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Many readers will know about the superb Silver Flag event at Castell'Arquato, in the heart of Emilia Romagna. *Auto Italia* has been supporting the event for many years and it has become a firm favourite on our calendar. Now there is second, new event based in Castell'Arquato, which is called the Best of Italy Festival. Unlike Silver Flag, which features road and race classics, Best of Italy targets supercar and superbike owners. Organised by Ferrari owner and London restaurateur Enzo Scalzo, we were invited to run a car in the event and report on the experience. Armed with a Ferrari California T HS from Maranello, we took part in the interesting new venture. The Silver Flag course runs 10km up to Vernasca, while the Best of Italy course has the same starting point but heads off into the hills to Morfasso, 29km away. Unrestricted by chicanes, this is a very, very fast and challenging route. Guest drivers and riders at Best of Italy were Sandro Munari, Valentino Balboni, Jodie Kidd, Joe Macari and Giacomo Agostini. Read about the debut event and our adventure in a forthcoming issue.

There are changes underway at *Auto Italia* with a new Managing Director and General Manager already in place and a new editor in the pipeline. Josie Ward, the retiring MD, has stepped down after five years in the chair following the re-acquisition of the title from a previous publisher. Apart from steering the ship, Josie has also dealt with the administration and accounts. To say that she has done a grand job is a big understatement, her sterling efforts have regenerated the title and helped develop Ginger Beer Promotions into a successful publishing and events company. Taking on his new role as MD, Michael Ward also retains his duties as Art Director and photographer. Claire Prior is our new General Manager and first point of contact for subscriptions, sales and accounts. I will be continuing as the current Editor for the short term until the new Editor takes up his position early next year. My own role will be to continue as events coordinator and consultant on special editions and other projects. Interesting times.

Phil Ward
Editor

philward@auto-italia.net



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ISSUE 249

NOVEMBER 2016



26



32



62



50

FEATURES

- 18 **Fiat 500X meets Jeep Renegade**
Road test of two popular SUVs
- 26 **High Flyers**
The RAF's new state-of-the-art jet fighter has a LaFerrari and Bugatti Veyron for company
- 32 **Lancia Stratos**
A successful privateer rally car is returned to life after 35 years in hibernation
- 40 **Classic Lancias**
We take two superb open top Lancias for a spin in the Cotswolds
- 50 **Maserati 3500 GT**
Not just a pretty face, this concours winning coupe goes as well as it looks
- 56 **Alfa Romeo 145 Cloverleaf**
It might look pretty standard but this almost forgotten hatchback is supercharged
- 62 **Alfa Romeo GTV6**
A fully fettled 3.0-litre Alfetta
- 68 **All Ireland Italian Car Club**
An Italian car gathering on the Emerald Isle
- 72 **Buyers' Guide**
Maserati GranTurismo – what you need to know

SUBSCRIBE

SEE PAGE 48 FOR DETAILS

REGULARS

- 06 **News**
High profile auctions sales. What economic crisis?
- 12 **Design**
Italdesign GT Zero
- 80 **Events Diary**
Italian car club contacts and events
- 82 **Classifieds**
Readers' cars for sale and trade directory
- 96 **Obscurati**
OSI City-Daf



72

NEWS & VIEWS

RM Sotheby's Monterey and London auctions



Despite popular opinion that the world's economic and political crises have adversely affected the collector's car market, RM Sotheby's generated an impressive \$117,925,000 in sales during the Pebble Beach Concours d'Elegance weekend in August.

Star of the auction was the 1939 Alfa Romeo 8C 2900B Lungo Touring Spider as featured in *Auto Italia*'s October issue. Chassis 412041 was the first Alfa Romeo '2.9' to be offered for public sale this

century, an occasion that captured the attention of some of the world's leading collectors. Bidding on the stunning Alfa Romeo opened at \$1.4m, quickly jumping in \$500,000 increments before selling for a final \$19.8m (inclusive of buyer's premium). The remarkable result represents a record for any pre-war automobile at auction and secures this Alfa Romeo a place on the list of most valuable cars ever sold at auction.

While the 2900B was expected to achieve a high sales figure at Monterey there were some surprises, like the 1967 Ferrari 330 GT

2+2 Series II (photo p7 top left) that achieved a remarkable \$737,000 against a pre-sale estimate of \$350-450,000.

Among the Maseratis in the sale was one of the two Quattroportes built by Frua. Chassis 002, sister car to 004, which has been featured in *Auto Italia*, was said to have been supplied to King Carlos of Spain. Both cars had subsequently been part of the Brener collection. Despite high figures being achieved at Monterey, this very special Maserati sold for just \$88,000 (photo below).

Continuing the Alfa Romeo theme, one of





the main features at RM's London Sale in September was the 1939 Alfa Romeo 6C 2500 Sport Cabriolet by Touring (photo left). Chassis 915.019 is believed to be the earliest-known Touring-bodied 6C 2500 Sport cabriolet.

Discovered in Hungary in 1993 the car has a triple-carburettor engine, as used in the Tipo 256 competition cars, that had been converted from right- to left-hand drive. The firewall plate, number SS17, refers to the factory upgrade of the engine to this aforementioned specification. This interesting car sold for £952,000.

At the other end of the Alfa Romeo scale was a Giulia Super Familiare by Carrozzeria Giorgetti of Massa e Cozzile (photo top right). The example in the London sale had been used by the Italian Ministry of the Interior until 1981. In 1984, it found its way into the hands of a dealer who used it for two years as an advertising vehicle. It was subsequently discovered in a scrapyards, rescued and

restored. In May this year it received a comprehensive mechanical service, to the tune of €6550. It sold for £29,120.

