



1982

Alfa Romeo 182 F1



Bruno Giacomelli's Alfa Romeo 182 F1 works Formula 1 car, number 23, 1982 season. Marlboro livery, original and intact.

PRICE

€POA

Chassis number, complete documentation, condition report and pricing are shared privately with qualified enquiries. Inspection by appointment.

SPECIFICATION

ENGINE CAPACITY 2993 cc

TRANSMISSION Manual

FUEL

Petrol

BODY STYLE

Formula One

THE MODEL

The Alfa Romeo 182 F1

In 1982, Alfa Romeo returned to Formula 1 with one of the most technically ambitious cars of the season. The 182 was designed by Gérard Ducarouge and featured one of the first all-carbon fibre tubs in Formula 1 history, produced by Advanced Composites in England. Furthermore, at its heart sat Carlo Chiti's 60-degree naturally aspirated V12, producing around 530 hp and delivering a sound unlike anything else on the grid. Moreover, the car showed genuine pace from the outset, particularly on street circuits. At Long Beach, Andrea de Cesaris took pole position — the last front-row start Alfa Romeo would ever achieve in Formula 1. The 182 was a car of extraordinary promise, at a time when the sport was changing forever.

THIS EXAMPLE

About this example

This is the works Alfa Romeo 182 F1 driven by Bruno Giacomelli throughout the 1982 Formula 1 season. Furthermore, it was gifted to Giacomelli by Autodelta at the end of the season — a personal gift from team director Carlo Chiti, delivered on 20 December 1985. The car sat untouched for nearly three decades, stored exactly as it left Autodelta. As a result, it remains in original, complete and unrestored condition — with its complicated underbody wing, its 1982-specification engine cover, and every detail exactly as it left the factory. It is, in Giacomelli's own words, pure Alfa.

The 1982 Monaco Grand Prix remains one of the most dramatic races in the history of the sport. Furthermore, it was here that the Alfa Romeo 182 delivered its most memorable performance. Bruno Giacomelli qualified third and ran in second place before a driveshaft failure ended his race. Moreover, the Monaco GP of 1982 was the race in which de Cesaris led until running out of fuel on the final lap, eventually classified third. It was a day that encapsulated the 182's season entirely — fast, dramatic and ultimately heartbreaking.

IN DETAIL



PRIVATE ENQUIRIES

To discuss this automobile, please contact us directly.

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