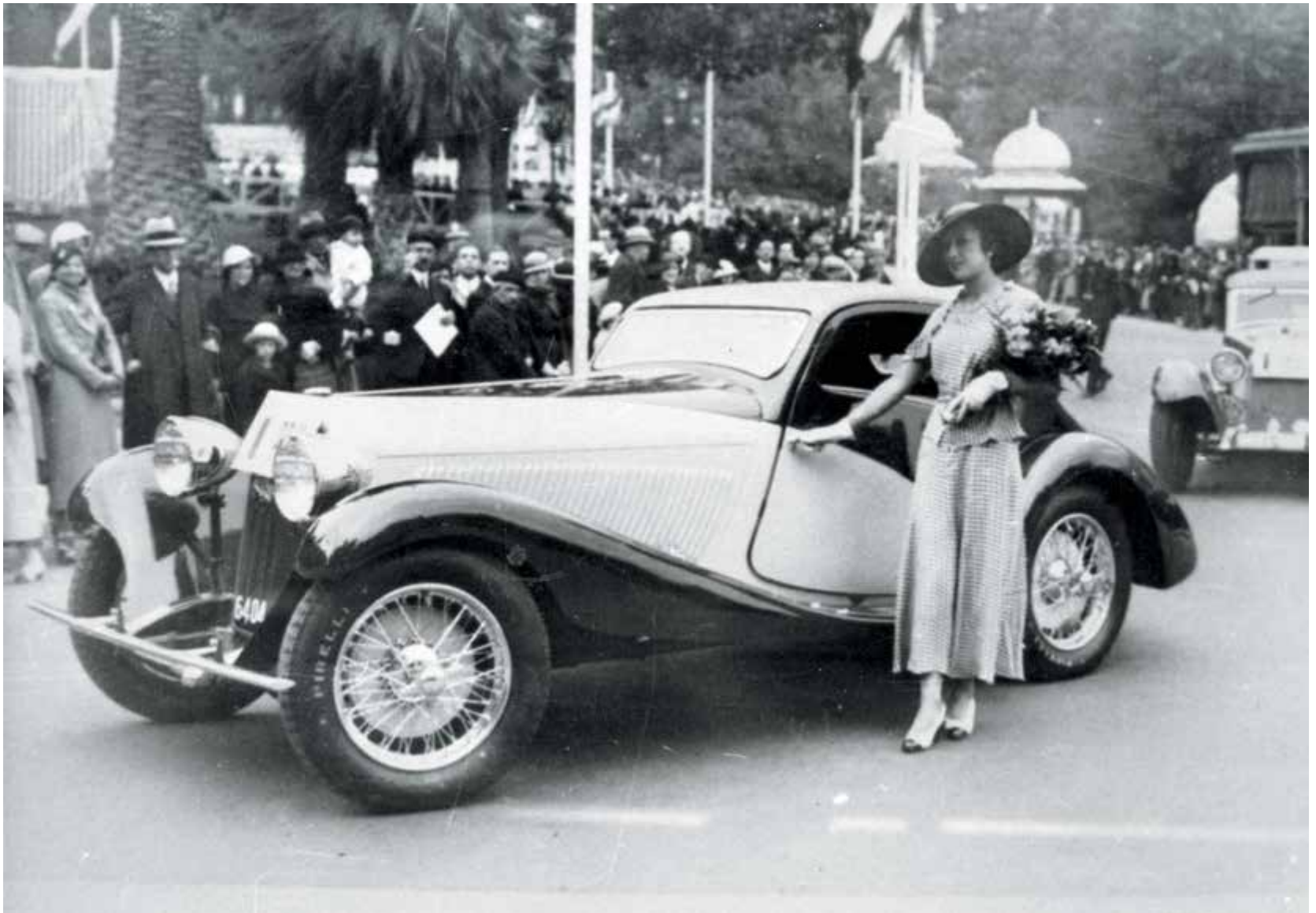


Left: A three quarter view of the rear of the Alfa Figoni taken at the Paris Motor Show in 1933 (5-15 October).

