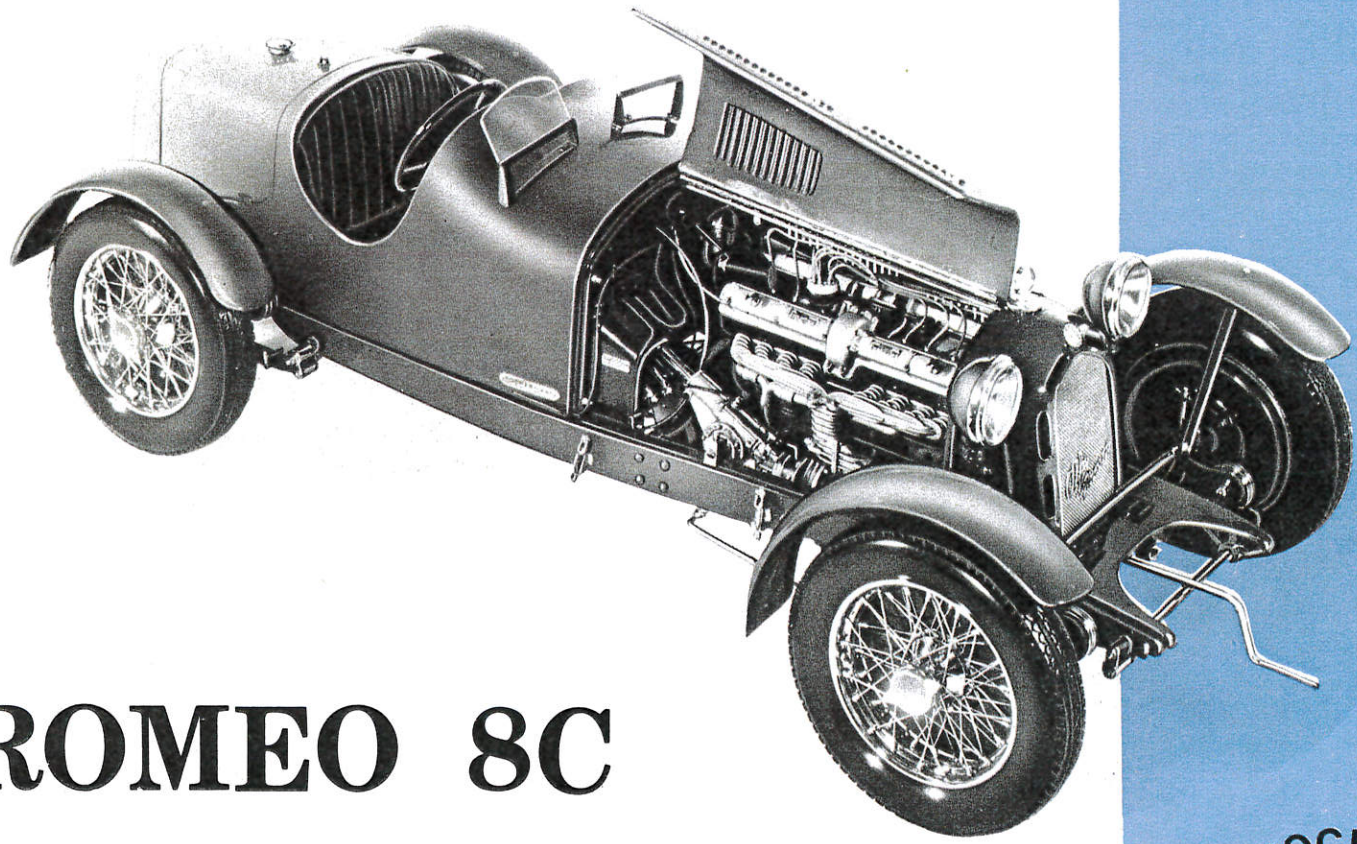


ALFA ROMEO 8C 2300 MONZA 1931

POCHER
TORINO

RIVAROSSI S. p. A. DIVISIONE POCHER - VIA ADAMELLO 13 - 10097 REGINA MARGHERITA (TORINO) ITALY - ☎ 411.16.86 - 411.16.82 - POCHERTOR ★ ✱

