

## *The Alfa Romeo 155*

### Introduction

The year was 1994, the place was Donington, the race was part of the BTCC (British Touring Car Championship), Tarquini was chasing fourth place. For consecutive laps the ex-Grand Prix driver lifted the offside wheels coming around the Esses. Each time the car was pushed higher and higher, an increasing amount of daylight revealed underneath to match the increased risks being taken for tenths of a second.

Eventually, Tarquini launched his 285bhp, 2.0 16v, 155 through the corner and came out the other side on two wheels, at a 45° angle, displaying the black aerodynamic undershield as the crowd gasped. If you own a copy of the 1994 Season Review (DUKE video), fast forward to about two minutes fifty seconds on the video counter and listen for the crowd. The Hollywood style stuntwork is worth seeing again....and again.

### 1994 BTCC Season

An Alfa Romeo last won the BTCC in 1983 when Andy Rouse, four times outright BTCC Champion, was at the wheel of a GTV6. Ironically, Andy retired at the end of the 1994 season when Alfa were triumphant again.

Alfa Romeo arrived the UK, led by team manager Ninni Russo, determined to be successful on their return to UK touring car racing. Speculation put the factory team budget at six million pounds. This was to be a serious assault on the BTCC title after success in the European series. Tarquini was a works Alfa driver in the Italian Supertourismo series in 1993, finishing the season in third.

Gabriele Tarquini (partnered by Formula 3000 driver Giampiero Simoni) and Alfa Romeo were dominant in 1994, taking poll in the first round at Thruxton. After fighting with Radisich in the



Ford Mondeo all race long Tarquini was victorious, setting the standard for the following races. Tarquini went on to win a further seven races in the season and took other podium places on six occasions. Simoni took one win and also climbed the podium six more times.

For the next five rounds at Thruxton, Brands Hatch, Snetterton and Silverstone, Tarquini was untouchable, winning all but one of the pole positions and all the races.

He was knocked out in the second race at Silverstone which unfortunately seemed to slow down the rosso onslaught.

Ford, supported by Vauxhall, made a complaint to the race stewards before the fourth round at Snetterton. They claimed that the aerodynamic “extras” fitted to the race car did not match those of the homologated road car. The rear spoiler and front splitter were being run in the “extended” position by the race team, thereby giving Alfa a suggested advantage. Alfa Romeo withdrew from the seventh round at Oulton Park, in protest at the loss of points from Snetterton and Silverstone, as a result of the complaint being upheld and race scrutineers refusing to pass the Alfa’s unless they were changed. The points were later reinstated on appeal for round eight at Donington where the mighty 155’s were back on the grid, this time with a lower rear wing and retracted front splitter. Rear wings and front splitters were introduced for round 12 at Silverstone allowing the rest of the field to catch up, notably Joachim Winkelhock (also helped by a reduction in RWD penalty ballast) in his BMW who managed to take Pole Position and his first season win.



Round thirteen saw a death defying crash involving Tarquini. As he turned through the right handed Duffus Dip, Tim Harvey in a Renault, clipped the rear of the 155 causing a massive barrel rolling crash, complete with doors flying open. Fortunately Tarquini walked away clutching his stomach, winded but

unhurt thanks to the strength of the 155’s roll cage. Alfa Romeo lodged a complaint with the stewards while Alain Menu went on to take his second win. Press reports after the event cast doubt on the integrity of the 155’s design after seeing the gull-wing antics of Tarquini’s car.

From this point on the Alfa team seemed to suffer some setbacks and never regained the supremacy they had previously. At Brands hatch the results were mirror perfect with Tarquini and Simoni taking second and third respectively in both races, following Winkelhock to a double header win. The penultimate venue was Silverstone where a sick Gabriele, suffering from swollen glands and a high temperature, managed to finalise the long suspected Alfa Corse victory by taking a second in the first race and his last victory in the second.

The final rounds at Donington saw an almost welcome reversal in success. Tarquini made an uncharacteristic mistake in the first race by going off into the gravel trap and Simoni took his only win in the last race to ensure his season ended with a smile too.

