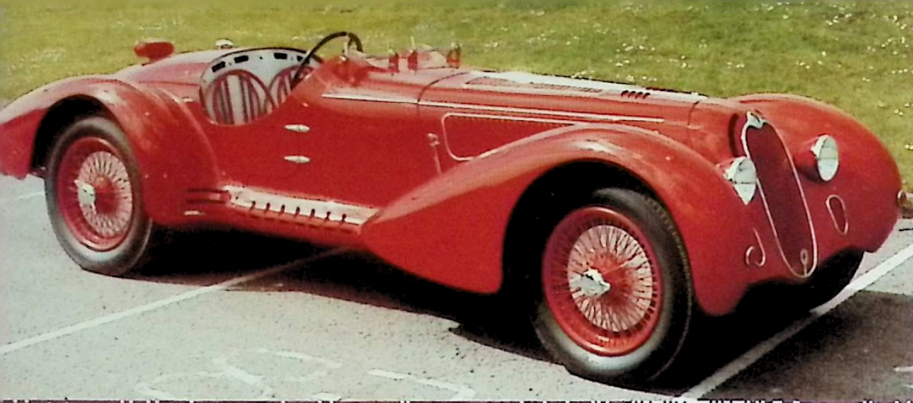




Appennine Car Company Limited





The Appennine Car Company is proud to announce the re-creation, using modern Alfa Romeo running gear, of one of the world's most beautiful and charismatic cars, the Alfa Romeo 2.9B, winner of the 1938 Mille Miglia. Wherever possible, the APPENNINE THREE NINE has been built to Alfa Romeo's original designs while incorporating the latest engineering expertise, materials and components. Like its illustrious predecessor, the APPENNINE THREE NINE is powered by a twin overhead camshaft straight eight-cylinder engine. Today's engine was designed and built by Weslake Engineering using a pair of Alfa Romeo cylinder blocks & heads, plus pistons, liners and connecting rods, with new purpose-built crankshafts & camshafts to accommodate the revised firing order. This superb new engine is already producing 10% more power than the final development of the original supercharged engine and is, as yet, running unsupercharged. The bodywork of the car has been hand-built, as an exact copy of the original by PH Metalcraft of Hastings and McFarlane's Panels of Coventry, using exactly the same Superleggera techniques developed by Touring of Milan who built the bodies for the four Team Cars, one of which won the 1938 Mille Miglia at an average speed of 84.6 mph (135.391 km/h) - a record speed not exceeded for 15 years. The chassis of the APPENNINE THREE NINE has been constructed to the exact wheelbase & track dimensions of the original, by Spydorsport of Peterborough, but using modern materials & design, with up-to-date Alfa Romeo suspension

incorporating a transaxle as the original car, but of course, disc brakes. The APPENNINE THREE NINE handles better than the original, even though it is running on 19inch wheels with 3.25J rims as the original - it stops more efficiently, as it is fitted with modern powerful Alfa Romeo disc brakes; and it already has greater performance, as its power to weight ratio is over 25% better. Like its forbear, the APPENNINE THREE NINE is constructed to the highest standards, using traditional craftsmanship and methods but, while recreating the sights, sounds and atmosphere of the 1938 Mille Miglia, its performance is greatly superior. The APPENNINE THREE NINE is a glorious reincarnation of the greatest days of pre-war motoring. For the cognoscenti, could there be anything better or more exciting to own?

Alfa Romeo 2.9B

Engine	Power to weight ratio:	Chassis	Bodywork
225 bhp @ 5,200 rpm 2.9 litre straight eight Twin overhead camshafts Twin superchargers	200 bhp per ton	Wheelbase: 2.8 metres Track, front: 1.35 metres Track, rear: 1.35 metres Front suspension: trailing arms with transverse torsion bars	Handcrafted aluminium on Superleggera principles.
		Rear suspension: transaxle with transverse leaf spring Overall weight 1,150 kg	

