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**THE ON-LINE
MAGAZINE**

For

**ITALIAN CAR
ENTHUSIASTS**



Pete's Bit

Hi Readers

First I should point out, if you haven't already noticed, that I have changed the name of this newsletter, I did this at the request of Mr Bushby, the Chairman of the Fiat Motor Club G.B.: he wrote to inform me that he, and the committee of the said Club, had banned further issues of the newsletter some time ago. Well to tell you the truth I hadn't realised he had so much power.

My reaction was to tell him to get knotted but at my age I don't really want to get involved in an exchange of ridiculous badinage with him so I changed the name on the basis of less said soonest mended.

So let me inform you and him that the opinions expressed in this newsletter are entirely my own and nothing to do with Fiat Motor Club G.B.

Apart from all that it's been a funny couple of months hasn't it, the weather has been awful, there seems to be nothing but bad news - you sometimes don't want to turn on the news in case some other disaster has taken place. If there was any good news I doubt they would tell us.

One of the things that has been annoying me is the current state of Formula 1; it used to be an exciting experience to watch a race now it's living up to its name because it has been reduced to a Formula with so many rules and restrictions that you wonder why people involve themselves in it at all.

I know you need safety regulations but I thought the reason that some young men get paid millions of pounds a year was because it is intrinsically dangerous. With the change of regulations every couple of years there is bound to be someone that gets it wrong and if your team is in the doldrums it must be wonderful to have your problems exacerbated by someone telling you that you have to start the race from over the border. I could go on but I won't.

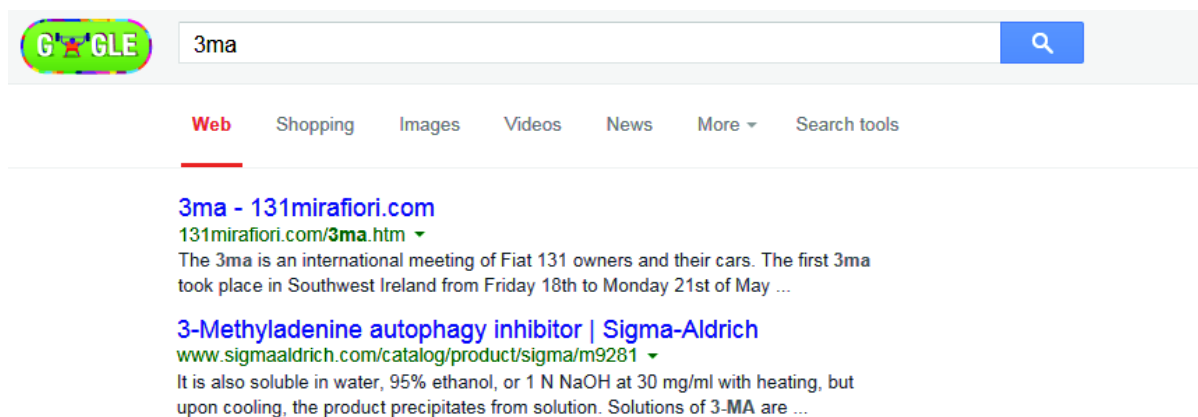
That's enough moaning for one lifetime. I have had a good response to appeals for help with articles for which I thank you, and ask you to keep up the good work.

Peter

3ma

By Theo Kyriacou

What is “3ma”? Try a Google search and you’ll see that “3ma” takes you to www.131mirafiori.com, the home of the Maximum Mirafiori Mobilisation!



Dreamt up by three 131 mirafiori enthusiasts, including yours truly and usually referred to as the “**3** mad amigos”, the 3ma is a meeting of Fiat 131 mirafiori enthusiasts and their cars for 4 days of non-competitive driving fun. The first 3ma took place in Southwest Ireland from Friday 18th to Monday 21st of May 2007. The event was kindly supported by Fiat Ireland and the driving routes were designed to take in some of the spectacular Atlantic coastline and mountain passes of Ireland. But it was also a social event with plenty of time allocated for the exchange of stories and experiences about the 131 Mirafiori. As one of the attendees said:

"There are no strangers at the 3ma, just 131 friends". This first meeting in Ireland exceeded the expectations of all present so we decided to make it an annual event.

