

1988 Lancia Thema 8.32 (“Lancia by Ferrari”)

The car was a one owner car when I purchased it, having been originally purchased September 12 1988 by an Italian gentleman of 79 years of age (registered as a 1989 but was actually one of the last 1988 Series 1 non-cat non- O2 sensor cars with the first of the series 2 front fascias)...the impeccable condition of the car indicates the care expected from such an owner. It was purchased from his estate in 2006 and imported into Canada by “Autoforum” of Woodbridge where I completed the purchase of the car in the spring of 2008. The car has 70,000 original miles.

The car is powered by the Ferrari 308 Quattrovalvole with a 90 degree crank that has a massive and visually pleasing air plenum with a “Lancia by Ferrari” blazing red metal strip across it...the engine is sublime and revs freely without effort as she pulls hard to the redline.

The car is the ultimate “sleeper”, with the only signs of her credentials being the yellow “8.32” badge (8 cylinder, 32 valve Ferrari “Quattrovalvole” engine) on the grill and the retracting wing that folds neatly into the trunk (functionally creates 40 pounds of down force at high speed). Specified with a 0- 60 mph time of 6.8 seconds (before performance enhancements).

I have retained a colour copy of the original ownership (orig. had to be turned in, in order to register the car in Canada), original service pamphlet indicating service records, original leather bound owners manual, a copy of the super rare dealer’s body colour and interior fabric swatch brochure, original dealers sales brochures (both Italian and an English copy), a generic Thema dealers brochure (for all models), and many, many period magazines featuring the 8.32, and current publications featuring the 8.32 now that it has achieved classic status. The car stills wears the 2001 parking garage sticker from the Italia Romangna region of Italy.

The interior by Poltona Frau is in absolutely immaculate new car condition. Wonderful hand stitched leather dash, Veglia gauges, hand stitched steering wheel and gear shift knob, gorgeous Alcantara seating and headliner, real wood accents on door caps and dash, and wool carpets that are as good as the day the car was made.. The car has absolutely no rust and the paint is of high quality. Hand painted factory pin striping adorns the car. The car wears the original Italian “Speedline” Ferrari-inspired 5 star wheels with “Lancia” centre caps. The car has the original “Lancia” tool kit.

Recent Service

“Ferrari major service” July 2008 – new timing belts, new tensioner bearings, new engine sensors, valve adjustment, new plug wire set, new plug extenders, new battery, rebuilt alternator, extensive completely updated wiring/grounding system to a fool-proof system, new crackle paint on valve covers. I have also had the fuel system improved from stock by replacing lines at the fuel tank, fuel filter, new Bosch fuel pump, complete CIS injection overhaul and upgrading with synchronized EHA adjustments/tuning for maximum performance.

Also, I have purchased new “Lancia” floor mats, and replaced the tires with high performance Yokohama ES 100 225/50R15/91V tires.

The original silencer has been replaced with a flow-thru Magnaflow unit to release a few more ponies and add a few more decibels to the Ferrari symphony... I do have the original silencer and it is in good condition.

And detailing by you!

The car was a hit at the spring Ferrari Club of America (Central Canada Chapter) Concours held this past spring at a private estate in Woodbridge...and again in the fall at the Fiats Up North event of the Fiat-Lancia Unlimited group held in Milwaukee Wisconsin.