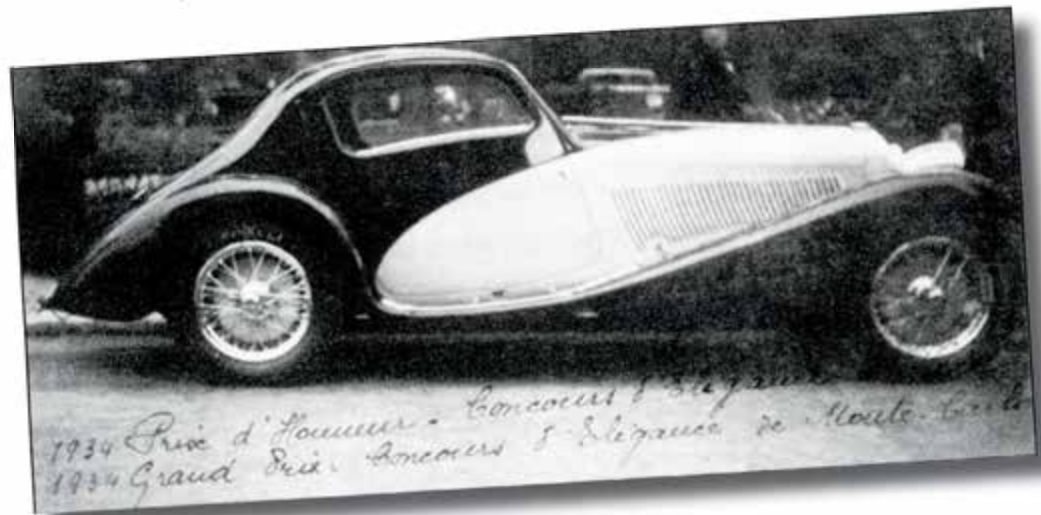


Above: The Alfa Figoni on display at the Paris Salon in 1933. From the photo one can tell that the vehicle now sports chrome wheels and a chrome bumper bar which had been added. There is still no evidence of windscreen wipers or side lamps.





Above: This photo of the Alfa Figoni was taken on April 5, 1934 at the Monte-Carlo Concours d'Elégance. The bumper bar is still in place along with a partial registration beginning with 6404 RGx (thus, done sometime between late 1933 to early 1934). Even though there are still no wipers, it is now evident that a Figoni body badge was added under the door. A very similar photo was printed in *Le Petit Niçois*, a daily paper from Nice, with Miss Noghes (daughter of Alexandre Noghes - head of the Automobile Club of Monaco) posing beside the vehicle.



Top: A week after the Monte-Carlo Concours d'Elégance, April 12, 1934, the Alfa Figoni appeared at the Nice Concours d'Elégance. Mrs Steur posed with the car.

Below: Another photo of the coupé from the Spring of 1934. Written on the photo is the following:
1934 Prix d'Honneur - Concours d'Elégance de Nice
1934 Grand Prix - Concours d'Elégance de Monte-Carlo



Left: This photo of the Alfa Figoni was taken on July 23, 1934 at the Deauville Concours d'Élégance.

It is now evident that the vehicle has wipers attached to the top of the windshield, small side lamps attached to the top of the front fenders, and the head lamps had been lowered with a curved supporting bar between the pair of them.

Le Mans 1935

In June 1935, a rudimentary open racing body is put on the chassis with the registration 6114-RJ2 (plate number indicates this happened in August 1934).

Visible in the photo below is the unique front apron, between the front dumb irons, particular to this Alfa Romeo 6c1750 GS.



Alfa Romeo 6C with a 1774 cc engine and start number 21, driven by Guy Don and Jean Desvignes, finished Le Mans 6th place overall and won the 1501 - 2000 cc class.



Above: This photo of the Alfa Figoni was taken in September 1936 in a second-hand car showroom in Paris. This is the same vehicle that had entered the Deauville Concours d'Elégance two years earlier and the registration, 6114-RJ2, is the same as the one seen on the Alfa Romeo 6c1750 GS that placed 6th at Le Mans in 1935. Despite the poor quality of the photo, it is still possible to see that the Alfa Romeo badge has been moved from the bottom right to the top right of the radiator and that the body has been painted completely black.