Alfa Romeo 8 C

The world-wide success of our 130 HP FIAT "Grand Prix de France 1907" encouraged us to bring out a new scale model which is intended for the exacting auto enthusiast. It is the Alfa Romeo 8C 2300 "Monza" 1931-1934. The model is a faithful reproduction of a spider-bodied prototype, owned by a well-known Italian collector.
Alfa Romeo kindly furnished the original drawings and factory records, and this enabled us to design the model to an exact 1 : 8 scale.
The model has 1452 parts: 270 of high-impact plastic, 809 brass, 255 stainless steel, and the remaining 118 parts of various materials, including steel, iron, copper, rubber, etc.
The assembly instructions show how to fit the parts together, substantially without cement. The 1 : 8 scale is critically maintained down to the smallest detail. This should prove satisfying even to the most exacting modeller.
The model is the reproduction of one of the most important racers built in the Golden Age of sports cars by the famous manufacturer of Milano. The 8C 2300 Monza Grand Prix was designed by Vittorio Jano of Turin. He was known for the earlier design of the 2 liter, eight cylinder P2, which won Grand Prix races in 1924 and the world championship of 1925. This pioneering designer also developed the 1500 6C model in 1926 and the 1750 6C in 1929.
The 2300 8C Monzas made their debut in the Italian Grand Prix of 1931. After a ten hour race, at an average speed of 150 km h (94 mph), the cars came in first and second.

Technical Data:

Engine: supercharged eight cylinder in-line.
Bore and stroke: 65 x 88 mm.
Power: 165 HP in 1931, increased to 178 HP at 5.400 rpm in 1933.
Clutch: dry, multiple disc.
Gear box: four non-synchronized forward, and reverse.
Rigid rear axle, with drive shaft and univrsal inside a torque-tube. Large efficient drum brakes. Easy handling steering mechanism.
Wheelbase: 2.65 m.
Width: 1.38 m.
Overall length: 3.835 m.
Net weight: 920 kg.
Maximum speed: 225 km h.
Two seater.
In 1933 the Ferrari racing team increased the capacity of some of these cars to 2.556 cc.
Although the car was originally designed for Grand Prix racing competition, it also took part in sports car (G.T.) races. Fenders (mud guards), head lamps, and a spare wheel were then added.
The car became famous in the 1931-1933 seasons. In these years impressive victories were garnered by such top drivers as Nuvolari, Campari, Varzi, Borzacchini, Caracciola, Trossi, Brivio, Tadini, and Siena. They drove for the Alfa Romeo factory team or the Ferrari racing team. Individual drivers including Etancelin, Zehender, Wimille, Somer and others further enhanced the fame of Alfa Romeo by winning races not only in Europe, but the world over.
Here is a summary of the winning record:

1931 - Italian Grand Prix (ten hours) - Pontedecimo climb - Giovi - Dieppe Grand Prix - Ciano Cup Challenge - Grenoble Grand Prix - Commingers Grand Prix..

1932 - Monaco Grand Prix - Targa Florio - Eifel Grand Prix - Picardy Grand Prix - Kesselberg climb - Polish Grand Prix - Grand Prix de Lorraine - Comminges Grand Prix - Mont Ventoux climb - Marseille Grand Prix - Grand Prix of Finland.

1933 - Winter Grand Prix of Sweden - Tunisian Grand Prix - Turbie climb - Alexandria ring - International trophy - Parma to Berceto climb - Picardy Gran Prix - Targa Florio - Eifel Grand Prix - Grand Prix of Barcelona - Gran Prix de la Marne - Irish Grand Prix - Summer Grand Prix of Sweden - Targa Abruzzo - Stelvio climb - Rio de Janeiro Grand Prix.

We have made every effort to reproduce this car faithfully to scale. Furthermore, we have incorporated as many moving parts as practicable, for the sake of realism:

- the starting handle actuates the crankshaft, connecting rods and pistons
- the steering mechanism operates
- the foot pedal actuates all four wheel brakes
- the trunk (boot) opens

We hope that this model will satisfy both the car enthusiast and the exacting model-builder.

ALFA ROMEO 8 C - 2300 Monza

Riproduzione esatta, di un prototipo carozzato Spider, prodotto dall'Alfa Romeo nel 1931-1934.

Gli originali di questa auto hanno riportato, in quegli anni, una serie spettacolosa di successi pilotati dai più noti assi del volante quali Nuvolari, Campari, Varzi, Borzacchini, Caracciola, Trossi, Brivio, ecc. Questo modello è stato da noi realizzato sulla scorta dei disegni originali dell'epoca e di tutta la relativa documentazione che l'Alfa Romeo ci ha gentilmente messo a disposizione.