While barn finds are not uncommon they rarely turn up with exotica like this 1967 Iso Grifo GL Series I (photo below). One of about 34 right-hand drive Series I examples produced, this example was acquired by its current owner as a solid original car in 1986 and was subsequently sent to a restorer to be refinished in burgundy to match the London Motor Show car. The work was never carried out and the car spent over two decades in storage before its recent rediscovery. While in need of significant restoration, it remains very complete, down to the dashboard instruments and the exterior trim; even the rear bumpers removed in preparation for the beginning of the restoration remain in the boot where they were placed decades before. Offered without reserve it sold for £128,800.



FIAT 124 SPIDER ANNIVERSARY EDITION

Revealed for the first time at the 2016 Geneva Motor Show in March, the Fiat 124 Spider Anniversary Edition has been designed to commemorate the 50th anniversary of the unveiling of the original roadster in Turin in 1966.

The exclusive special edition, of which only 124 numbered examples were made available to UK enthusiasts, was priced at £23,295 OTR and offered unique equipment specifications including Passione Red paint; a premium silver finish on the windscreen frame, rollover bars and door mirrors; a numbered 'Anniversary Edition' plaque and a 124 Spider badge on the front grille. All 124 examples of the UK-specification Anniversary Edition are now spoken for and orders for the standard models are building steadily.

Commenting on the success of the Fiat 124 Anniversary Edition, Head of Brand, Fiat UK, Sebastiano Fedrigo commented: "The interest in Fiat's reborn roadster has been incredible and that's before most people have even seen the car in the metal. Once the Fiat 124 Spider hits the streets and showrooms, even more people will begin to fall for its style and presence and once they drive it, they will be hooked."

The Fiat 124 Spider 'normale' went on sale on September 10 and prices start from £19,545 OTR.



MV AGUSTA F4Z

The MV Agusta F4Z is the first Atelier motorcycle to be created by Zagato in collaboration with the bike manufacturer from Varese.

MV Agusta has attained international renown for its advanced technology, high performance and unique design, making it one of the most exclusive and prestigious brands in the motorcycling world.

Zagato, the only surviving Italian coachbuilding company to remain independent, and still in the hands of its founder's family, has shaped the F4Z which is based on the standard mechanics of the MV Agusta F4. The one-off creation has been made for a Japanese entrepreneur and collector of Zagato cars and Italian motorcycles.

AUTOMOTIVE ART

Ella Freire is a London artist, a silk screen printer, based at Wimbledon Art Studios. Having a passion for classic cars, amongst other vintage interests, she has been inspired to produce her collection of classic car prints.

Following on from exhibiting at a number of recent shows, Ella is now currently working on a series of commissions for private car collectors, as well as adding to her increasing collection of limited edition prints of her favourite classic cars.

The printing process used allows her to highlight specific areas of each car, in a simple deconstruction of colours, which is then built back up using a layering mix of metallic, gloss and matt substrates. These prints are then framed in flame polished acrylic. Her prints are 1400mm x 570mm. Other sizes are available on request.

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FERRARI



Auto Italia contributor and owner of McGrath Maserati, Andy Heywood, has recently launched a new venture of interest to the Italian car world. McGrath Italian imports, collects and sells automobilia, cars and bikes, most of which have been imported directly from Italy.

"I have been collecting for years and have made some great contacts", says Andy. "What I am doing is offering like-minded enthusiasts the chance to buy that rare Italian car or bike but without the worry of how to view it, pay for it, do the paperwork and get it back. McGrath Italian has already done all that for you".

Not to say however that all the items from McGrath Italian are ready for the road: "While we will always have some really good quality cars in stock, I have to admit that it is the rarity and originality of some items that excites us more than the practicalities of actually using them", admits Andy. "A lot of what we buy are projects and in fact we have a special category for these, which is called 'The Shed of Dreams' - after all, everyone likes to have a project in the garage, don't they?"

McGrath Italian deals with bikes as well as cars, mostly the smaller capacity Italian makes and, of course, scooters. From the Moto Giro to Margate seafront, there is something for everyone, even in the emerging world of classic mopeds.

McGrath Italian offers an unashamedly eclectic collection of Italiana and its enthusiasm for the obscure knows no bounds.

The collection is housed next door to the premises of McGrath Maserati in Kimpton, Hertfordshire, in a purpose-built museum. The walls are covered with rare enamel signs and posters, many of which are also for sale. Visitors are welcome strictly by appointment only.

Visit the website to see the current range of offerings at: www.mcgrathitalian.co.uk or follow on Facebook, Twitter and Instagram.

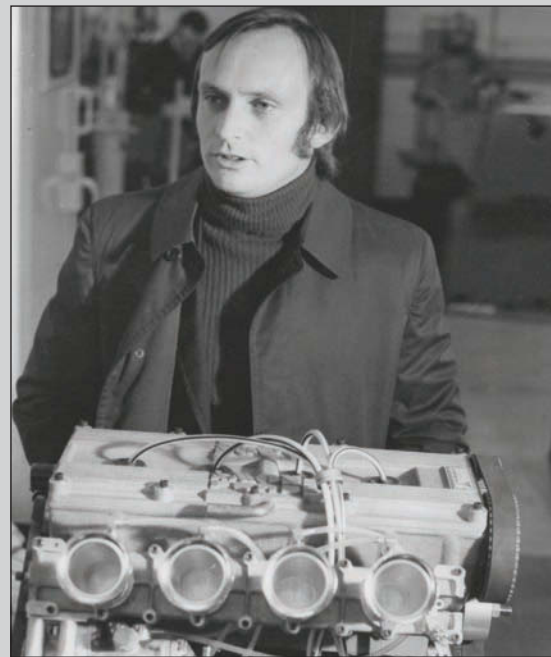


CHRIS AMON

Former Grand Prix star Chris Amon died on August 3 following a long battle with cancer. He was 73. Famous more for his bad luck than his silky-smooth driving skills and gifts as a test driver, this viewpoint rather sold the New Zealander short. The sheep farmer's son was born on July 20 1943 and showed great promise from an early age. He was a race winner aboard a Maserati 250F at 17, his speed impressing Reg Parnell to the point that the driver turned team owner hired the youngster to drive a Lola Mk4 in the 1963 Monaco GP. However, the teenager didn't get to start the race in the principality, his team-mate Maurice Trintignant taking over his car before the start.

