

Parkside Publications is pleased to announce the publication of

# THE 8C STORY CONTINUES

An Addendum containing newly discovered historical information and photographs relating to the three previously published books, *The Legendary 2.3* (2000), *The Immortal 2.9* second edition (2008) and *The Magnificent Monopostos* (2014)

*By Simon Moore*

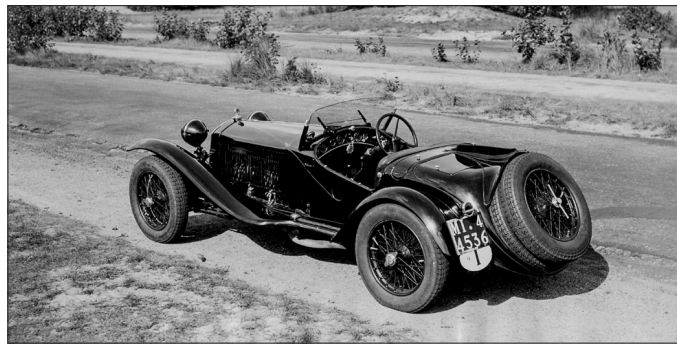
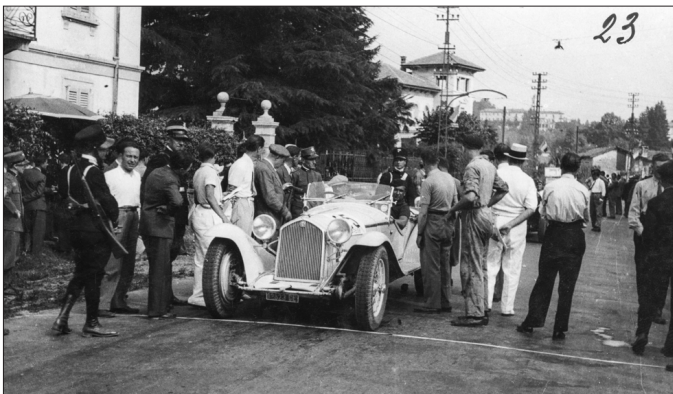
Edited by Malcolm S. Harris

In some ways it seems less than twenty-one years since *The Legendary 2.3* appeared but in other ways many more! For example, back in 1999, there was no massive data base of information to access via Google and few people were on email. Almost no-one had their own scanner, so all original photographs had to be sent to a professional pre-press shop in Canada. A different world!

As time passed, Simon received more and more enquiries like "Do you know anything more about chassis number X?" so, after twenty odd years, it was time to do something. A completely new edition was quickly ruled out, so what you have is an update – primarily on 8C2300s but also a little on 8C2900s and even a handful of pages about the Grand Prix cars. You will need to read this Addendum volume in conjunction with the originals which are referred to frequently. It is not a comprehensive book in its own right – it is a reference book to be read with the other books.

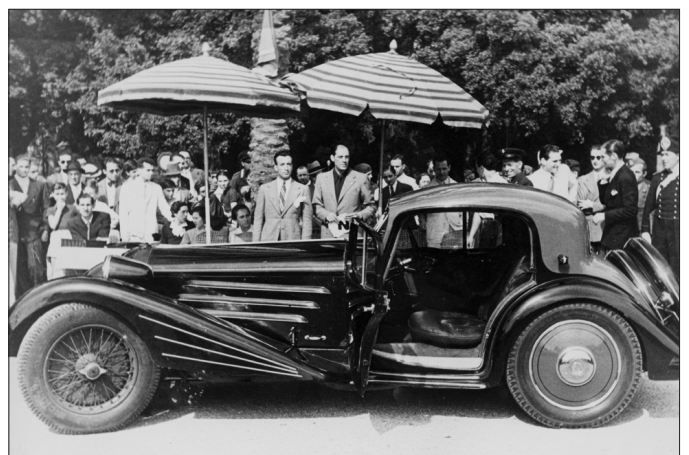
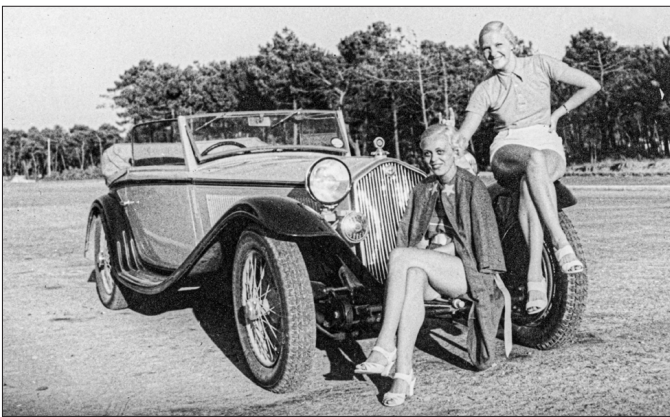
The intention has been to focus on "new" historical information and photographs with no updates on changes of ownership, auction results, subsequent restorations, concours appearances, historic racing results or anything at all really since the books came out. Where necessary, corrections have been included, for example the car listed under chassis number 412041 is now known to actually be 412037.

The exciting news is that one completely original short chassis 8C2300 spider with unique Figoni coachwork has been found when no-one really thought that there was any complete car left to be discovered. In addition, two further cars that were modified back in the 1950s have been found and brought out of their hiding places (2311229 and 412151) and original parts for three other cars discovered (2211136, 2311216 and 412040). Some colour images of these cars are included.