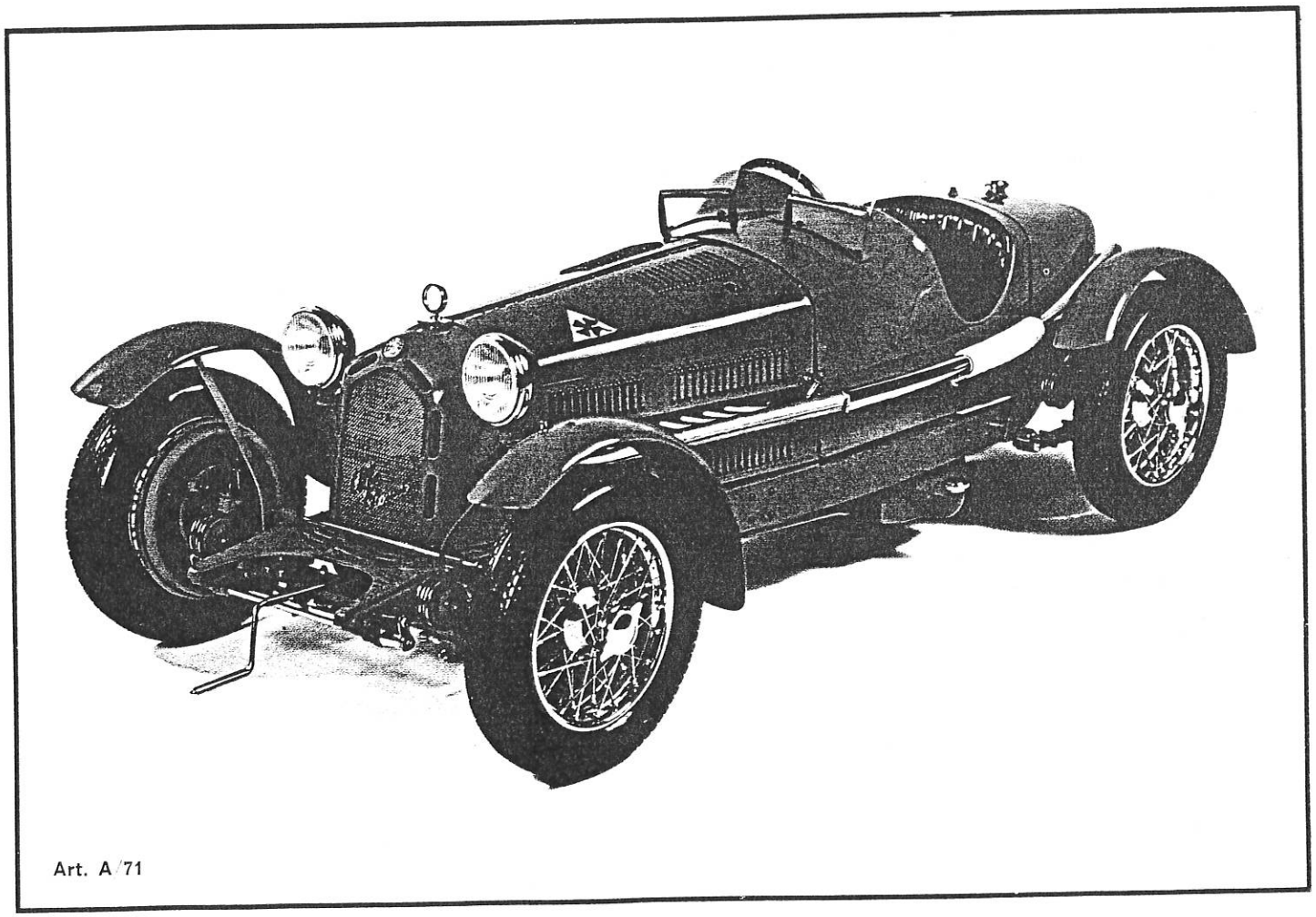
Questo modello è costruito con materiali diversi e si compone di 1452 particolari suddivisi in: n. 270 in plastica ad alta resistenza, n. 809 in ottone, n. 255 in acciaio inossidabile, n. 118 in altri materiali diversi (acciaio, ferro, rame, gomma, ecc.).

Lo sterzo è esattamente funzionante come quello vero e pure funzionanti sono tutti gli organi di sospensione.

Viene fornito in due differenti versioni:

Art. K/71 in scatola di montaggio.

Art. A/71 modello montato e verniciato completo di vetrina trasparente



Art. A/71

ALFA ROMEO 8 C - 2300 Monza

Copie exacte, d'un prototype carrossé Spyder, de ce modèle réalisé par les Etablissements Alfa Romeo en 1931-1934.

Les prototypes de cette voiture ont remporté, dans ces années une série d'impressionantes victoires par les As du volant de l'époque tels que Nuvolari, Campari, Varzi, Borzacchini, Carocciola, Trossi, Brivio, ecc.

