

# CLASSIC DRIVER

## Is the Alfa Romeo 6C 2500SS Villa d'Este the most elegant classic car ever?

### Lead

As one of the high points in Alfa Romeo's fruitful relationship with coachbuilder Touring, the 6C 2500SS Villa d'Este Coupé epitomises automotive elegance - and that applies beneath the graceful coachwork, too...

The proportion-perfect 6C 2500SS Villa d'Este Coupé was the last in a long line of legendary six-cylinder [Alfa Romeos](#), a breed that had enjoyed fame and competition fortune during the inter-war years. While its developmental roots lay back in the mid-20s (when engineer Vittorio Jano had sired Alfa's celebrated straight-six), the configuration was by no means outdated in the immediate post-War period. In fact, the Tipo 256 - also based on a 6C 2500 chassis - had proven itself still relevant in the late 1930s, performing well at Le Mans, the Mille Miglia and in the Tripoli-Tobruk.

### A second christening



Incidentally, the Tipo 256 racing car had also been bodied by [Milanese coachbuilder Touring](#) - and in the late 40s, it was invited by Alfa Romeo to be the latest house to style a road-going version, of course using its patented Superleggera construction technique. The platform was the shortest-wheelbase chassis of the 6C 2500; the engine it hosted was a triple-Webered version of the 2443cc straight-six, making it an 'SS'. Shown at an early Villa d'Este concours (namely the 2nd iteration, at which it won the Coppo d'Oro), the gorgeous coupé was green-lit for a limited-production run - and also given the 'Villa d'Este' suffix in celebration of winning the coveted award.

### Concours queen by name...



Initially planned as a 25-car run for Alfa Romeo's most wealthy clientele, production would ultimately extend beyond 30 cars (including a handful of convertibles); the most generally agreeable figure is 36. Of these, one is owned by the [Villa d'Este hotel](#) and displayed as an art piece. Further testament to its elegance should not be needed; but it's there should it be required. Pedigree of its mechanical underpinnings and coachwork notwithstanding, the Villa d'Este Coupé can also claim to be the last hand-built Alfa Romeo - thus representing a pinnacle in the storied marque's timeline.

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### Gallery













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