

The Official Publication of the Alfa Romeo Owners Club

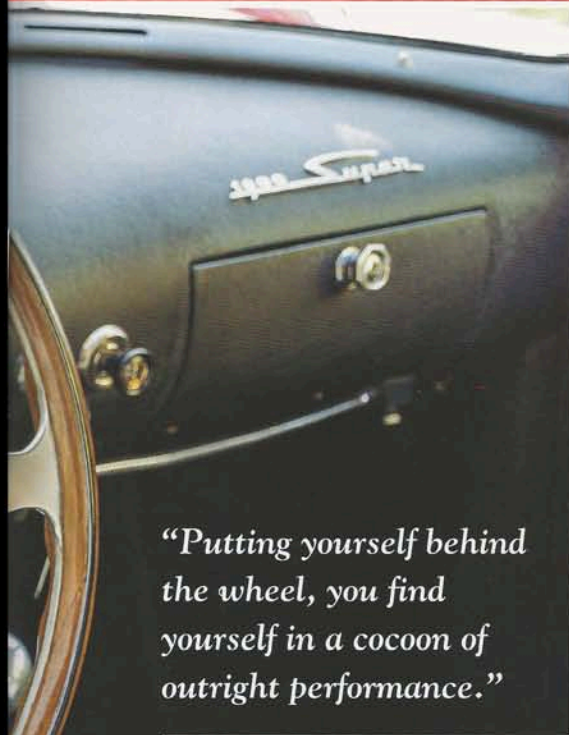
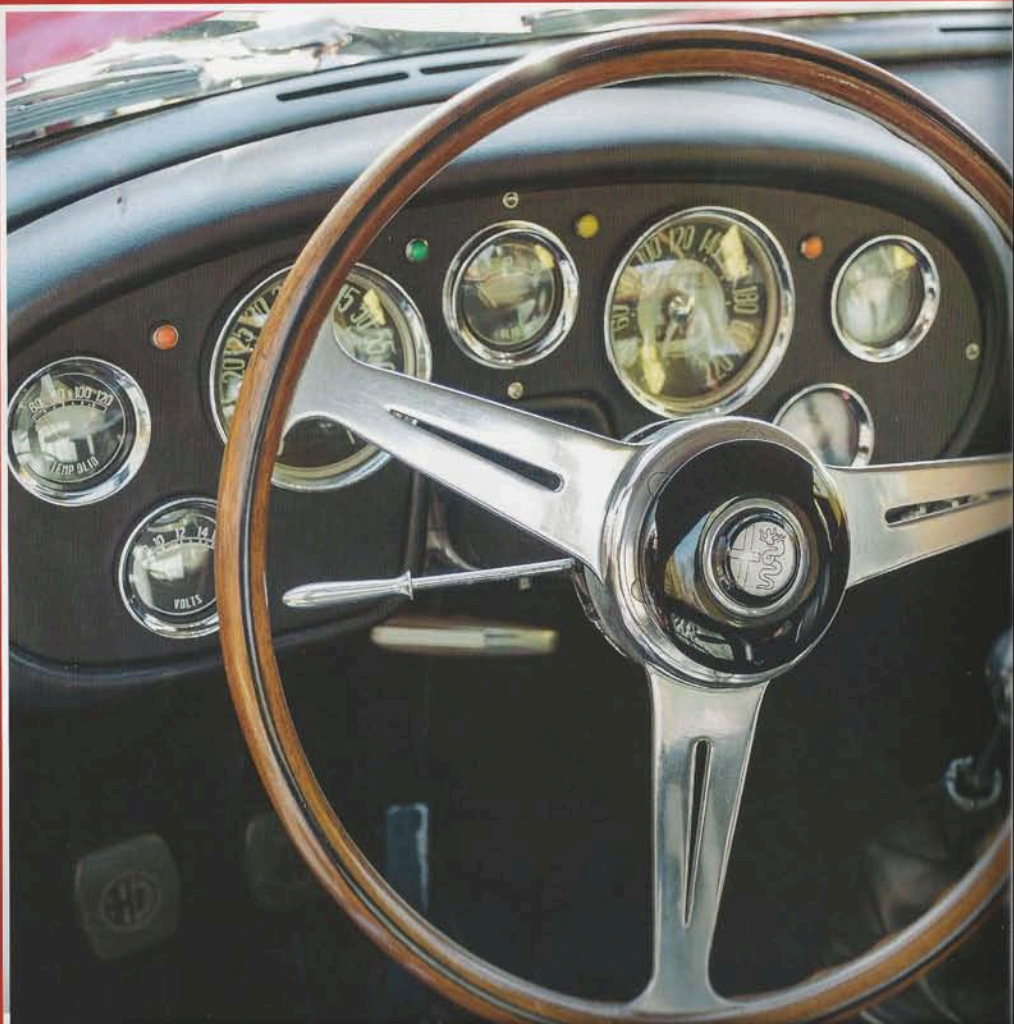
# Alfa Romeo

