



Ruote Borrani helps owners of classic cars and motorbikes preserve authenticity as market values keep steadily rising.

PADOVA, 23rd October 2014.

- **At Auto e Moto d'Epoca, Borrani focuses on the wire wheel kit for the highly demanded Alfa Romeo 2000 Spyder Touring**
- **A striking set of Rudge Sport with tubular steel rim equips one of the sportiest pre-war Alfas, the 6C2300 MM Touring**
- **The aggressive Triumph Trident 750 Koelliker benefits from Ruote Borrani Record/11 with reinforced rim for racing.**

At the 31st Auto e Moto d'Epoca show in Padua from 23rd to 26th October the wire wheel manufacturer Ruote Borrani showcases its range of classic wheels for cars and motorbikes. Wheels are made by hand strictly following the 8000+ original blueprints guarded in the company archives since 1923.

Many of the valuable cars and motorbikes exhibited at the Padua show were fitted with Ruote Borrani as original equipment when first produced. Now that classic car values reach top heights, with HAGI © Top Index at all time high in September listing a staggering +163% growth in the last 6 years, owners find out that authentic refurbishment or replacement of their Borrani's generates premium value in transactions, whilst inappropriate wheels cost precious points in Concours d'Elégance.

As usual, Borrani wire wheels on show are fitted on extraordinary cars and bikes.

Borrani RW3906

1959 Alfa Romeo 2000 spyder Touring

The "Record" RW3906 on booth are fitted on the Alfa Romeo 2000 Spyder with Touring Superleggera coachwork: the last production Alfa to specify Borrani wire wheels as manufacturer's option.

The elegance of the light, agile Touring convertible was enhanced by the optional RW3906 wire wheel kit featuring wide 5jx400 alloy rim, solid machined hubs and 52P type knock-off, the whole completed with Cinturato Pirelli tires. The option was highly demanded then, and it is even more now as owners aim to protect and improve the value of their 2000 Spider while its market valuation is picking up sharply.

The Spyder 2000 is a driver's car to be enjoyed as often as possible. Engine power, road holding, a shortened wheelbase and the Superleggera lightweight body blend perfectly with the four-seater layout and generous boot for intense sports use. The Borrani wheels with their superior lightness and precision significantly improve handling and performance offering a delightful motoring experience *all'aria aperta*.

Rudge Sport RW1327

1938 Alfa Romeo 6C 2300 MM Touring

The 6C 2300 is a typical pre-war Alfa: a racer hidden under the dress of an everyday car. And a fierce racer it was thanks to the Jano designed engine, all independent suspensions, and the purposely built RW1327 Rudge Sport wire wheels sized 3.62x18", featuring tubular steel rim and



“Type 52” hub.

Borrani had been equipping every sports Alfa Romeo since the early Thirties when the manufacturer replaced the heavy, complex Straight Sided types. The frequent victories of Alfa helped establishing Borrani as the reference for lightweight, precise wheels suitable for racing and fast touring alike.

The racing debut of the 6C 2300 was the 1934 Giro d'Italia. However, the berlinetta with the amazing Touring Superleggera coachwork was eventually consecrated when it dominated the 24 hours of Pescara with three cars up on the podium.

The first owner of the car on show was the industrialist Giannino Bassetti.

Borrani and the competition motorbikes

Classic Borrani Record motorbike rims were added in 2012 to the Borrani line-up and have since drawn a lot of interest by passionate collectors who now can refurbish their bikes to pristine conditions. On the Padua show they equip an amazing motorcycle.

Borrani 19” on 1974 Triumph Trident 750 Koelliker

If Tridents were the coolest of café racers in the Seventies, their racing sisters were redoubtable for speed and performance. When it came to race tuning the Borrani light alloy rims were mandatory ingredients, taking benefit in the Triumph case of a specially reinforced section dubbed Record/11.

The Milanese Domenico Pettinari tuned this unit for racing with split handlebar, manual controls and rearward positioned footpegs. He was sponsored by the long-time importer Bepi Koelliker, who passionately hired in his team world famous pilots such as the threefold world champion Walter Villa and the gentlemen riders Provenzano, Blegi and Galtruccio.

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