RÉPUBLIQUE FRANÇAISE Volet C (recto)

DÉCLARATION DE PROPRIÉTÉ D'UN VÉHICULE AUTOMOBILE OU REMORQUE
TEXTES LÉGISLATIFS ET NOTES AU VERSO

← Répondez exactement aux questions qui vous sont posées, recopiez vos réponses sur les volets A et B. Puis dalez et signez au verso des trois volets → après y avoir indiqué vos nom, prénom et adresse.

Je soussigné (1) propriétaire (1) d'un véhicule automobile, représentant la propriété (1) d'un remorque ou semi-remorque.

Prénoms et nom: Elkin George

Profession: sans

Adresse: Hôtel Napoleon Rue Grimaldi

Commune: Nice Département: A. M.

Certifié être en possession d'une carte grise (2) (3) relative à un véhicule automobile ou remorque (3) portant le No d'immatriculation: 7197 B.B.T

Le véhicule (1) est en bon état et pourrait être mis en circulation sans réparation mécanique; n'est pas en bon état et ne pourrait être mis en circulation sans réparation mécanique; est habillé et stationné (4)

Lieu de stationnement: Nom: Garage Chaccaron 8 AVR 1948
Adresse: Rue Chaccaron
Commune: Nice Département: A. M.

Le genre et les caractéristiques de ce véhicule sont les suivants

Genre (5): Véhicule automobile

Titre de transport: Essence

Source d'énergie (6): Essence

Cylindres (7): 4 Nombre de portes: 2 Nombre de glaces latérales: 0

Nombre de places (8): 2 Poids à vide du véhicule complet: 1270

Marque: Alfa Romeo N° de type: 1270 Numéro dans la série du type: 1312104

Moteur: Numéro (9): 1270 Nombre de cylindres: 4 Puissance portée sur la carte grise (10): 10 CV

S'0 y a-t-il eu transformation effectuée (10):

Neuve (11) Avant: non Année: 1947

Date de première mise en service (12): non connue

Précédents: Immatriculation: Numéro: 7197 B.B.T Date: 6 sept 47

MUTATION DANS LE DÉPARTEMENT

Volet C
8 AVR 1948

Nom, Prénom, Adresse du déclarant: Elkin George
Hôtel Napoleon
Rue Grimaldi

Certifié sincère et véridique la présente déclaration

Fait à Nice le 7 avril 1948

(Signature) Elkin

Déclaration reçue le: 8 AVR 1948

Enregistré sous le No: 4000

Le Préfet: (Signature) Alley

Pour le Préfet et par Délégation: (Signature) Alley
Le Chef de la 5^e Division

Code de la Route: Article 23 - Déclaration de mise en circulation (Décret du 18 Octobre 1947)

RÉPUBLIQUE FRANÇAISE MODÈLE A

PERMIS DE CONDUIRE LES AUTOMOBILES,

Les mentions spéciales inscrites au verso, le présent permis n'est pas valable pour la conduite des véhicules classés: 1° Voitures affectées à des transports en commun; 2° Véhicules affectés au transport de plus de 9000 kilogrammes; 3° Motocyclettes à deux roues; 4° Véhicules à chenilles; 5° Véhicules à chenilles et chenilles.

N° 37686

TITULAIRE (1) M. Elkin George

nom-urant: George Elkin

né le 25 Août 1897 à Johannesburg

Déclaré par: Elkin George le 11 Septembre 48




Back of photo reads:

AVA Paris
Specialists Used Sports Cars
26 Av Bosquet, Paris, 7e
(École Militaire)