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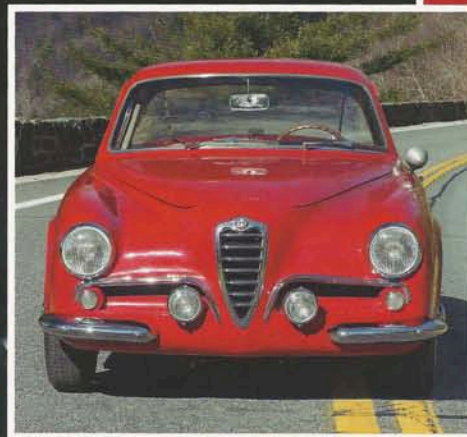


BEHIND THE WHEEL  
OF THE **1900 CS**





*“Putting yourself behind the wheel, you find yourself in a cocoon of outright performance.”*



Legends are often born in obscurity. Alfa Romeo's humble beginnings gave no hint as to the extraordinary heights the company would achieve.

A.L.F.A. (Anonima Lombarda Fabbrica Automobili) was founded in June of 1910 from the company Società Anonima Italiana Darracq (SAID). By 1915, the A.L.F.A. came under the stewardship of Nicola Romeo. At that time the factory's efforts were turned over from building cars to military equipment. The new name of the company subsequently became Alfa Romeo in 1920, the first car to wear the badge was the Torpedo 20-30 HP.

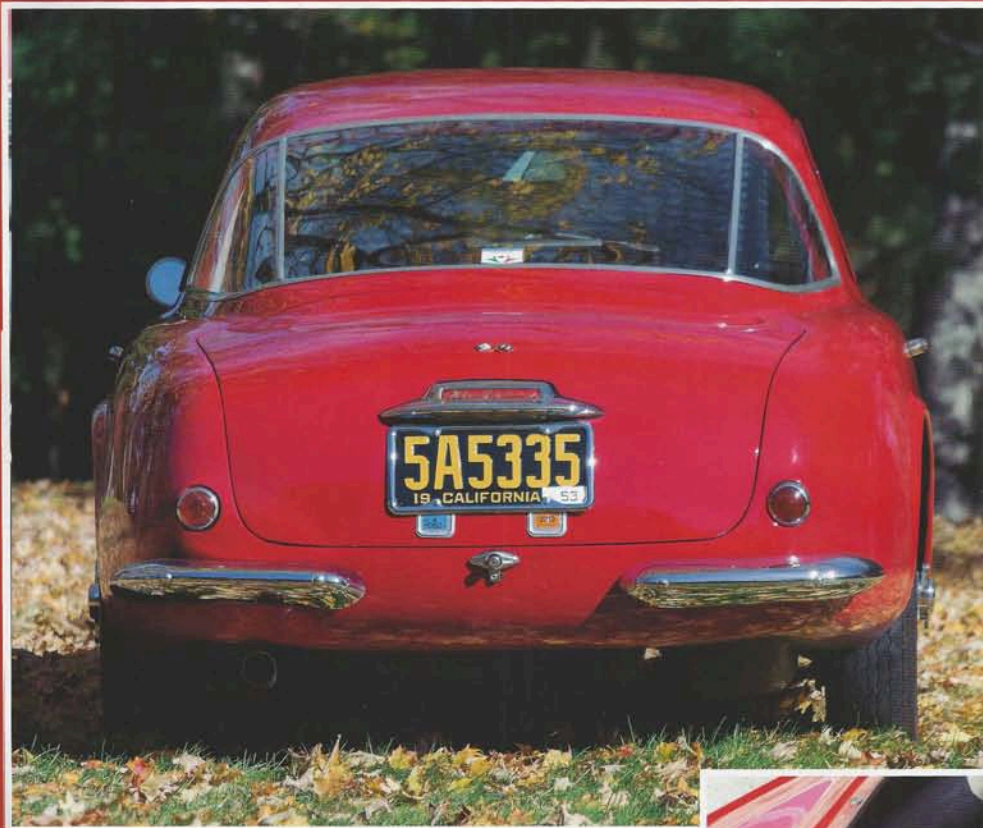
The cars built by Alfa were solid road cars as well as successful race cars with names like Campari, Nuvolari and the young Enzo Ferrari behind the wheel.