Ce modèle a été réalisé par nous sur la base des dessins originaux de l'époque et avec la nombreuse documentation mise aimablement à disposition par les Etablissements Alfa Romeo

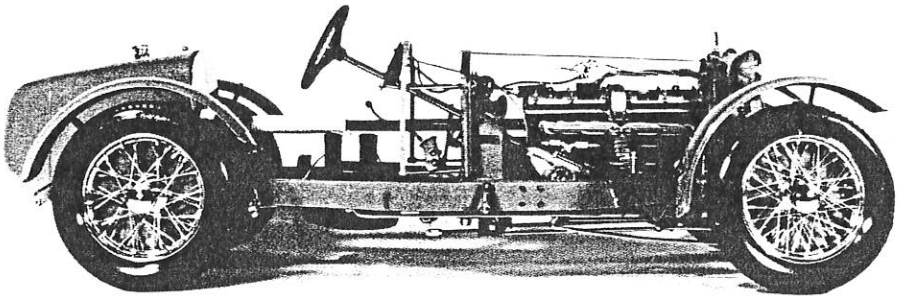
Ce modèle est composé de 1452 pièces différentes dont: 270 en plastique spécial à haute résistance, 809 pièces en laiton, 255 pièces en acier inoxydable et 118 pièces de matières diverses (acier, fer, cuivre, caoutchou, etc...)

La direction fonctionne comme l'original et les organes de suspension fonctionnent également.

La voiture est fournie en deux versions différentes c'est-à-dire:

Article K/71 en boite à monter.

Article A/71 modèle monté et verni complet avec une vitrine transparente



ALFA ROMEO 8 C
2300 Monza

This model is a faithful reproduction of a spider-bodied Alfa Romeo manufactured during 1931-1934.

The car had an impressive racing record, driven by the famous Nuvolari, Campari, Varzi, Borzacchini, Caracciola, Trossi and Brivio. Alfa Romeo kindly supplied the original drawings and extensive factory records, which enabled us to design the model.

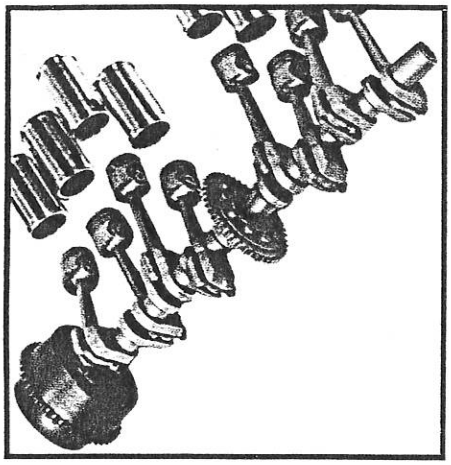
The model has 1452 parts: 270 of high-impact plastic, 809 brass, 255 stainless steel, and the other 118 of various materials, including steel, iron, copper, rubber, etc.

The model has operating steering mechanism and suspension.

It is supplied in two versions.

Item K/71 kit

Item A/71 assembled and fully painted, in a display case.



ALFA ROMEO 8 C
2300 Monza

Es handelt sich hier um die naturgetreue Nachbildung des Prototyps Spyder, der in den Jahren 1931 bis 1934 von Alfa Romeo hergestellt wurde.

Dieser Wagen hatte damals eine ungeheuren Erfolg und wurde von Klassefahrern wie Nuvolari, Campari, Varzi, Borzacchini, Caracciola, Trossi, Brivio usw gefahren.

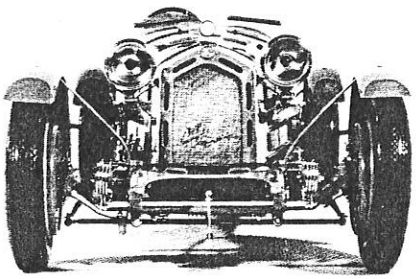
Die Original-Zeichnungen und -Pläne, sowie alle erforderlichen Unterlagen, sind uns freundlicherweise von den Alfa-Romeo Werken zur Verfügung gestellt worden.