## End of Season Results

Race /Track	Pole Position	1st	2nd	3rd	Winning Team
1 - Thruxton	Tarquini	Tarquini	Cleland	Winkelhock	Alfa Romeo
2 - Brands Hatch	Tarquini	Tarquini	Simoni	Cleland	Alfa Romeo
3 - Brands Hatch	Tarquini	Tarquini	Cleland	Rouse	Alfa Romeo
4 - Snetterton	Tarquini	Tarquini	Cleland	Radisich	Alfa Romeo
5 - Silverstone	Menu	Tarquini	Radisich	Menu	Alfa Romeo
6 - Silverstone	Tarquini	Radisich	Menu	Watts	Renault
7 - Oulton Park	Menu	Menu	Radisich	Watts	Renault
8 - Donnington	Radisich	Cleland	Radisich	Tarquini	Vauxhall
9 - Donnington	Cleland	Cleland	Radisich	Allam	Vauxhall
10 - Brands Hatch	Simoni	Tarquini	Simoni	Watts	Alfa Romeo
11 - Brands Hatch	Tarquini	Tarquini	Simoni	Watts	Alfa Romeo
12 - Silverstone	Winkelhock	Winkelhock	Tarquini	Radisich	BMW
13 - Knockhill	Radisich	Menu	Radisich	Soper	Renault
14 - Knockhill	Menu	Soper	Radisich	Menu	BMW
15 - Oulton Park	Menu	Winkelhock	Menu	Tarquini	BMW
16 - Brands Hatch	Winkelhock	Winkelhock	Tarquini	Simoni	BMW
17 - Brands Hatch	Winkelhock	Winkelhock	Tarquini	Simoni	BMW
18 - Silverstone	Harvey	Harvey	Tarquini	Menu	Renault
19 - Silverstone	Harvey	Tarquini	Menu	Radisich	Alfa Romeo
20 - Donnington	Winkelhock	Radisich	Menu	Simoni	Ford
21 - Donnington	Radisich*	Simoni	Menu	Winkelhock	Alfa Romeo

\*Round 21-Radisich started from the pit lane

Position	Driver	Points	Manufacturer	Points
1	Gabriele Tarquini	298	Alfa Romeo	330
2	Alain Menu	222	Renault	259
3	Paul Radisich	206	Ford	248
4	John Cleland	177	BMW	242
5	Giampiero Simoni	156	Vauxhall	224
6	Joachim Winkelhock	147	Peugeot	167

## History

To enter the BTCC series, Alfa had to homologate 2500 road cars to form the basis of the race cars. This car, the 1.8, 8v 155, was called the Silverstone in the UK and "Formula" on the continent. It was basically a lightened version of the standard road car with a front splitter and rear spoiler fitted; and if the rumours are to be believed, a jacking kit for the spoiler thrown in the boot! Why did Alfa choose to homologate the 1.8 instead of the 2.0 they raced in the BTCC? One possible explanation is that they need to use the block from the 1.8 to gain higher engine revs and compression, if anyone knows the "official" reason please let me know.

However, the 155 had been around for 2 years in the UK before the notoriety and success achieved in the 1994 BTCC series. The 155 Launch, titled “The Origin of the Species”, was in the middle of June 1992 (first launch was in Barcelona on the 13<sup>th</sup> of January 1992 to journalistic praise) with a display on Waterloo Station and then at Victoria, Glasgow Central and Manchester. The display, supported by a poster of the appropriate car, changed daily, starting with a Giulietta Sprint and going on through Giulia Super, Bertone Coupe, 164 and finally the unveiling of the new 155. It was believed to be the first time that Alfa Romeo drew upon their heritage in such an obvious way. In the press advertising Alfa also used the slogan.....'Command Performance'. The first car displayed was seen on a “J” registration plate and are a rare sight these days.

### **The Design and Building**



The 155 started life in 1986 as Project No.164, originally to be called the 150. It was designed by the I.D.E.A. Institute of Moncalieri to replace the then ageing 75 (hence the 150 name derived from 2x75). The name was later changed by Alfa Romeo's Chief Executive Razelli, who said that the double five of 155 “had a better sound”. The 155 was

designed to be slightly larger than the 75, by 110mm in overall length and a 30mm longer wheelbase. However, the main difference lies in how the power is transmitted to the road, in common with all the current “modern” Alfa's (and the Alfasud) it is front wheel drive, perhaps one possible reason for the initial lack of interest from Alfisti. It does however keep the wonderful wedge shape and aggressive frown at the front. A work colleague once compared the 155 to a Volvo due to its “squareness”, and in doing so completely missed the styling finesse.