Nevertheless, the Kiwi's star was clearly in the ascendant, Amon racking up Le Mans 24 Hours honours alongside close friend Bruce McLaren in 1966 in a Ford GT40 MkII, before joining Scuderia Ferrari for the following season. His 1967 campaign got off to a brilliant start with victory in the Daytona 24 Hours in a 330 P4 alongside Lorenzo Bandini, and he also claimed the 1969 Tasman championship drivers' title for the Modena marque, but somehow that first GP win proved elusive. Amon departed the Scuderia in 1970 for the new March F1 operation, only to butt heads with the team's co-founder Max Mosley. The following year he scored an excellent win in the non-championship Argentinean Grand Prix with the works Matra squad, but it was a downward spiral thereafter. Establishing his own F1 team in 1974 proved a costly disaster and he rounded out his GP career with Ensign in 1976. Following a few Can-Am races with a Wolf-Dallara in 1977, he hung up his helmet.

Amon started 96 World Championship Grands Prix. He led 183 laps in seven rounds, started from pole on five occasions and stood on the podium eleven times. What's more, far from feeling unlucky, Amon considered himself fortunate to have been able to retire from motorsport by his own volition given that so many of his friends and colleagues perished in racing accidents. **RH**





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DESIGN

AUTO ITALIA'S DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN

ITALDESIGN GT ZERO



Giorgetto Giugiaro's departure from Italdesign last year – a design and engineering firm with nearly half a century of Italian design heritage – could have been reason for concern, amongst Italian design aficionados. Instead, with the announcement of Filippo Perini as the newly appointed Head of Design and the unveiling of the 'GT Zero' showcar, it underlined that the future is bright in Turin.

The first concept car of the new-era Italdesign is an iconic-looking shooting brake, one that cannot hide the roots of Perini, but rather could easily have been unveiled in Sant'Agata Bolognese, as the legitimate reincarnation of the mighty Espada. Communicated with the buzzwords 'electric', 'sustainable' and 'versatile', it could not have translated a brilliant concept into today's zeitgeist any better.

Basis of the concept is a modular carbon monocoque with

integrated batteries featuring a 360kW three-motor electric powertrain; two on the front axle and one on the rear, transferred via a four-wheel drive transmission and four-wheel steering. Range has been communicated to be about 500km with 80% of the charge achievable in approximately half an hour.

Designwise the GT Zero has a very clean appearance with smooth yet precise linework, generous surfaces and featuring a very sleek profile encapsulating vast 22-inch and 23-inch wheels. The treatment of the body surfaces is muscular and pronounced wheel arches and air-intakes and outlets underline the concept's sporty character. The general architecture is very '60s Italian with the rear

dominated by an iconic hexagonal shaped rear window and framed by a modern LED-surround; one that could have originated from the pen of Gandini.

The interior styling of the car, featuring three large hexagonal air vents, has even more difficulty in hiding the scent of the raging bull. An absence of buttons and a very dominant central touch screen give us an idea into what Lamborghini interior design could have evolved into had Mitja Borkert not succeeded Filippo Perini.

Generation spanning stylistic influences can be seen throughout the GT Zero

CHRIS HRABALEK

Age: 39

Born: Vienna, Austria

Design Education: MA at The Royal College of Art, London

Current Job: Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



from the Bizzarrini Manta of 1968 to the Lamborghini Asterión LPI 910-4 of 2014; thus bridging 48 years and suggesting a passing of the torch into the next era. The Italdesign GT Zero is a successful concept, one that stimulates thoughts of an alternative development path of a future

Lamborghini portfolio.

While the GT Zero serves as an excellent showcase to past and future prospects of what Italdesign is capable of, it also generates great pleasure for anyone appreciating Italian automotive design and following the demise of Carrozzerias from Allemano to Vignale et al. One could argue that Italdesign, Pininfarina and Zagato are the last bastions of Italian design strongholds; and these deserve to be preserved.





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- *No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



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BOOKSHELF

EDITOR'S CHOICE OF THE LATEST TITLES

**ISO Bizzarrini:
The Remarkable History of A3/C 0222
by Richard Heseltine
Porter Press £30**

This is a book that features a single car, which is an unusual concept, but when the car happens to be an ISO A3/C created by Giotto Bizzarrini then the reader is sure to be entertained. The fascinating story of '0222', the last and most successful of the Iso AC/3 Grifo race cars from the fabulous period of sportscar racing in the mid-1960s, is told by *Auto Italia* writer Richard Heseltine.

The featured A3/C was the creation of Giotto Bizzarrini, the engineer who developed the famed Ferrari 250 GTO. In its short but varied racing career, which included outings with two Grand Prix drivers, '0222' showed itself to be one of the world's fastest racing sports and GT cars, with its top speed on the Mulsanne straight at Le Mans of nearly 190mph. This book celebrates the life of '0222' and the against-the-odds efforts of Bizzarrini, a genius with the ambition to produce the best GT race car of its era.