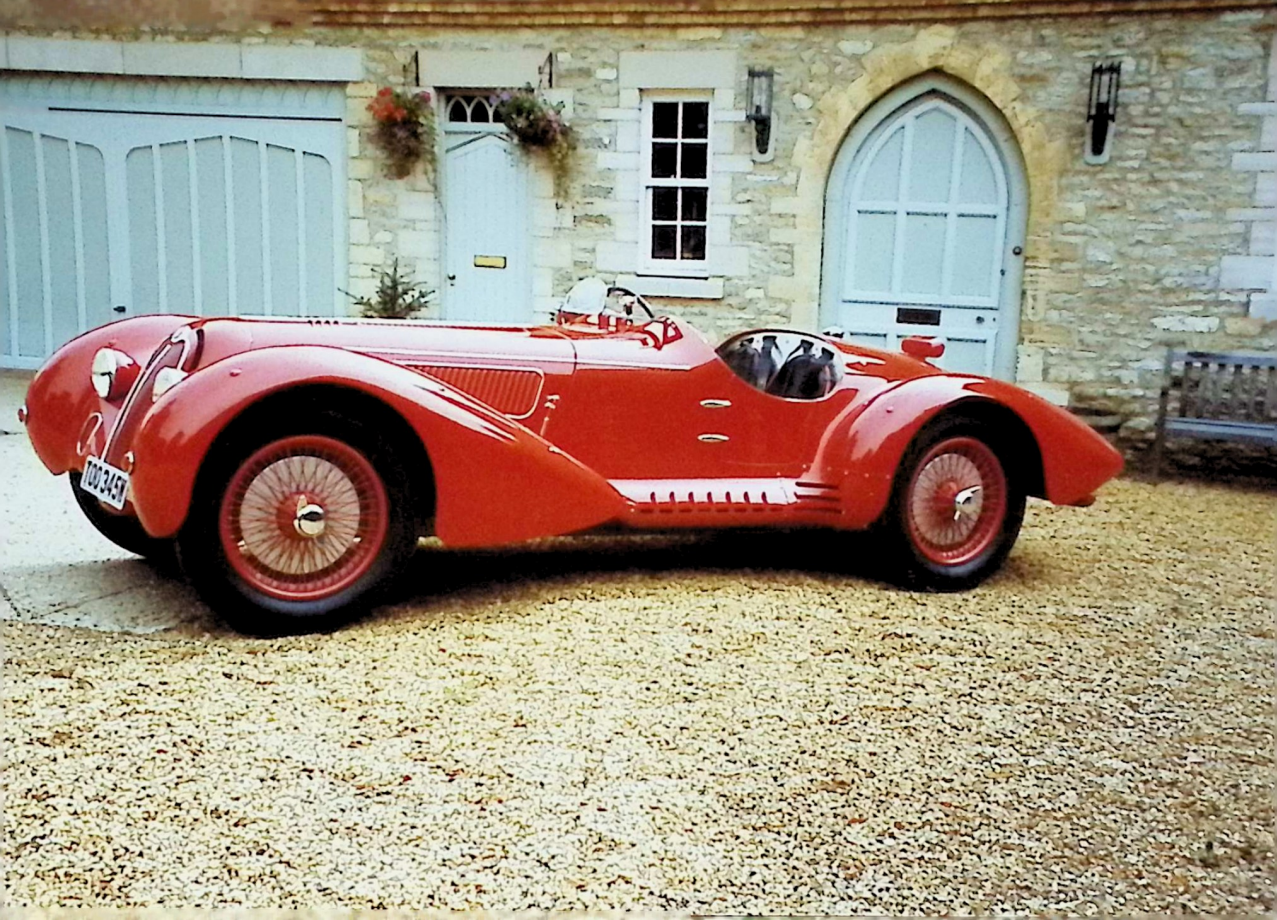
Appennine Three Nine

Engine	Power to weight ratio:	Chassis	Bodywork
251 bhp @ 6,000 rpm 3.9 litre straight eight twin overhead camshafts	251 bhp per ton	Wheelbase: 2.8 metres Track, front: 1.35 metres Track, rear: 1.35 metres Front suspension: wishbones	Handcrafted aluminium on Superleggera principles to original dimensions and design.
		with longitudinal torsion bars Rear suspension: transaxle with De Dion Overall weight 1,017 kg	