The second 3ma was held in Scotland from Friday 16th May to Monday 19th May 2008. Our base was Inveraray, the Argyll region's former Royal Burgh in Western Scotland and our driving routes stretched to the mountainous Highlands discovering a land of lochs, mountains, history and much more. Participating cars came from the UK, Ireland, The Netherlands and Germany. We also held a static display show at the Falkirk Wheel where the 131s were lined up at the Wheel's Special Display Quadrant for all the visiting members of the public to enjoy.

In 2009, 3ma09 was a pilgrimage of 131s to Turin in Italy to celebrate 35 years since the launch of the Fiat 131.



There were participants from the UK, Ireland, Germany, The Netherlands, France, Spain and of course Italy. The highlight of the four days of the 35th anniversary celebrations was our visit to the Mirafiori factory and guided tour of the production lines as well as three laps of the test track in our own cars. Our Mirafioris were returned to their birthplace!



In 2010, 3ma10 was in Germany's Black Forest area. Loßburg, a town in the district of Freudenstadt in Baden-Württemberg in southern Germany was chosen as our base for 3ma10. The 3ma meetings were getting better with every year and 2010 was no

exception. The location was excellent, the organisation by our German members was superb and we even got a civic reception with the city of Loßburg officially welcoming us and thanking us for choosing their city for our event and allowed us to park our 131s outside the town hall for a photo opportunity and never complained about the oil leaks! They even composed a poem for the Fiat 131 mirafiori!



With two of the original three 3ma organisers living in England, it was inevitable that the 3ma would be held there at some time. And so it was in 2011 with 3ma11 based in Kingsteignton, Devon, England. Fourteen 131s were in attendance with the furthest travelled coming all the way from Finland. The meeting took in the sights of Devon, Cornwall and Somerset with the drives over the four days stretching all the way to Land's End and as far as Sparkford near Yeovil.



In 2012, 3ma12 was the first 3ma to have drives in two countries. Based in Bad Bentheim right on the German-Dutch border, two days had drives within Germany and the other two 3ma days had drives within The Netherlands. This was because 3ma12 was co-organised by one of our Dutch and one of our German members. *"We want to show the beauty of our home countries"* the organisers Albert Brouwer and Heini Nee had said.



In 2013 we returned to Germany and 3ma13 was based in Miesbach, Bavaria. Once again the 3ma was a two country event with drives in both Bavaria and Austria.

In 2014 we had the 40th anniversary of the launch of the 131 to celebrate so we decided to return to Italy and 3ma14 was a **"131 Knights Rally to Turin"**. We started in Heitersheim, a town in the district Breisgau-Hochschwarzwald, Baden-Württemberg in southwest Germany and ended in Turin following a tour of the northern Italian lakes. FIAT welcomed us to Turin with a private guided tour of Centro Storico Fiat. Inaugurated in 1963, Centro Storico Fiat is housed in an Art Nouveau building that was built as the first expansion in 1907 of the workshops located on Corso Dante, Fiat's first home.

For
2015
we



returned to the UK and having already visited Scotland and England, it was fitting that we'd visit Wales. So 3ma15, the 9th annual meeting, was based in Llangollen in North Wales.

Driving highlights included The Horseshoe Pass (Welsh: *Bwlch yr Oernant*, "Pass of the Cold Stream"), a mountain pass that separates Llantysilio Mountain to the west from the 565 metre (1,854 feet) mountain and Marilyn Cynr-y-Brain to the east. The A542 road from Llandegla to Llangollen runs through the pass, reaching a maximum height of 417 metres (1,368 ft). The road travels in a horseshoe shape around the sides of a valley, giving the pass its name. The route dates from 1811, when a turnpike road was constructed across the area.

Fans of the cult TV series "The Prisoner" were delighted when we visited Portmeirion, known as "The Village" in the TV series. It was designed and built by Sir Clough Williams-Ellis between 1925 and 1975 in the style of an Italian village. Sir Clough Williams-Ellis denied repeated claims that the design was based on the town of Portofino in Italy. He stated only that he wanted to pay tribute to the atmosphere of the Mediterranean. He did, however, draw from a love of the Italian village stating, *"How should I not have fallen for Portofino? Indeed its image remained with me as an almost perfect example of the man-made adornment and use of an exquisite site."* In building "The Village", Williams-Ellis incorporated fragments of demolished buildings, including works by a number of other architects. Portmeirion's architectural bricolage and deliberately fanciful nostalgia have been noted as an influence on the development of postmodernism in architecture in the late 20th century.