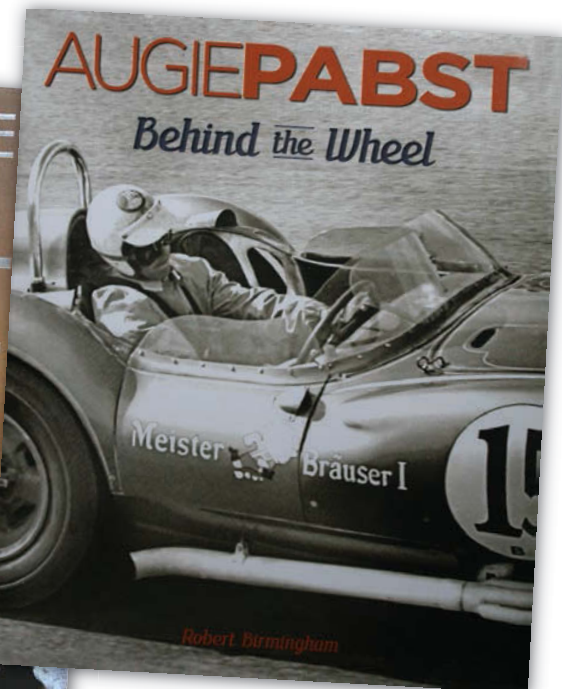
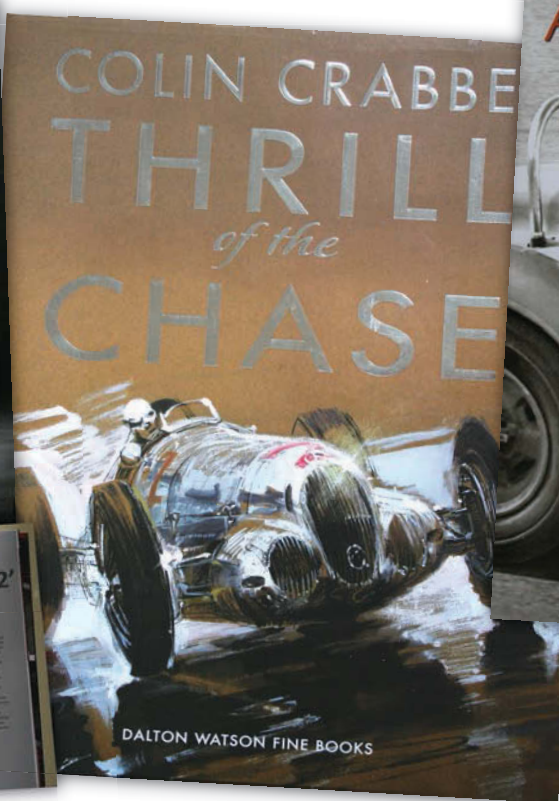
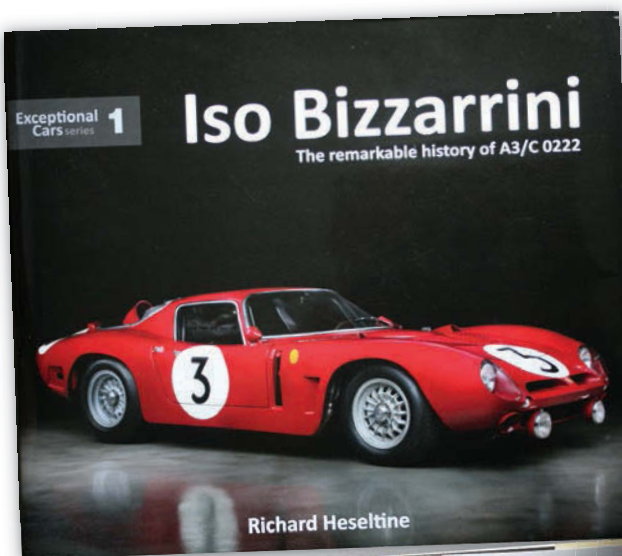
**Colin Crabbe, Thrill of the Chase
by Colin Crabbe
Dalton & Watson £59**

The life and times of that larger-than-life character, Colin Crabbe, who found himself at the forefront of motor racing, firstly as a privateer racing Ford GT40s in 1966 then driving in the 1967 World Championship. He cut his teeth during 1969 as an owner and team manager in Formula One having found he was too large to fit an F1. In 1968 he located in East Germany one of the pre-war Silver Arrows, a Mercedes W125 Grand Prix car. Colin raced the Mercedes and numerous other historic racing cars. When not motor racing, he travelled around the globe seeking out forgotten treasures in the motoring world. He recovered many interesting cars including several rare racing Ferraris and Maseratis, some found abandoned on the roadside or in sheds in South America. Many of these cars have subsequently been sold on several times at ever increasing values. Colin Crabbe says it the way it is and he reveals the truth about the provenance of some cars that might not be what their current custodians think they are! A great read. Recommended.

**Augie Pabst: Behind the Wheel
by Robert Birmingham
Dalton & Watson \$79**

Augie Pabst was one of the best American sportscar racers from 1956-1965. He started in small production cars and progressed rapidly to the best and fastest sports racing cars of the day. Along the way he scored many major victories and won two National Championships. He not only raced on all the major US and Canadian courses, but also on the international stage at Le Mans, Brands Hatch, and Nassau. His career was marked by two-year stints at three of the very best American teams; Meister Bräuser, Briggs Cunningham and Mecom. He raced against and often beat not only the top US drivers, but many international stars as well.

The quality of the is book is to the publisher's usual high standard with many high quality period pictures, most are mono but there are some fine colour images. Some important Italian cars are covered including the Maserati Tipo 63 V12, Tipo 151 Coupe and Ferrari 250 TRs and GTOs.





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Auto Italia Events

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Competition cars from all ages will again be put through their paces on the Mercedes-Benz World test track. Selected cars will also run up the demanding Brooklands Test Hill. Visitors can expect to see – and hear – a wide variety of competition cars including Formula 1, F5000, CanAm, GTs, Touring cars, Group B rally cars, off-roaders and historic cars like the record breaking 1933 Napier Railton – holder of the outright lap record at Brooklands.