The initial I.D.E.A. design drawings are almost identical to the finished 155 product with the exception of some truly hideous wheel trims that thankfully did not make it to the road going version we see today. The only criticism of the design in practical terms is the lack of rubbing strips on the flanks meaning side panel supermarket dints are common. Not a critical comment, but one worth noting is about the wing mirrors. Unfortunately they seem to attract every erratic driver on the road for removal.

Based on the FIAT Tempra/Tipo floorpan, 155 production started at Pomigliano d'Arco in Naples and later at Arese, after a 700 billion Lire investment in 190 computerised robots to ensure consistency of build quality. Two hundred cars underwent 4 million miles of testing. Seventy per cent of every bodysell is galvanised to different degrees. External panels have both sides coated whilst internal panels and the floor are coated on one side only. Thoughts also turned to the

environment and green issues with all reusable components weighing more than 50 grammes being identified for salvage when the car is finally dismantled.

### **Specifications for models sold in the UK only**

Model	Cylinders	Valves	Engine	Cubic Capacity	B.H.P.	Torque (Nm)
1.8	4	8	1.8	1773	129	165
1.8 (Silverstone)	4	8	1.8	1773	138	165
2.0	4	8	2.0	1995	143	187
1.8	4	16	1.8	1747	140	165
2.0	4	16	2.0	1970	150	187
V6	6	12	2.5	2492	163*	216
Q4	4	16	2.0	1995	190	291**

\*V6 bhp figures published vary from 163-166

\*\*Q4 torque figures published vary from 290-293

### **Model Variants**

There are two basic body styles for 155's but in truth it's not really that simple. During the 155's lifespan there were several upgrades and revisions, sometimes overlapping just to make it more complicated and confusing for owners.



(Left. Narrowbody Silverstone, note the early flush front grill)

The earlier cars are known as "narrowbody's", they feature lipped rear wheel arches and smoother front wings compared with the later "widebody's" smooth rear arches and flared front wings. Opinion is varied amongst owners with regard to which is the prettiest styling. Earlier cars ('92/93) had their own

styling updates, originally the front air intake mesh placed either side of the Alfa "shield" was flush. This was later revised to the recessed version seen on all the widebody cars ("L/M" plated cars can be seen with both types). Colour coding (or partial painting) of the bumpers across the range was introduced around the 93/94 period.

All the earlier twinspark cars are fitted with either the cam-chained 1.8 or 2.0 litre all alloy 8 valve engines. The V6 (a development of the engine first used in 1979) and

the Q4 engines (Lancia 16v Turbo, Lampredi unit) went into both body variants. Later widebody cars are fitted with the 1.8 in 8v or 16v guise, or the 2.0 16v.



Widebody 155

April 1995 saw the introduction of the widebody cars. With a 25mm wider front track, lowered suspension system and a new “Quickrack” steering rack (2.1 turns lock to lock). The 155 had the fastest steering of any car on the road at that time and improved handling characteristics. Comments in the press at the time noted the go-kart like handling.



1995 also saw the introduction of revised 2.0 litre 16v twinspark engines on the continent and in the UK. Designed by “Ingenere” Alessandro Piccone and built at the Pratola Serra engine factory. Their construction comprised of a lightweight cast iron block with alloy twin cam 16v head (driven this time by a timing belt rather than the previous chain), twin counter rotating balancer shafts and improved variable phase timing through a new variator system. The 1.8 16v engine appeared a year later, in June 1996, basically the same engine design but without the balancer shafts.



The 2492cc light alloy unit used in the 155 is a derivative of the Alfa Romeo V6 used for many years. The 3.0 lump was taken from the 164 and 75 ranges, redesigned externally to allow for transverse fitment and modernised with newer inlet and exhaust valves and a single shaft timing system.

The Q4 to some extent is the oddball one of the 155's available. For a start it was only available in left hand drive, then it had four wheel drive and a Garrett T3 turbocharged Lancia unit under the bonnet. However, after passing through the Alfa engineers hands it is the top performing 155. The Q4 to all intents and purposes is a 155 body running on a Lancia Delta platform with the same running gear. The four wheel drive system comprises of three differentials, a conventional one at the front, an epicyclic with



Ferguson viscous coupling and then a Torsen self locking

differential at the rear. On the road this translates into rally driver handling with a 47/53 distribution of the power, favouring corners and sporty driving. Officially imported UK 155 Q4's are narrowbody's but rumour has it there are two widebody versions that were personal imports.