Probably more by accident or coincidence than by design, water in the form of lakes, rivers or sea has been a feature of all 3ma meetings. And 3ma15 was no exception with a drive round part of Lake Bala. Bala Lake is a large lake in Gwynedd, Wales and it was the largest natural body of water in Wales prior to the level being raised by Thomas Telford to help support the flow of the Ellesmere Canal. It is 4 miles (6.4 km) long by 1 mile (1.6 km) wide, and is subject to sudden and dangerous floods. The River Dee runs through it and the waters of the lake are famously deep and clear.



So what about 2016 and beyond? No concrete plans as yet other than we expect the 3ma meetings to continue for many years. It's most likely that 3ma16 will take place in the Alsace Region and as with all previous 3ma meetings it's going to be 4 days in the month of May or early June. Some previous 3ma meetings started being planned 2 years ahead of time and some were planned just weeks ahead of time but all have been successful and much enjoyed by those who attended in their 131s. You can keep

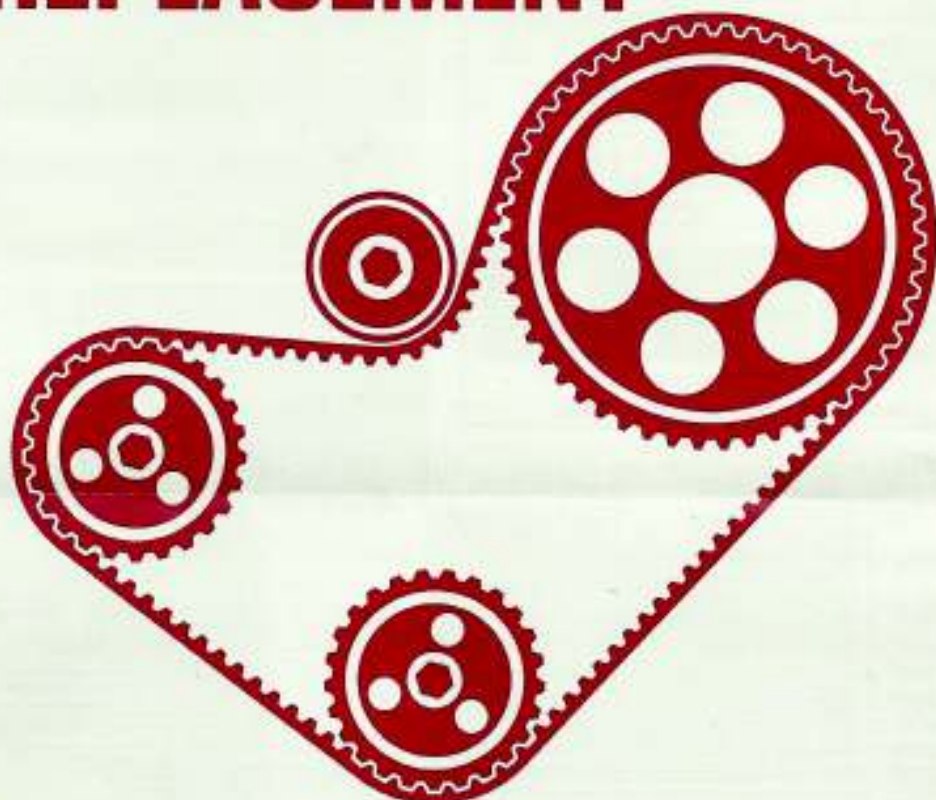
updated about 3ma16 and future meetings by visiting our dedicated website at www.131mirafiori.com.



Nice day at the Bromley pageant not this Year



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Goodwood

On 12 Sep 2015, at 22:16, Peter Marshall <ar.01177@yahoo.co.uk>
Wrote this:

What go to the Goodwood meeting at that entrance price! Well, you need more than one day because the car park provides plenty of interest in itself and it is almost better for one visit not having the distraction of splendid racing. There are also two big advantages. I went with a Fiat 500 enthusiast and a friend of his, and we got there at about

12.30 on the practice day, with NO traffic and drove straight in to the car park, with no queue. The other advantage? It is totally free!

