

ESTABLISHED 1937

TAYLOR & CRAWLEY



1970 ALFA ROMEO GTAm



MONZEGLIO & C.
SQUADRA
CORSE

Life
ADDITIVE

IN

1970 ALFA ROMEO GTAm

- AN EXTREMELY RARE PERIOD GTAM, 1971 ITALIAN 2 LITRE GROUP 2 CHAMPION
- PREPARED AND RACED IN PERIOD BY THE FAMOUS MONZEGLIO & C. SQUADRA CORSE
- RECENTLY DISCOVERED TO HAVE RACED IN THE 1975 TARGA FLORIO
- DEBUTED AT THE 1971 MONZA 4 HOURS WITH 5 YEARS OF ITALIAN RACE HISTORY
- FULLY PREPARED TO THE HIGHEST STANDARD BY MARQUE SPECIALISTS FURIANI RACING
- OFFERED WITH CURRENT FIA HTP PAPERS

During the 1960s touring car racing took off in a big way worldwide, virtually all the manufacturers produced road cars specifically aimed at winning the National and International championships.

Alfa Romeo's competition department, Autodelta, produced the immortal GTA in 1965 that swept all before it in the European Manufacturers Championship, winning a hat-trick of Championships, 1966, '67 and '68. The GTA was a lightweight homologation special based on the beautiful little Giulia Sprint GT that frequently beat much larger capacity cars, taking overall victories as well as class wins in some of the best races of the decade.

For 1970 Alfa Romeo and Autodelta homologated a new model for the new Group 2 Touring car regulations. Whereas the previous regulations required at least 500 cars to be built to the race car specification, the new ones allowed homologated parts to be fitted to any model of which at least 1,000 cars had been produced. Autodelta chose to base the new GTAm on the American market 1750 GT Veloce as the car was supplied

with fuel injection and the engine capacity could be raised to 2 litres. The more liberal Group 2 regulations allowed the cars to run with much wider wheels and the outrageously flared bodywork to cover them. As a result of basing Alfa Romeo's competition model on a road car, Autodelta were able to sell parts to privateers so several of the original GTAm were produced outside of the factory.





The GTAm carried on where the GTA had left off by winning the European Touring car Championship in 1970 and '71, along with national championships including the Italian 2 Litre Group 2 category. Today it is not known exactly how many GTAm's were built in period but it is

generally regarded to be approximately 40 cars with many of these no longer surviving today, making the model far rarer than the earlier GTAs. Of these surviving cars, few have a continuous history with as good provenance as the example offered here.



RACE HISTORY – 1971

ETC Championship

Race	Circuit	Overall	Class
Monza 4 Hrs	Monza	11th Overall	7th in Class

Italian Championship

Italian Group 2 Championship winning car

Driven by Maurizio Zanetti

Race	Circuit	Overall	Class
Coppa Verona	Monza	4th Overall	3rd in Class
Coppa Piemonte	Monza	1st Overall	1st in Class
Coppa della Sila	Cosenza		1st in Class
Trofeo Autosprint	Imola		1st in Class
Trento-Bondone			2nd in Class
Trofeo B Deserti	Imola	2nd Overall	1st in Class
Coppa L Carri	Monza	1st Overall	1st in Class
Coppa AC Torino	Monza		1st in Class
Trofeo Lombardi	Monza	2nd Overall	1st in Class
Coppa CSAI		1st Overall	





CHASSIS NUMBER: AR*1378479*

This GTAm was built in early 1971 by the famous Turinese Monzeglio & C. Squadra Corse team who were well-known for regularly beating Autodelta prepared machines. Using a virtually new 1750 GT Veloce, they transformed the car from a local runabout into the latest track weapon in less than a month. Making its debut at the 4 Hours of Monza in the well-known yellow and brown Monzeglio team colours, this GTAm finished 11th overall in the hands of Maurizio Zanetti and Cesare Poretti, a respectable result for a newly built car in the competitive field of the European Touring Car Championship.

Zanetti would go on to race this GTAm a further nine times during 1971, scoring three overall wins at Monza and four class victories throughout the season. His greatest triumph was at the Coppa Leopoldo Carri at Monza, where he scored overall victory, pole position, fastest lap and the lap record. Many of these results eventually led to Zanetti being crowned champion for the Italian 2 Litre Group 2 category, an important championship for Alfa Romeo.

Monzeglio entered 1378479 for one more outing with Zanetti and Renzo Ruspa sharing driving duties for the 1972 4 Hours of Monza before selling this GTAm to Luca Cesarini of Firenze. Cesarini raced the car in the Italian Group 2 championship and other events in northern Italy, achieving a class podium at Sillano.

At the end of July 1973, this GTAm was sold to Walter Poloni of Lecce. The southern Italian history of 1378479 has only recently been discovered, and after competing in many events in northern Italy, this GTAm migrated to the heel of the country, competing in races, hillclimbs and sprints across the region and in Sicily. During Poloni's ownership he often achieved class wins and podiums so this GTAm was clearly still at the forefront of Group 2 racing.

The Targa Florio became the most important endurance race in Italy when the Mille Miglia was cancelled after 1957. The race around the public roads of Sicily was the last major endurance road race for cars with a single lap comprised of 72 kilometres of treacherous roads over mountains and through towns, with scant regard to

safety and occasionally over-enthusiastic locals playing a part... The 1975 edition would be the final victory around the island for Nino Vaccarella driving an Autodelta (Works) Alfa Romeo 33TT12 with Arturo Mezario. Further down the grid was this GTAm with Poloni sharing with Cioffi; despite their best efforts they retired with mechanical difficulties after 3 laps.

After a well-earned retirement from contemporary racing, this GTAm was sold in 1977 to Marco Paoletti of Firenze, who would keep the car for several years before selling it to another Florentine, Andrea Manzoni. Manzoni knew he owned a special Alfa Romeo so managed to contact Renato Monzeglio in 1997 who confirmed in writing (on Monzeglio & C. Squadra Corse headed paper!) that this car was sold to his team in 1971, prepared by them and driven by Zanetti to victory in the Italian 2 Litre Group 2 Championship. The history of this special GTAm is supported further by the original Italian registration logbook which accompanies the car.

Manzoni sold this GTAm in 2002 to Portuguese racer Carlos Cruz, before being purchased by the current owner in 2006. Shortly after taking delivery the current owner decided to have it restored from the ground-up by ace GTA preparer Furiani Racing in Germany. Following the restoration and race preparation, this GTAm has competed on the Tour Auto and Modena Cento Ore, and been raced at the Spa Six Hours and at circuits like the Nürburgring Nordschleife.

More recently, this GTAm was prepared to compete on the Modena Cento Ore which the owner did not take part in due to current restrictions. This work almost represented a total rebuild with a rebuilt engine and new dated parts (seats, belts, fuel tank); further cosmetic work means this GTAm is beautifully presented. Importantly, this historic GTAm has current FIA HTP papers and is ready for its next owner to compete in some of the top racing events across Europe.