Owners of competition cars are invited to contact the organisers for an opportunity to take part in the track demonstration and the hill climb.

Display areas are available to car clubs of all marques and nationalities. Club organisers are invited to apply to book free stand space.

TICKET INFORMATION

Adults: £11 advance, £13 on the day

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Splashing Out

They appear to be unrelated but the Fiat 500X and Jeep Renegade are both born of the same parents

Test by Peter Nunn
Photography by Michael Ward





Buon giorno. The magazine you have in your hands is *Auto Italia* and as such you might reasonably expect to find news, features and tests on desirable Italian cars with perhaps a discreet side order of La Dolce Vita along the way.

That being so, you might also reasonably start to wonder why we are featuring a Jeep Renegade in these pages, lining up alongside a quintessentially Italian Fiat 500X? Two compact crossover SUVs from the class of 2016...yes, but where's the connection?

The Jeep, tough and angular and with an iconic American badge, would seem to be the one somewhat out of sorts in this particular setting. Surely it's the Fiat 500X, the spin-off from the hugely successful 500 supermini that sits more naturally here. Maybe some mistake from central casting?

Yes, you might wonder but this two car comparo is actually entirely legitimate and on the pace and for one very clear reason. You'd be hard pressed to tell at a glance but it's a fact that both cars – the Renegade and 500X – are manufactured by Fiat, in Italy, also closely related under the skin, sharing the exact same Fiat group platform.

Put another way, here we have Fiat taking two different bites of the compact crossover cherry: one elegant and urbanised, if you like, the other, more rugged and out-doorsy. Each with its own appeal and likely target audience. The same only different, you could say. Clever, si?

Timing is also good because the market for compact B-segment crossovers across Europe is booming. It's a sector that just keeps on giving, with ever growing numbers of sales and more and more competitors piling in. Across the channel, in the French quarter, the likes of the Renault Captur, Citroën C4 Cactus and Peugeot 2008 continue to show the way. Then there's the Nissan Juke and myriad others. So it's only logical Fiat should respond with its own range of brands, in this case, with Fiat and Jeep.

Here we have a hugely popular formula built around stylish looks, compact size, space and convenience. A standard supermini hatch is fine on many day-to-day levels. But factor in the fashion element, raised height and all-important high seating position and you have the hit compact crossover SUV. It's an image thing, you see.

Surprising perhaps but our Italian-US crossover duo have yet more in common. Each made its first appearance a couple years back in 2014. The Jeep came first, launched at the Geneva Show in the spring. That autumn, at the Paris Salon, the Fiat 500X took its bow. Broadly, a range of petrol and diesel engines (1.4-2.0 litres) are also shared.

One way or another, the Jeep has been quite a trailblazer. The Renegade stands as Jeep's first ever compact SUV, also the first Jeep to be built in Europe. In a sea of junior SUV competitors what immediately sets it apart are those striking looks and design, capped off by a famous badge more normally associated with the likes of the Cherokee, Wrangler and off-road rigours of the Rubicon trail. For

the record, I don't mind saying I think the Renegade looks fantastic.

For some, that bold, square-cut design, those massive wheel arches and quirky details like the X-rated tail lights might be a tad too extreme. In which case, the gentler, more elegantly framed style of the Fiat 500X could be a solution. The linkage with the smash hit Fiat 500 mini is clear and obvious. Looking to expand up from that 500 formula led Fiat creatives to pen the 500X, an appealing, more upscale crossover, albeit linked surely to one of the more invisible model names in motordom... (500X: yes, what does that mean, exactly?)

Head over to the showroom and in essence, you find the Fiat 500X family divides into two. There's the City



FIAT 500X & JEEP RENEGADE



look, available in Pop, Pop Star and Lounge trim levels or the more rugged Off Road style, as here, which comes either as the Cross or Cross Plus.

As Fiat admits, the 500X range has been set up to try to appeal to every spectrum of customer so the model variations are many and complex and you, the customer, could spend many happy hours on Fiat's online configurator creating the 500X you want.

Six engine choices, three transmissions (including a 9-speed auto), front-drive or AWD, and that's just the opening bell on the all-encompassing 500X world. It's a similar kind of story with the Renegade although this time the model range essentially goes four ways: Sport; Longitude; Limited and Trailhawk.



Sport is the base model, offered in two-wheel-drive only. From there, you move up on terms of spec through Longitude and Limited (the model you see here) with Trailhawk at the top end for serious students. There are also some limited edition specials with fantastic names along the way: Night Eagle, Dawn of Justice. Who can resist?

Pub quiz ammo: both the Renegade and 500X are built at Fiat's Melfi plant in southern Italy which

hitherto has built the Fiat Punto, Grande Punto and Lancia Ypsilon, among others. Fiat invested more than €1 billion to configure Melfi to take the Renegade and 500X as completely new gen global products. Judging by the quality of the cars you see here, the Melfi experiment is working well as the Jeep and 500X both display an impressive level of fit and finish inside and out.

Side by side, there's no doubt the Jeep is the more expressive, out-there offering. Physically, it's also the widest and tallest. You might be surprised to discover that the 500X is actually the longest, by a nose, while underneath, to keep things simple and cost effective, both cars share the same platform and wheelbase.

A range of familiar Fiat group engines provide the power. On offer are two well proven 1.4-litre MultiAir petrols (140hp or 170hp) plus a 1.6-litre E-Torq unit (110hp). Go diesel and it's 1.6-litre (120hp) or 2.0-litre (140hp) MultiJet II engines. Being the smaller, lighter model, the 500X also adds a 1.3-litre MultiJet II diesel to the mix.