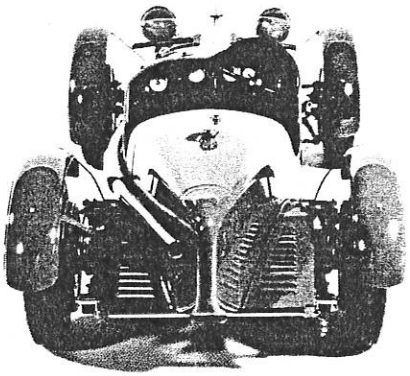
Das aus verschiedenen Materialien, im Masstab 1:8 nachgebaute Modell, setzt sich insgesamt aus 1452 Teilen zusammen. Davon sind 270 Teile aus hochwertiger Plastik, 809 Teile aus Messing, 255 Teile aus nichtrostendem Stahl und 118 diverse Teile teils aus Stahl, Eisen, Kupfer, Gummi, usw.

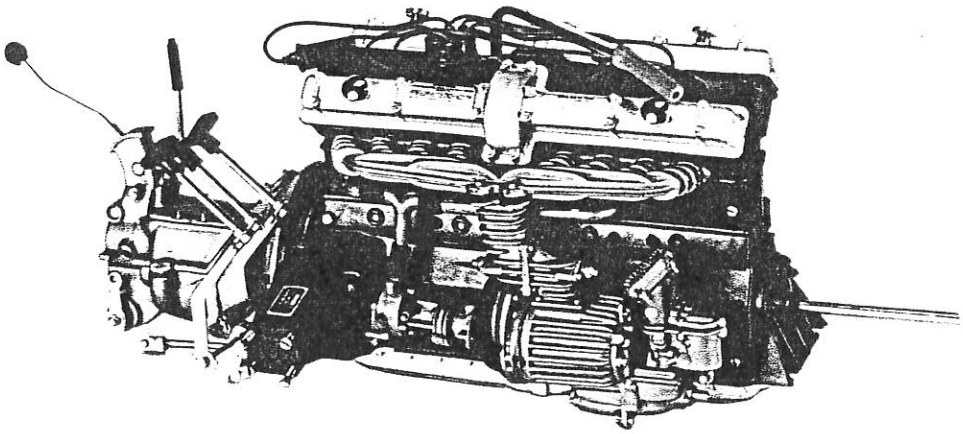
Lieferbar in 2 Ausführungen.

Art. K/71 im Bausatz.

Art. A/71 montiert und lackiert, Komplett mit Schaukästchen.

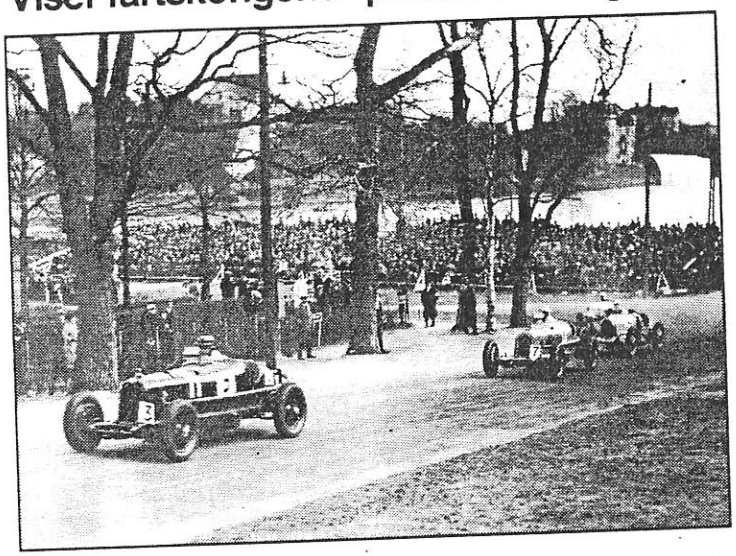






Byrunden

Viser fartskongens premiesamling



Premiesamlingen til Eugen Bjørnstad skal stilles ut i kjøretøymuseet. PÅ dette bildet leder han Finlands Grand Prix i 1933 med sin Alfa Romeo 2300 Monza.

Norsk Kjøretøyhistorisk Museum skal stille ut premiesamlingen etter Nordens fartskonge i 30-årene, Eugen Bjørnstad. Monteringen av samlingen er nå under full forberedelse og blir ferdig i løpet av vinteren. Eugen Bjørnstad, som døde i sommer, ønsket at premiesamlingen skulle stilles ut. Han testamenterte samlingen til Øivind Bakke og Morten Larsen, som har gitt kjøretøymuseet tillatelse til å stille den ut, muligens permanent. Eugen Bjørnstad, som ble 82 år gammel, kjørte løp på Mjøsa en rekke ganger, og deltok blant annet med en Bugatti i 1933. Bjørnstad regnes som Norges fremste racerkjører gjennom tidene, med store seire som Polens Grand Prix i 1933 og Torino Grand Prix i 1937.