French post war Police Records for chassis #12121504

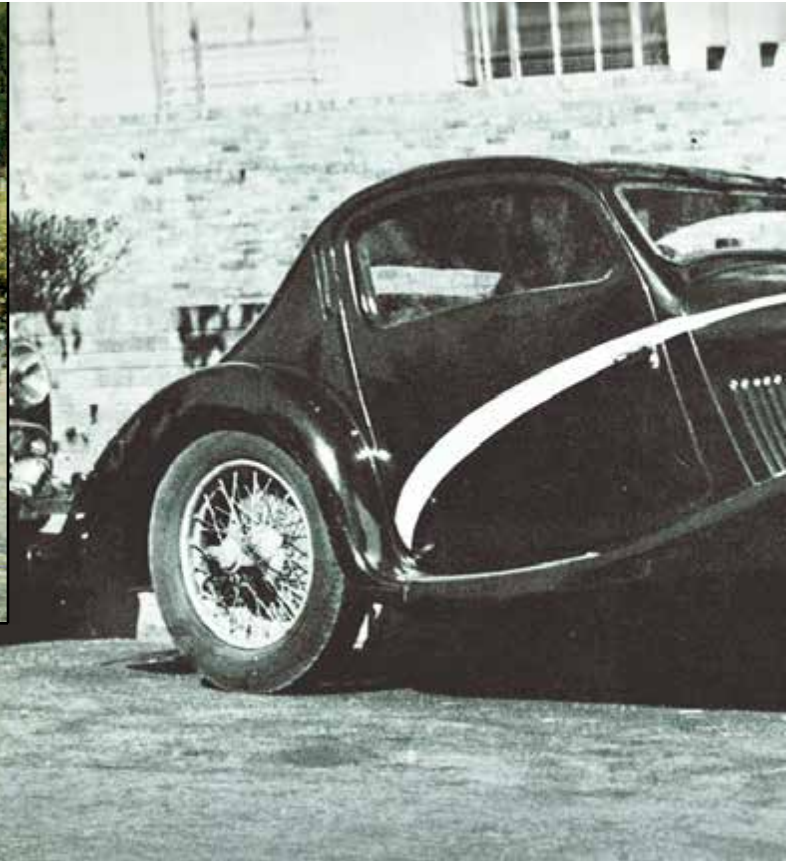
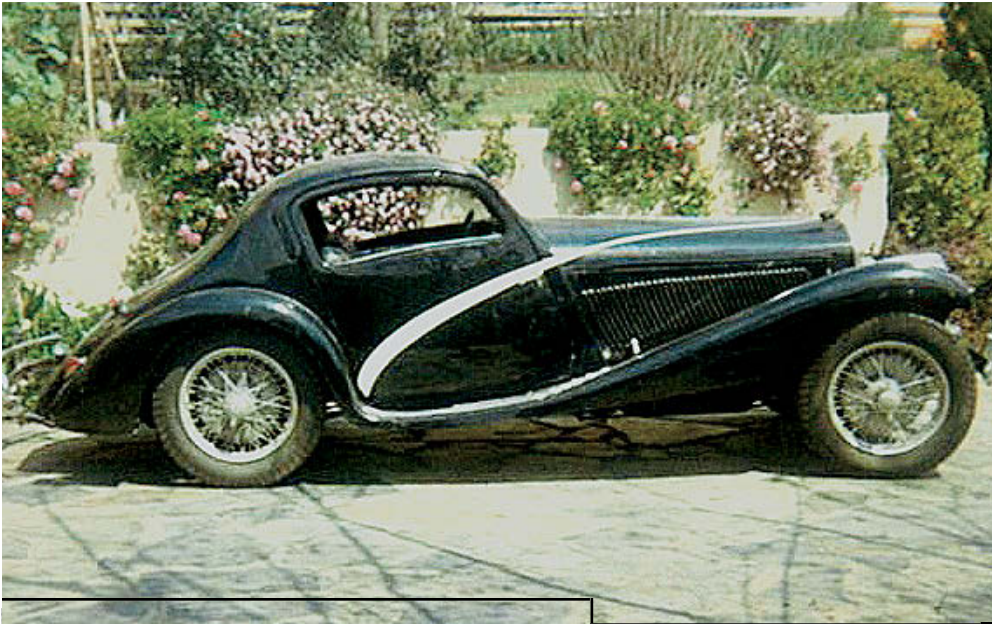
Police Archives in Montpellier: Plate 7762 GP 6

- Antecedents: "Acquis Domaines." - car sold without papers due to war. No records before 1946.
- 18th February 1946: BOUSIER, Adrien. 2 Rue Valette in Montpellier.
- 21st February 1946: MAS, René. 7 Boulevard de l'Observatoire. Montpellier.