>

If you have never been ~ it is simply staggering. If you have been before ~ it is still amazing. With so much to photograph I confess to only snapping a few of the Fiats. I did notice two Dino coupés. There was a 600 which was the 850 Abarth version, with compulsory bonnet-open stay. A Bertone 850 coupé, early type with the flush headlamps was not far from another Fiat of which I have only seen pictures ~ another Fiat 600 but this time 'elaborata Viotti' easily identified by the trim on the side of the car (which also carries that logo). A 124 Samantha looked nigh on mint, was amongst some dealer displays and carried a hefty price tag. Other 500s, 126, 124 Spider and others but this gives a little of the flavour. Where else would you find our humble little Fiats alongside a Vintage Bentley, 330 Ferrari, and a fully lowered custom Thunderbird. > Make a note for next year and that it is the Revival meeting rather than Festival of Speed.

cheers Peter M









A new Alfa Romeo Giulia is to be successor to 159

Information downloaded from internet.

[This new](#) Alfa is a superb design with sweeping LED tail-lights and a neat boot spoiler. This model sports racy quad tailpipes with a gloss black surround, hinting at the performance from the [Ferrari](#)-derived powertrain underneath.



Alfa Romeo Giulia: engines and specs

[The engine produces](#) 503bhp from its 3.0-litre Bi-turbo petrol V6 – that's 78bhp more than the M3, and up with the [Mercedes-AMG C 63 S](#). And it promises 0-62mph in 3.9 seconds, which is faster than virtually all of its rivals.



There'll be a choice of auto and six-speed manual gearboxes, plus the car will be available with rear or four-wheel drive – a radical departure from the front-wheel-drive 156 and 159.

Alfa boasts of 50:50 weight distribution, and uses lightweight materials

throughout including aluminium for the wings, doors and rear crossmember, a carbon fibre bonnet and roof, and other composites. It also claims best-in-class torsional rigidity.

All cars get multi-link rear suspension and double front wishbones. The Quadrifoglio is said to offer 3bhp per kilo, and we can expect even top variants to weigh around 1,500kg.

Adaptive dampers and an updated DNA variable driving system are also available, but it's unclear if base cars will get these. The Quadrifoglio also debuts performance tech that's

new to Alfa, including Torque Vectoring, an electromechanical Integrated Brake System and an Active Aero splitter that manages downforce for better high-speed stability. CEO Harald Wester told Auto Express great efforts have been made to differentiate the Giulia from the dominant German (and now British) compact exec crowd. He explained: "Premium brands offer the same thing. They are interchangeable. If you exaggerate, you could say they're boring. New Alfa will put the driver back at the centre. It'll once again become the perfect fusion of man and machine. Putting the driver at centre stage means they're at the heart of the brand."



Alfa started with a blank canvas when it came to the Giulia's interior, too. Its design is a world away from those of current Alfas: while familiar details remain in the cowl dials and chrome-ringed ventilation controls, the swooping dashboard and large central screen are new. Sporty features such as carbon fibre trim throughout and a push-button engine start mark the car out from small executive rivals. The tall centre console is a result of its rear-wheel-drive layout.

Cancer Appeal

We have about five members suffering from Cancer at the moment and those are people I know of, and it would be nice if anyone is feeling generous to make a donation to the McMillan Nurses who I know do a super job. For the last few years we have managed to collect about a hundred pounds for the McMillan organisation so if you are feeling generous drop me a line. Peter

Italian Cars at Capel Manor



That's not an Italian Car I hear you say, well no its not it's a Douglas Dakota doing a fly past, but it is an example of what was on offer at Capel Manor. And as an old friend would say "didn't we have a lovely time" the weather was marvellous there were more cars present than ever before and it's one of those shows where everyone seems nice, no power crazed silly little men with arm



bands who did their training with the SS who tell you "you can't park here". Unfortunately we were a bit thin on the ground only six of us and two supporters with a total of 3 Fiats 1 Alfa and one Citroen (sorry about that but in my present decrepit

state it's all I can manage it has auto everything and rarely consults me)





In addition there were four Ferrari's a 500 and a Alfa Romeo if there were any others I did not see them. I won't give up hope, next time we do something I hope a few more people might come - you never know.

John Sandwell with his Panda with my Citroen standing beside it, he was with his wife Yvonne who is a regular supporter, below is Tom Widdrington with his Alfa 156.

This is Bob's car, our 500 expert, who completely rebuilt it after it was attacked by a horse. Below I don't know who they are or who owns the Alfa.





Well as I said we had a very nice time and all we really needed was a bit more support. Peter

Fiat Motor Club over the years.



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