Cars around the 1995/6 period are a real mixture and you have to know what you are buying. Widebody 1.8 twinsparks can have 8 or 16 valves and V6's can be narrow or widebody's, with or without the quickrack. 1995 V6's are known as "Sport" models while the 1996 cars (all models) can be fitted with the optional Sportpack. Confused? You will be!

### Interiors

None of the models ever addressed the usual criticism of Italian cars, the "ape like" driving position, but they are credited with being the last Alfa with this "designed-in" trait. In over six years of 155 ownership and many more years of owning a bad back, I have never found them to be uncomfortable or awkward to drive. In fact, the 155 seems to suit the taller Alfa driver particularly well despite the "shorter leg" position. Headroom is excellent and will easily accommodate a person well over six feet in height.

(Below- early V6 interior)



The interiors were also criticised for being too bland, old fashioned and austere. The dashboard changed little over the 155's five year build period and consequently now looks rather square when compared to the 156's ergonomic modern design. However, it is well appointed with no less than twenty-two warning lights in the instrument binnacle and more if you have the fully loaded Check Control panel. Auto Express particularly criticised the column stalk as being overcomplicated but I find them very easy to use, with everything to hand. Electric window switches moved from the interesting 75 position to a more usual fronts on each of the doors and optional rears with child lock in front of the handbrake, along with the front fog light switch.

The upholstery is usually sports cloth but there are rare examples of leather clad 155's and also a half "leather look" vinyl. The cloth is usually either a light grey colour on the earlier cars or darker sports check with red piping on the later cars. The driver's seat has adjustable lumbar support and moveable armrest but some drivers find their legs need a little more side support. Rear seats are sculptured resulting in a more 2+2 feel with a smaller centre seat. The rear arm rest is removable to reveal a ski flap, the only access to the boot area from inside. This is a major failing in terms of practicality, making long or large loads difficult to carry. Does the lack of rear-folding seats and restricted access really matter when you are driving Alfa's sublime 155? I think not, just be thankful for the additional body stiffness one gains.

The Super version launched in June 1996 added the option of a slightly more luxurious and upmarket appearance with a 30mm higher ride height, higher profile tyres on the standard 15" alloys, "wooden" steering wheel, centre console and switch surrounds. These "top of the range" 155's were often fitted with air conditioning as well as climate control, previously only available on V6's.



Another popular option was the Sportspack that weighed in at £689.73 in 1995. It consists of black or graphite grey 16", 5-spoke Speedline alloys (fitted with 205/45/16 tyres), colour coded side skirts and a "wraparound" boot spoiler. These versions are sought after within 155 circles and tend to

attract an additional premium, as the wheels alone are over £600 to buy now, if you can source them.

The choice of wheels is important for a 155. Many of the earlier wheels corrode badly, such as the "fake" split rim style. These are difficult to refurbish as the "nuts", being plastic, are destroyed on removal.



Many of the 1996 cars were again fortunate to have the later dished telephone dial twinspace alloys as fitted to the 145 and



146. These seem to be lasting a lot longer and suit the 155's styling. After-market alloys are now available for 155's despite Alfa's peculiar 98pcd wheel offset sometimes limiting choice.

Multi-spoke alloys are particularly suited as they match the sharp lines of the 155 perfectly and are a popular choice amongst enthusiasts. Other aftermarket additions and parts are now becoming readily available making the running and styling costs more palatable for people looking to move into 155 ownership.

## Driving



For some reason (apart from the usual press anti-Alfa slant) the 155 was not very well received. Alfa Romeo owners are beginning to re-discover the 155 and acknowledge its place within the marques history. It provides for a multitude of needs, as a sleek family runabout or a sporting saloon. The basic design is there, all a prospective owner has to do is decide which of the two body styles is more pleasing to the eye and then which engine best suits their needs. Describing the driving experience is perhaps better left to the professional journalists who expressed a liking for the 155, especially considering my slightly biased view of the model.



Carweek (Dec. 1994) reported the car had “sloppy handling, dated interior and bad driving position”, placing it last in a group test with a SEAT Toledo 2.0 16v and a Honda Civic VTi. A slightly unfair appraisal when you consider the Alfa was over two years old when tested, compared with the other two newer, more powerful cars. Press criticisms of the narrowbody car’s handling were partially dispelled by the later track widening operation.