Alfa created cars with style, grace and performance. One of its many creations has that in spades: the 1953 1900 CS. The 1900 model was launched in 1950, the very first Alfa to be built completely on a production line – and the first to offer the option of left-hand drive. The 1900 was offered as a four-door Berlina and a two-door coupe, with a four-cylinder 1884cc engine putting out a very respectable 90hp. The cars found success at the Stella Alpine rallies and the Targa Florio.

Alfa took their *macchina* up another step by creating a shorter wheelbase version, the 1900C (Corto). Next, what would be better than adding an engine bored out to 1900cc? This brought the power up to 100hp. With this added juice, they became known as the 1900 Sprints.

One hundred chassis in this configuration were given to Carozzeria Pinin Farina, who produced a purposeful and stylish coupe body, the 1900 Corto Sprint. Other coach-builders Bertone, Zagato and Touring also took advantage of the nimble drivetrain, each putting their own personal spin on it. The rarest of all the designs was the Pinin Farina version. Only about 50 were built in this style; perhaps less than 30 are believed still to exist, and only ten thought to be left-





## SPECIFICATIONS

Length	170.7 inches
Width	64 inches
Height	53.1 inches
Wheelbase	98.4 inches
Front track	52.2 inches
Rear track	52.2 inches
Engine	inline 4-cylinder, two valves per cylinder
Carburetors	DOHC Solex 40 replaced with Webers
Displacement	1884 cc
Bore	82.55 mm
Stroke	88 mm
Compression	7.75:1
Horsepower	100hp modified to 150 hp
Transmission	4-speed replaced with 5-speed
Brakes	Alfin drums
Weight	2315 pounds



hand drive. This particular Alfa is, in other words, a very unusual automobile.

The 1900CS and the 6C 3000 CM are obvious starting points in Alfa's styling for the modern 4C. The 1900CS is a sleek, purposeful little sports car with absolutely no unnecessary appendages: clean, clear lines with a minimum of chrome. The Alfa vibrates with sheer energy, simply waiting to be let loose.

Lending an assist, the little four-cylinder engine has been brought up to CSS spec. A new CSS crankshaft, larger pistons, dual Webers and an Abarth manifold give the car a 50 percent jump in horsepower from the original 100. New Alfin brake drums have been fitted, along with uprated front A-arms to help control the large bump in power.

Inside there have been several well-chosen modifications. The original bench-type seat is swapped out for two Rally-style Zagato buckets. A four on the column shifter is relieved of its service and in its place, on the floor, is a proper five-speed.

Putting yourself behind the wheel, you find yourself in a cocoon of outright performance. A wooden Nardi wheel with an array of Veglia gauges housed in a leather-clad binnacle behind it. A few toggle switches below the metal crackle-finish dash handle; the wipers, fog-lights and fan.

Turn the key and all parts act in concert to create a lovely, throaty tune. On the road, the 1900CS is marvelously balanced: the steering is comfortably tight, with no play in the wheel. The gear ratios are just right for high-speed cruising and having a whole lot of fun on a twisty back road. The 150 hp is plenty to keep you and the 2,315-pound Alfa amply motivated. A nimble car that responds quickly to steering and throttle input, it's a red blur – then, just a view of two small taillights disappearing into the distance.

Alfa 1900CS + Rally or Tour = miles of fun.

Thanks to Mike Bruno for opening the barn once again and letting the Alfa run free.