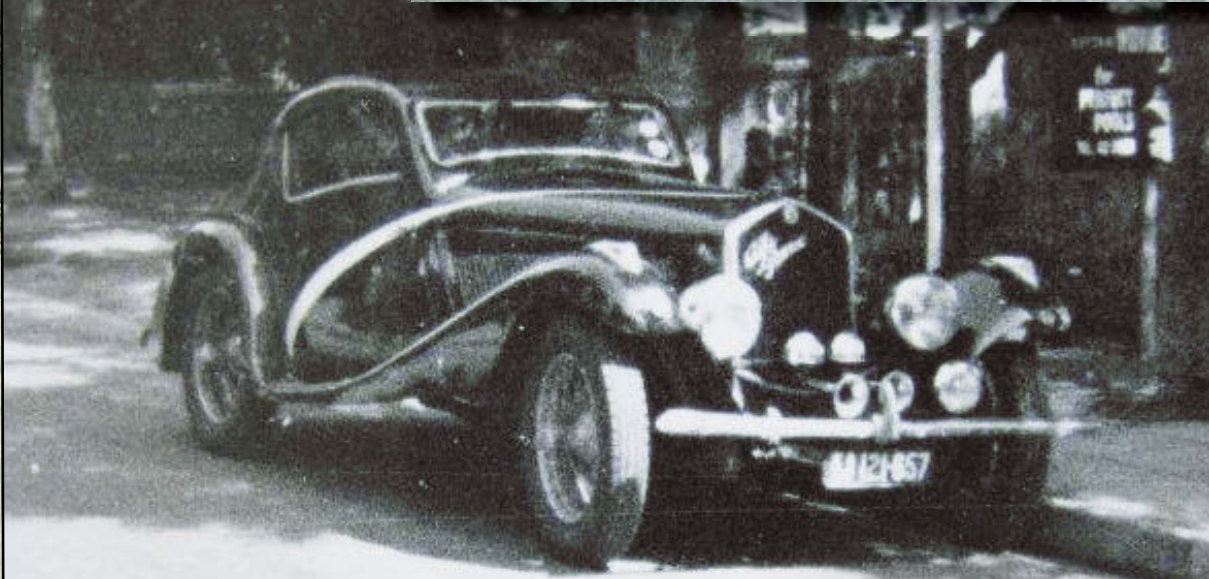
Police Archives in Nice: Plate 7197 BA 8

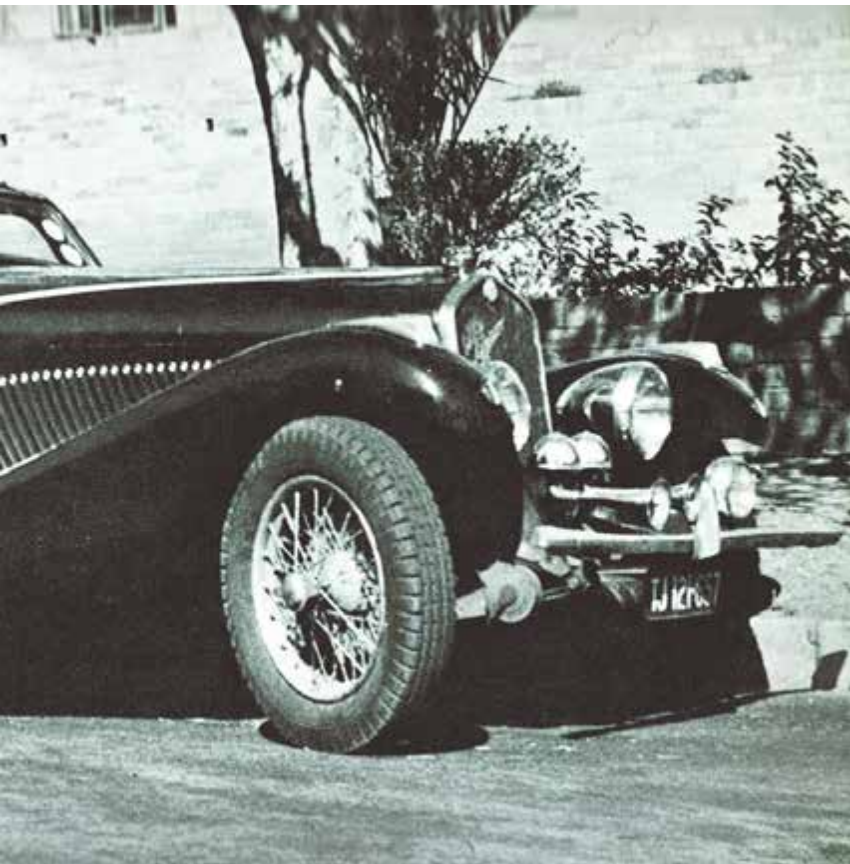
- 6th September 1947: CAUVIN, René. Garagiste, 2 Rue Saint Philippe. Nice.
- 8th April 1948: ELKIN, Georges. Hotel Napoleon, Rue Grimaldi. Nice