While the Jeep and Fiat gathered here are perhaps not direct contenders (one is petrol, the other diesel),



TECHNICAL SPECIFICATIONS

FIAT 500X MULTIAIR 140HP CROSS

ENGINE:	4-cylinder 16 valve
CAPACITY:	1368cc
BORE & STROKE:	72mm x 84mm
COMP RATIO:	10:1
POWER:	138bhp @ 5000rpm
TORQUE:	170lb ft @ 1750rpm
TRANSMISSION:	6-speed manual, front-wheel drive
BRAKES:	281mm ventilated discs (f), 278mm solid discs (r)
SUSPENSION:	McPherson struts
TYRES:	215/55 R17
DIMENSIONS:	4273mm (l), 1796mm (w), 1608mm (h)
KERB WEIGHT:	1320kg
0-62MPH:	9.8sec
TOP SPEED:	118mph
CO2:	139g/km
ECONOMY:	47.1mpg (combined)
PRICE (UK):	£19,065 OTR, £21,090 as tested

they are representative of the current state of the art. So in the Fiat corner, we have a 500X Cross 1.4 MultiAir 140hp, with 6-speed manual box and front-wheel drive. You're getting 47.1 mpg combined and Co2 of 139g/km. It comes with an OTR price of £19,065 but optioned up with Comfort, Visibility, Nav packs plus further extras, the ask rises up to £21,090. Then there's the Renegade, seen here in 1.6 MultiJet II guise (120hp), also a 6-speeder in 4x2 configuration. The numbers this time are 61.4mpg and 120g/km. The OTR is £23,995 and with £700 metallic paint, the all-up price is £24,695.

Let's start with the Fiat. One strong impression of the 500X is the high level of presentation, especially inside. There's a cool, designer look and feel to the 500X's cabin which comes complete with the mandatory high seating position and, as mentioned, a quality set of trim and plastics. It's bright, airy and surprisingly roomy inside. Kit levels with this 500X edition are good but you do still need to shell out for



some niceties: sat/nav, rearview camera, keyless entry & go, and so on. Life in the back is also pretty agreeable although the rear bench is a mite hard. Luggage space at 350 litres (or 1000 litres with rear seats folded) is well up on the normal 500.

Dynamically, the 500X is a different proposition, too, being clearly the bigger, weightier vehicle, riding higher. Of the engines on offer, the turbocharged 1.4-litre MultiAir petrol at 140hp is surely one of the best: crisp, refined, free-revving, offering a fine blend of power, torque and eco-friendliness. In action, it's a delight although the 170hp version will obviously bring more pace while the 1.3 diesel is the winner for Co2 and mpg.

Another plus is the smooth-shifting 6-speed box. Then there's the Fiat's 'Drive Mood Selector' dial giving you the choice of Auto, Sport or Traction drive modes. Probably, for most people most of the time, Auto will be the default choice. Sport stiffens up the steering weighting, upping the revs and boosting pick up to a

ABOVE: The front-wheel drive Fiat 500X Cross has the 1.4 MultiAir, a great engine in all its applications





TECHNICAL SPECIFICATIONS

JEEP RENEGADE 1.6 MULTIJET LIMITED

ENGINE:	4-cylinder 16 valve
CAPACITY:	1598cc
BORE & STROKE:	79.5mm x 80.5mm
COMP RATIO:	16.5:1
POWER:	118bhp @ 3750rpm
TORQUE:	236lb ft @ 1750rpm
TRANSMISSION:	6-speed manual, front-wheel drive
BRAKES:	305mm ventilated discs (f), 278mm solid discs (r)
SUSPENSION:	McPherson struts
TYRES:	225/55 R18
DIMENSIONS:	4236mm (l), 1805mm (w), 1667mm (h)
KERB WEIGHT:	1404kg
0-62MPH:	10.2sec
TOP SPEED:	111mph
CO2:	120g/km
ECONOMY:	61.4mpg (combined)
PRICE (UK):	£23,995 OTR, £24,695 as tested

ABOVE: *Macho-looking Jeep Renegade with its 1.6 Multijet proved to be more economical than the Fiat*

modest degree but as wimpish as it might seem to say it, the Fiat actually feels nicer, more natural in Auto.

At the original 500X launch at Balocco, the 1.6 MultiJet II edition (120hp) proved to be one particular gem. Nicely poised on the road, alert, cohesive and confident, it was both easy and fun to drive, well balanced. Less so this 1.4 petrol. Steering feel, particularly at speed, was over light and inconsistent, making the Fiat alarming darty and nervy over quick switchback roads. Not fun. At lesser speeds, however, it's pretty civilised.

Just to add, if you go for this 500X Cross in 4x2 form, there are 'off road' bumpers, rear spoiler and unique 17-in alloys to up the visuals. Also, the 'Traction' setting engages the electronic front diff in low grip situations, thereby saving weight (and cost) over a conventional 4WD system.

Should you regularly venture off-road or want something more macho, then you'd want the Renegade. The Jeep looks and feels tough. It's a vehicle

bursting with character. It's also something genuinely different in the class and that's good.

Fiat's 1.6 diesel is perhaps a good match for the Jeep's gritty image. For a start, it's big on torque (236lb ft peaking at just 1750rpm), just what you want for that low range hauling. Combined economy of 61.4mpg is none too shabby, either. It's a refined, solid worker, this engine, and the one we'd likely pick if ordering a Renegade for ourselves.

Inside, the Jeep is more 'pumped' than the Fiat. Some details may grate, such as the 'Since 1941' logo in the middle of the dash and big, jazzy door speakers. The thick A-pillars also don't do a huge amount for visibility. But as a whole, inside, the Jeep's a cool place to be. And plenty of passenger and luggage space in this square-rigged runabout.