This time the much maligned 155 managed to scrape second place instead of last. Auto Express (Aug. 1995) tested the 155 against its on track BTCC Touring Car rivals, the Ford Mondeo and a Nissan Primera, in road going guise. They commented it was “...lower, sleeker and much more meaty than its predecessor...” and “The new engine sounds every inch an Italian thoroughbred and deserves its place behind Alfa’s distinctive triangular grille.” finishing with “It’s quite simply the sharpest and most nimble of this trio, with very little body roll.”

Whilst body choice and track width affect handling characteristics it can vary more depending on the choice of engine and driven wheels. A V6 powered 155 will be out-handled by a normally aspirated 2.0. The heavier nose (100kg) of the V6 means the handling is less well balanced than that of the standard 2.0 or 1.8. The 2.0 (Q4 excepted) is considered to be the best all rounder in terms of driveability, balance, handling and ownership costs. For true tarmac hugging the four wheel drive Q4 takes some beating although the left hand drive can be off-putting for some.

The 155 understeers like the majority of front wheel drive cars but feels more secure than many I have driven. It feels very progressive and easy to bring back into line whilst trying to avoid the dreaded lift off oversteer. Fitting uprated springs such as ones made by Eibach will improve handling and ride quality compared with the original factory kit. The rear can feel worryingly light and bouncy when really pushing along our poorly maintained excuses for roads. Driving and owning for longer periods builds confidence when coming down to land securely from the mini launch pads left by road gangs. On more even surfaces the rear handling is smooth and progressive when trying to play catch-up with the front half, light input from the go-kart steering will bring it all back tidily.

The motoring press may have taken a dislike to the 155’s handling characteristics and styling but they loved the engines. 'Car' magazine reported on a 155 2.0 16V in July 1995 and said "What makes this engine such a cracker is its crispness. In these days of catalysts, electronic management and variable valve timing, an Alfa engine with all the bite and rasp an Alfa engine has ever had is cause for joy. It has you blipping down through the precise, sweet-shifting gear box just for the devilment in it, and revelling in the responsiveness and precision of your control over the power source. Drive the 155, and you're driving a complete experience....A family-size car so able to delight an enthusiast, so accurately targeted to the pleasure zone that lurks beyond mere intellectual appreciation is a rare thing in 1995. Lets hear three cheers for the Alfa 155 2.0 Twin Spark 16V, a proper sports saloon in the Alfa tradition. And proud to flaunt the fact." Praise indeed in 1995, compared to the previous comments made about 155’s. When the 2.0 16V was introduced it was favourably compared to a SEAT Toledo in Auto Express magazine. Yes, even back in 1995 SEAT were nibbling at Alfa’s heels, helped more recently by the hand of Walter Da Silva.

The engines used in the 155 and current models in one form or another, in true Alfa “tradizione”, are some of the most aurally pleasing available. The later 1.8 and 2.0 may be FIAT derived and the Q4 unit from Lancia, but they all share the same Alfa qualities after being modified and tweaked by the factory. The 1.8 and 2.0 units need to be driven hard to fully exploit their power and character. The 16v engines in particular need to achieve 3-3,500 revs before the full potential is realised, but when the variable valve timing is allowed out to play the car takes on a different, more fiery and spirited persona. The V6 on the other hand is a more docile, less urgent mover despite being the quickest of the normally aspirated cars. The power delivery is deceptive, giving the feeling that one is moving slower than is in fact indicated. The four pot engines give a little kick in the lower back while the V6 applies deceptively gentle pressure all over while the approaching corner beckons.

## **Problems**

**8 valve** engines are considered to be the more robust and reliable of the available engines, often clocking up many thousands trouble free miles. They can suffer from head gasket failure and timing chain rattle but are otherwise fairly solid.

**16 valve** engines, considered to be the more sporty of the normally aspirated four cylinder engines, the main problem they suffer from is variator wear and failure. This makes the engine sound like a diesel, initially only at start up, but then more consistently as wear progresses. One possible reason for this is allowing the oil run low, the variators can fail from 40k miles onwards. An uprated variator is available as a replacement. Servicing is at longer intervals than the 8valve cars but parts such as the long life platinum plugs are expensive. Cam belts have been known to fail at 40k too, so taking the current advice of changing them every 35k is prudent. Another more serious suspected weakness of the 16v twinspark units, from recent reports, is crankshaft failure.