Plate 360 DL 06 - 3rd October 1955: ELKIN, Georges.



Photos of the Alfa Figoni in Johannesburg, South Africa. Fenders now have larger side lamps and car sports different bumpers.





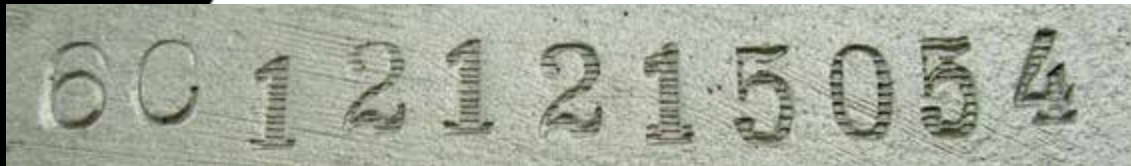




Above: Photo of the Alfa Figoni taken at Waldie Greyvenstein's private museum in Bloemfontein, South Africa. Waldie restored the Figoni in the early 1970s and participated in the 1986 Mille Miglia. It remained in Waldie's collection until 2009 when David Cohen bought the car and shipped it to Vancouver, Canada.



Restoration at RX Autoworks









Left: The Alfa Figoni arrives at RX Autoworks to begin restoration on August 26, 2009.



Right: While examining the outer shell of the vehicle, the original two-tone black and cream colours became apparent. These were colour matched and later used on the restored body.





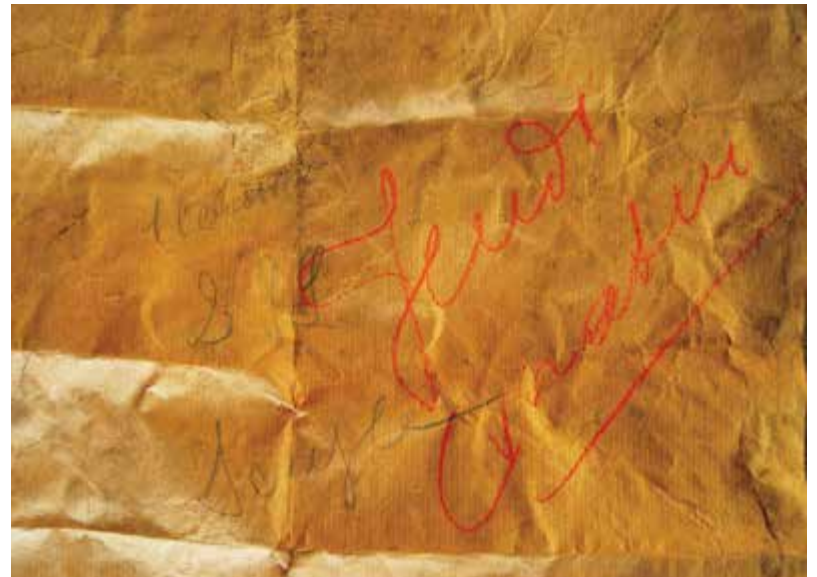
Above: Found on each side of the seat were two panels of scrap metal covered by carpeting. Upon further examination, the red colour and the #10 suggest that they were recycled from another racing car. *(This has been preserved in its original state)*