Behind that tidy, functional Jeep dashboard, again you sit up high. Given the Jeep's rugged reputation, most might expect 4x4 as standard but, whisper it, two-wheel-drive, as here, will surely work out as a fine





day-to-day compromise for many. On the move, the Renegade proves an engaging drive. In this well-specced Limited guise, 18-inch tyres are standard. So grip a-plenty and compliant ride quality is also good. The Jeep scores well for stability and through bends, the Renegade tracks neatly with body roll and understeer kept well in check. For a biggish vehicle, it's surprisingly fluid and natural, more composed on this showing than the Fiat.

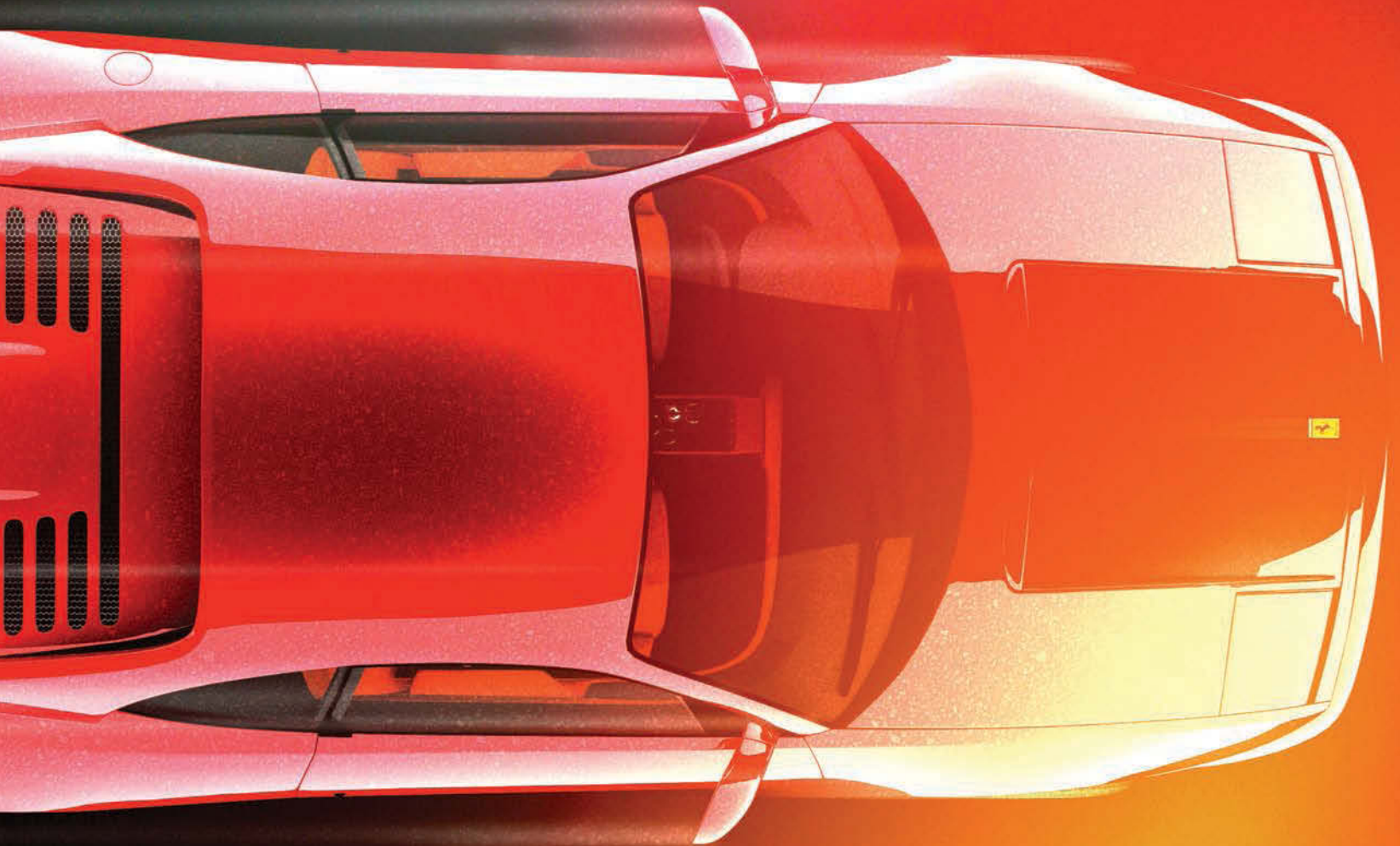
Again, the issue of electric power steering feel comes up when you start to push on that entertainingly twisty back road. But then, that's not what the Renegade's really all about. Over the same tarmac, something like a Captur will be more agile and focused but the Jeep will surely leave the stronger impression. Funky and fun? Most definitely.

Culturally, this is a fascinating comparo. Chances are the Renegade and 500X will appeal to different sets of buyers, with likely little or no crossover. Whether it's the refined European elegance of the Fiat, or more assertive American style of the Jeep, each has its attractions. And remember, this is a story that begins in Italy which I think is where we came in. 🇮🇹





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High Flyers

Two ultra high tech supercars meet the cutting edge of military aviation

Story by Phil Ward
Photography by Michael Ward



Some things just have to be done. When the call came inviting *Auto Italia* to attend an exclusive preview of the RAF's new F35B Lightning II jet fighter we thought long and hard at just how we were going to put an Italian spin on the feature.

There is absolutely nothing Italian about the superfast F35B Lightning II but it does make a nice photographic back drop for a couple of suitable, superfast cars. The Bugatti is superfast, a world land speed record contender, in fact. Its links with Italy are tenuous at best, although Ettore Bugatti was an Italian by birth. Fortunately the LaFerrari is *extremely* Italian, being at the top of the supercar pile, so we feel it makes up for the deficiencies of the other two machines – not only that but the Ferrari shares the F35's colouring, has stealth-like qualities and is very, very fast.