**V6** engines are fairly bullet proof but can be expensive if abused or when they do go wrong. Access is not generous and simple jobs can take longer than expected, changing the belts can be a four hour task. Removing air from the cooling system is difficult and the engines run very hot, sometimes leading to head gasket and overheating problems. Engines can become “tappety”, apparently difficult to fix on the rear bank of cylinders.

**Q4** engines- camshafts, water pumps and rear axle can become noisy. Rear differential can knock and problems occur with the big ends if they are not looked after. Usual problems with turbo failure if they have not been treated sympathetically.

## **General**

- The non-turbo cars have an unhealthy appetite for Oxygen Sensors that no-one can explain. Causes uneven running and cutting out.
- Rear brake calipers will fail eventually and handbrakes often freeze on in winter.
- Front suspension wishbones wear causing knocking and weaving under braking.
- Creaking from strut top mounts.
- Wipers. It seems that every 155 has a problem with the wipers. They either strike the nearside of the bonnet, removing paint to the metal or they judder on both the wipe and return strokes. Fixes include cleaning the wiper motor contacts as they become covered in lubricant, fitting 145/6 arms or another possibility is a faulty relay.
- Rear wheel bearing whine. Can only be purchased as the complete hub.
- Erratic idle, fault with the Oxygen sensor, water temperature sensor or idle control valve
- Radio aerial is integral to the rear screen demister. Any interference in reception is due to a break in the heating element.
- ABS light appearing. Check rear brake lights for bulb failure.

### **Sample parts prices for 1996 16v (main dealer-2002)**

Wing mirror (electric).....	£139
Exhaust (after Cat).....	£313
Headlamp.....	£177
Radiator.....	£166
Front bumper.....	£211
Rear bumper.....	£216

In conclusion.....BUY ONE! It really is that simple. The 155 is a solid, practical, worker of a car that will please every day of ownership. It is an underrated sports saloon, with fun handling and engines that will always wake you up with a smile. In over six years of ownership and two 155's (1.8 and V6) they have never let me down, been easy to own and have not cost the earth to run. As usual, buy with care or they can equal the trade deficit of a small country to fix. Service history is a must and make sure the belts and variator have been replaced on 60,000 miles plus cars. Prices for the later cars are now down to as little as £3-3,500 with earlier 8v's fetching less than £1000. A little bit of pleasure every day is attainable and affordable.

### **Acknowledgements**

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## UK Registrations

Model	Launc h Date	End Date	1992	1993	1994	1995	1996	1997	TOTAL
<b>1.8 Silverstone</b>	3/94	6/95	0	0	172	67	0	0	239
<b>1.8ts 8v</b>	6/92	12/93	42	68	0	0	0	0	110
<b>1.8ts 8v</b>	6/93	6/95	0	140	146	53	0	0	342
<b>2.0ts 8v</b>	6/92	12/93	80	83	0	0	0	0	163
<b>2.0ts Lusso</b>	6/92	12/93	106	111	0	0	0	0	217
<b>2.0ts 8v</b>	6/93	6/95	0	201	262	81	0	0	550
<b>Q4</b>	6/92	9/94	2	12	2	0	0	0	16
<b>V6</b>	6/92	12/93	44	58	0	0	0	0	102
<b>V6</b>	6/93	6/95	0	4	166	159	6	0	335
<b>1.8ts 8v Widebody</b>	4/95	6/96	0	0	0	120	120	1	241
<b>1.8ts 16v</b>	6/96	1996	0	0	0	0	439	385	824
<b>2.0ts 16v</b>	4/95	1996	0	0	0	280	462	459	1201
<b>2.0ts 16vSuper</b>	6/96	1996	0	0	0	0	64	165	229
<b>V6 Widebody</b>	4/95	10/96	0	0	0	114	87	0	201
<b>TOTAL</b>			274	677	748	874	1187	1010	4770

Registration details supplied by Tim Speechley of FIAT UK.

### Footnote.....

The purpose of this article has been to look at the 155 model and it's character, both positive and negative, it's virtues, idiosyncrasies and pitfalls. In addition to raising awareness of the model, I am starting a 155 Register as part of the Alfa Romeo Owner's Club. If you wish to be part of the Register or require any more information please contact me on the following:

By e-mail: [wrinklycherub@hotmail.com](mailto:wrinklycherub@hotmail.com)

By 'phone: 07876 200699

(or use the address listed under Derbyshire Section at the back of this magazine)

Steve Ball  
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