Above: The top of one of the door frames contains instructions for a panel beater; it says "*border de chaque coté de la feuillure*" - loosely translated as "wrap [or bend] around both sides of the groove." *(This has been preserved in its original state)*



Above: Upon removal of the upholstery and padding from the seat's backrest, the revealed frame offered up a surprise - "Alfa Romeo" written in large letters followed by an added-on witticism "et Juliette." (This has been preserved in its original state)



Above: The seat base also offered up a surprise - a piece of packing paper with some lines drawn on it and written instructions for the workers. The bold red writing reads "Jeudi matin" (meaning "Thursday morning"). The additional writing is in blue but is only partially legible. (This has been preserved in its original state)





Left: Mike and Ian work on carefully disassembling the Alfa into its constituent parts while looking for clues as to how the vehicle originally looked before the Greyvenstein restoration (November 25, 2009).

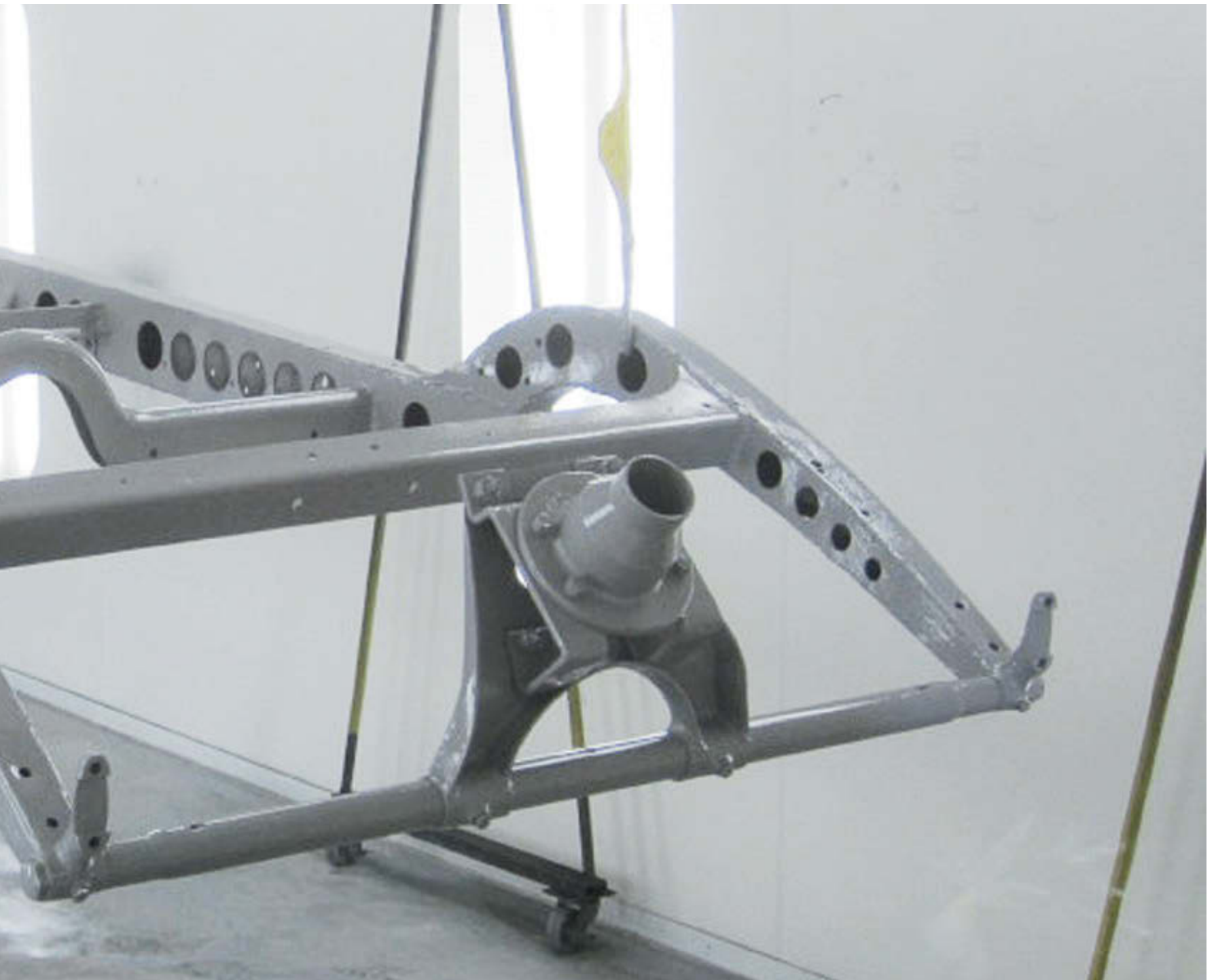


Above: Removal of the brass plaque from the black dashboard revealed the original cracked finish the dashboard would have had before the Greyvenstein restoration.



Above: A shade of blue paint, different from that of the Greyvenstein two-toned blue, was found only on the chassis and front apron. This appears to be French Racing Blue used on the Alfa when it raced in the 1935 Le Mans.