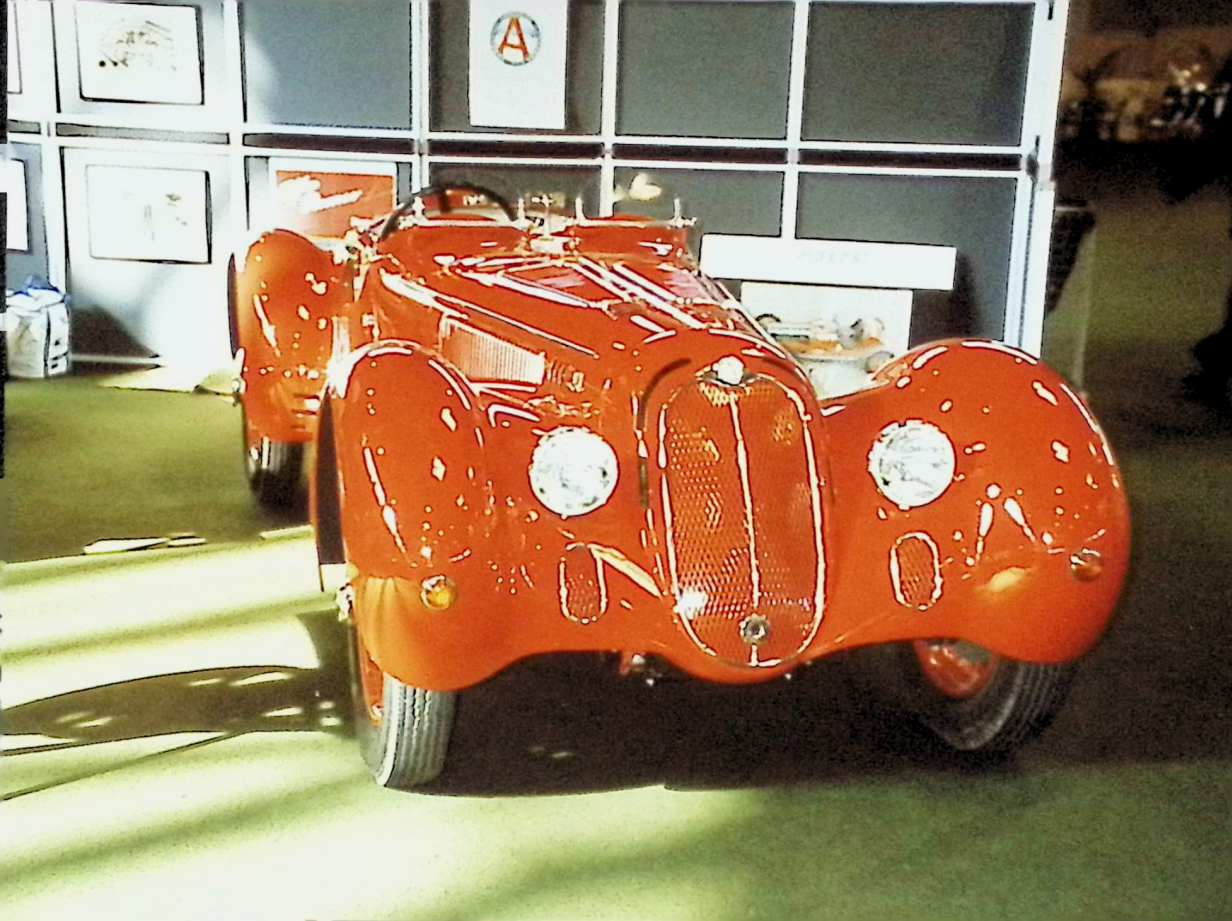


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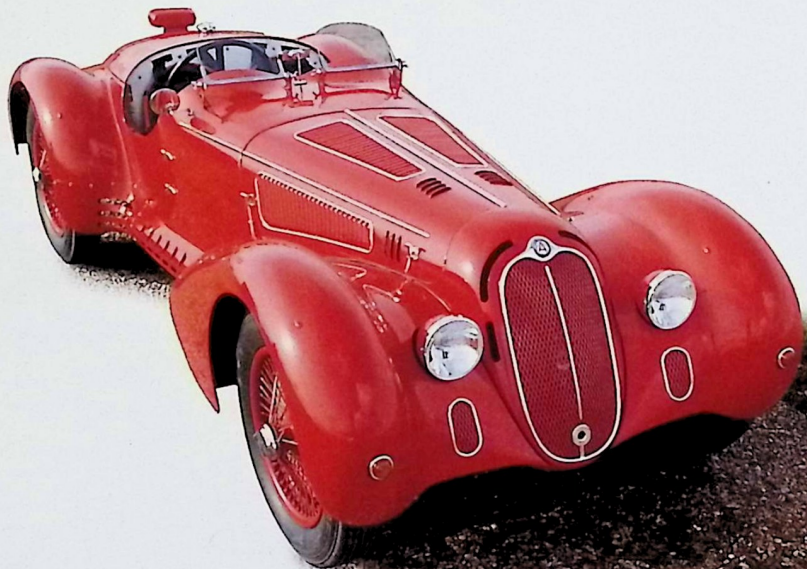








Appennine Car Company Limited



Dr Simeone,

I hope we might
have time to meet
while you are in the
U.K. Apart from the phone
number overleaf, my
Lada Number is
0171 402 4391

Stephen MUIR,

The car is here at
Goodwood & Lada on Monday