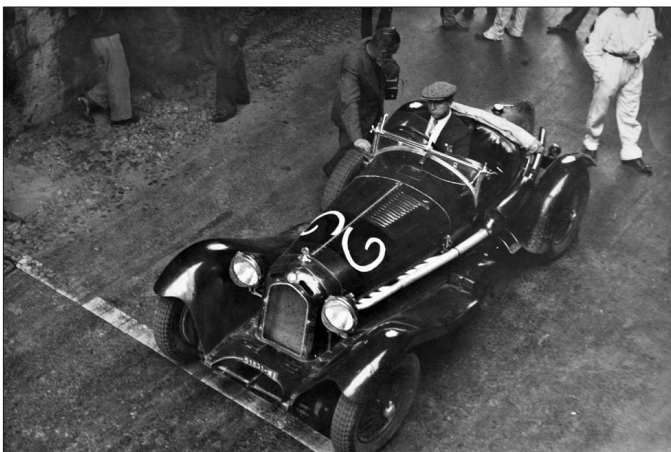


Four short chassis spiders are shown here. The top one in this column is a previously unknown Zagato, 2111008. The second shows one of the first Touring spiders with Linda Bianchi Anderloni at the wheel.

The top photograph here shows that the Castagna spider, 2211072, originally had a small fin at the rear. The last of the four shows Johnny Wakefield in the Touring spider 2211104 at Brooklands.

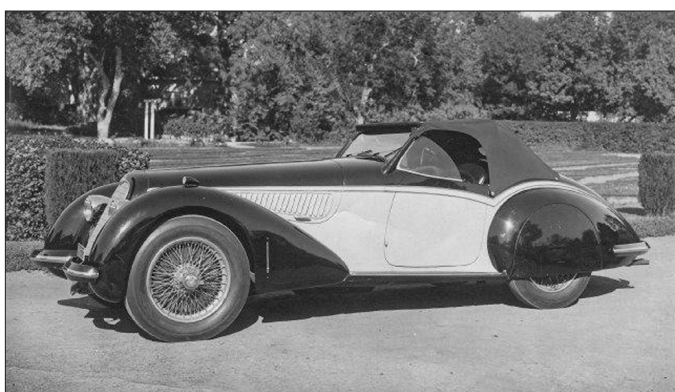


From top left hand column: 2111028 which was a Zagato long chassis. One of at least three Touring spiders on a long chassis (2211108). A PF drophead coupe ("U3") and the lovely Fioni bodied car, 2311211. In the right hand column. a Concours at Monte Carlo featuring 2211078 and "U8". The Wakefield equipe stopped for a break with the PF bodied 2211090 and his Maserati race car in a transporter. Prospero Gianferrari, Alfa Romeo CEO, with his Castagna (2211064) and the first short chassis Touring coupe which was modified - and we now know was 2211066.



Left hand column. Some Monza photographs. 2111043 in Asmara, Eritrea after the war. Alf Barrett cornering 2211134 very hard on dirt in a hillclimb in 1939 in Australia. Musso in 2311225 awaits the start of a hillclimb in his fully road equipped Monza. Lastly, this is the amazing sight when finding a completely untouched Figoni spider, owned by the same gentleman since 1938. (2211079)

This column. One of the Scuderia Ferrari Brianza-bodied Monzas (SF28) ready for the Mille Miglia. This was a promotional shot at the Brescia Alfa Romeo and Ford agency for Shell who refueled the cars on their 1000 mile journey. 2211112 leads SF 30 and SF25 at the 1934 Targa Florio. Lastly, this is what one means by an "as found" photo. The V8 engined car 2311229 raced in Southern California as discovered nearly 50 years later in Arizona and pulled out of a shed.



*In the left hand column. The top photograph shows the 8C2900A spider on the 1935 Paris Show stand and confirms that the car had the horizontal spring/damper units. Next is 412019 in India with the top raised, an unusual sight on one of these cars. Lastly, the 8C2900B MM shared by Raymond Sommer and Clemente Biondetti at Spa for the 24 hour race where they retired.*

*In this column, A long chassis Touring spider 8C2900B in Genova soon after the war which has been included as an unknown car. Next photo was taken in Strasbourg in the early or mid 1950s. It is definitely a Lancia Astura. There is more in the Addendum about mystery car supposedly used by von Rundstedt but the conclusion is that it was indeed a long chassis Lancia Astura. Lastly 5002 at Coorog in 1939 after recording almost 135 mph for an Australian record.*

With lots of help, Simon has established the identity of a number of cars in the "Remaining Mysteries" section of the 2.3 book, although he has also managed to add a few more, both for 8C2300s and 8C2900s!!

Like all books from Parkside, this book is produced to the highest standards, using fine matte paper and bonded leather binding. All the approximately 700 photographs are spot-varnished. All black and white photos are reproduced in duotone and some period images are presented in their original sepia format.

We appreciate that not all owners of Simon's previous books will want to have the detail given in this volume to complement the history given in the three previous books, so we have only printed 700 copies. So, to avoid disappointment, you should make sure that you reserve a copy ahead of the publication date, which is expected to be in first quarter 2022. Distribution will be from England although alternative arrangements may be necessary for shipment to European countries because of complications related to Brexit. Pricing is expected to be approximately £300 plus shipping.

***To order a book or to get more information, e-mail Simon directly at: [gpalfabook@gmail.com](mailto:gpalfabook@gmail.com)***