Above: The badly aged wood is replaced while most of the original wooden structure is stabilized and saved.



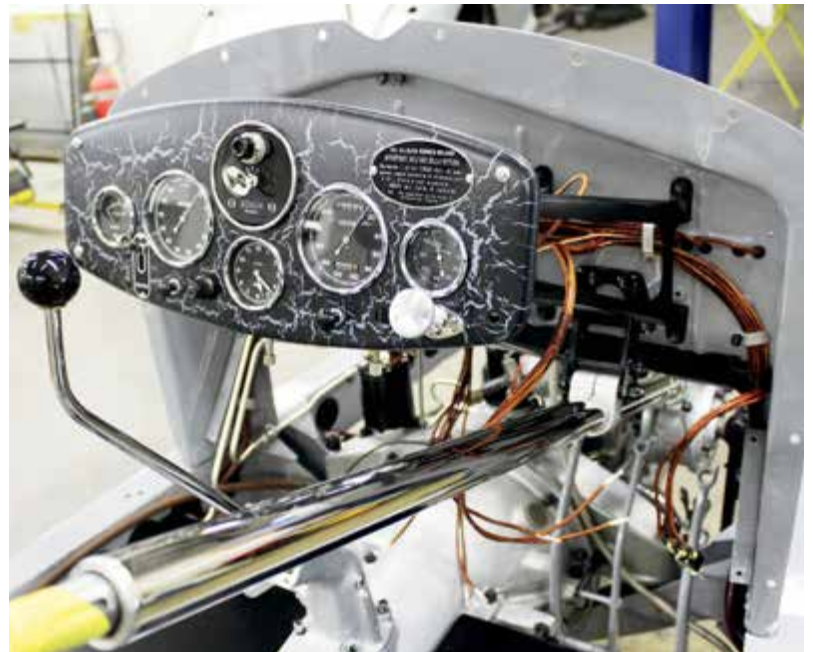
Above: Damaged pieces of the aluminum outer shell are replaced and carefully welded onto the original aluminum.





Above: The time capsule on the door frame remains preserved in its original state under the aluminum skin of the vehicle.





Above: On February 16, 2012, reassembly of the Alfa begins from the chassis on up.









Above: Rob, Mike, and Ian ensure that the Alfa is mechanically sound and running smoothly before putting the final touches to the restoration (April 6, 2012).



Above: Two strips of the original French Racing Blue paint are saved on the unique front apron of the Alfa thus preserving its connection to the 1935 Le Mans race. These are now covered by chromed pieces.

With special thanks to all those involved with the complete restoration of the Alfa Romeo 6c1750 GS coupé by Fioni.

Also, thank you to those people who assisted in uncovering some of the history of this Alfa Romeo allowing for a more thorough and complete restoration.

The RX Autoworks Crew:

Mike Taylor

Rob Fram

Ian Davey

Ruedi Aschwanden - *Research & Photos*

Simon Moore - *Research & Photos*

Richard Adatto - *Research*

David Gallagher - *Phoenix Upholstery*

Kevin Clark- *Mechanical*

Augustine Banko - *Mechanical*

Rudi DeGroot - *Longtime car friend*



Compiled and Edited by

Basil Cohen

April 25, 2012



FIGONI

CARROSSIER

14, RUE LEMOINE
BOULOGNE SEINE