THE BUGATTI VEYRON

Oakley Design – the company behind this extreme modified Veyron – has a rich experience of high-end Italian cars to draw on. Indeed, the UK-based client who owns this Bugatti has also commissioned Oakley to tune a whole string of supercars including the 'Tron' Lamborghini Aventador coupe, an Aventador Roadster and a Ferrari FF.

Clearly with a fondness for the bespoke, Oakley's client wanted a Bugatti – but only if it could be individually designed to his own tastes. With Veyrons all sold out, the next best option was to purchase a used Veyron and let Oakley Design loose on it. A suitable example was eventually found in the Middle East.

The car underwent a thorough aerodynamic review and weight saving exercise after testing in MIRA's wind tunnel. During dyno-testing in standard form, the Veyron recorded 987bhp and torque of 1200Nm – less than one per cent down on the factory figures, very impressive for a car with 8000 miles on the clock. Oakley then undertook some live ECU reprogramming which, combined with the titanium exhaust, resulted in some very healthy increases. Power now stands at 1200bhp on the dyno, with torque up to a remarkable 1580Nm (1165lb ft).

Chris Rees drove the car for *Auto Italia*. "Turn that key, and the first thing that hit me was the sound. In stark contrast to the standard car's refined whoosh, the titanium exhaust has a brutally guttural edge that's as loud as the paint scheme.

"The gears change like an Audi S tronic, super-easy and smooth. In fact, I couldn't believe how easy this car was to drive – a bit like a VW Golf automatic. The ride was surprisingly soft, even pitchy – like a luxury

limo; I wasn't expecting that. Visibility was even good by supercar standards.

"Jon Oakley told me that this car would happily drift around corners but I was only going to check the straight-line speed for which the Veyron is fabled. When the time came to floor the loud pedal – wow! What happened was a tsunami-like acceleration: vast, unrelenting and yet strangely calm. It's only when I looked at the speedo and spotted that I was doing 160mph that I appreciated just how seriously quick this car is."

After our test Jon Oakley took the car to a Nato base in France for testing and followed by a visit to the Ceram manufacture test facility accompanied by a representative from the Guinness Book of Records. Initial runs showed the car could hit 250mph very easily but at the Nato base Oakley was having to brake as he was running out of room due to a shorter runway length, restricted because of very wet weather conditions. At Ceram the situation was different where the circuit has a 3000 metre long oval with a 7 metre high, 43° banking. The load on the outside pair of tyres was excessive and reduced Oakley to running five laps at a time for safety reasons but he did record a 257mph top speed, despite the centrifugal forces and extra tyre load with plenty more to come.

With the USA Hennessey Venom holding the record of 270.49mph set at the space station landing strip in Florida in 2014, Oakley has his goal set at a record breaking 271mph and hopes to achieve this soon. The plan is to run the car just outside Las Vegas at a USAF base following on from the SEMA exhibition in November where the car will be displayed on the Pirelli stand.



THE LAFERRARI

The LaFerrari's 6.3-litre all-alloy engine is based on the F12 V12 unit, which produces 722bhp with 508lb ft of torque. In the LaFerrari's application power is squeezed to give 789bhp and 516lb ft, delivered through a seven-speed dual clutch transmission and active differential at the rear wheels. Given the previous Enzo supercar packed 651bhp, this iteration of the V12 alone would have made for a spectacular super-sportscar. But for LaFerrari, the petrol engine is augmented by a 160bhp electric motor, operating directly on the differential, and drawing current from a battery pack—located on the floor behind the passenger cell. There's no hint of all that drivetrain technology, or the active aerodynamic aids necessary to harness the combined 949bhp.

Chris Chilton drove a LaFerrari for Auto Italia. "Even at part throttle, the performance was astonishing. The sensation is one of a complete lack of inertia, both from the free-spinning engine, and the car itself. At 1430kg, LaFerrari is around 55kg lighter than a 458, and has 70% more muscle. Steel yourself to pin the throttle to the bulkhead, and the first time you experience all 950 horses in action, be prepared to have the wind knocked right out of you. The acceleration is so crushingly rapid, it borders on the uncomfortable.

"Ferrari doesn't specify a 0-62mph time, only to say that it dips below three seconds, which in no way adequately describes how much faster this car feels than even something as phenomenally accelerative as a 458 or F12. Instead you have to look further up the graph's near vertical curve. An F12 will reach 124mph (200km/h) in 8.5sec; this will get there in less than

seven, and arrive at 186mph (300km/h) in 15. There's power everywhere, the instant torque of the electric motor allowing Ferrari to tune the V12 for top end performance, without creating a peaky engine. And the throttle response defies belief because the electric motor is used to fill the miniscule gap that might otherwise exist.

"It's certainly not a car for touring continents, the lack of boot space sees to that. The only cargo area is a modest briefcase-sized cubby located in the nose, city driving is made slightly awkward by blind spots created by those gorgeous mirrors, and brake feel that suffers in light, low-speed applications from the regenerative braking effect. In every other respect it's as easy to drive as a 458.

"The ride is incredibly supple, even before you've reached for that 'bumpy road' button on the wheel to relax the magnetorheological dampers, and away from the marble-smooth surface of the track, the steering gets even better, the whole car seeming to shrink around you, scything into each corner. Again, the way the thing puts down its power is astonishing, and it's so perfectly balanced that flicking up the manettino to deactivate the ESP and exploring is far less scary than it sounds.



THE LAFERRARI BY OAKLEY DESIGN

With a client's car currently being put through Oakley's normal evaluations in the wind tunnel and dyno facilities, they have begun to prepare the designs and aerodynamic changes to a LaFerrari to create a fully exposed carbon bodied FXXK conversion. This will be a year long project with purity of function at the top of the design list. When the car is completed its first appearance will be in Auto Italia.




THE LOCKHEED F35B LIGHTNING II

The Lockheed F35B Lightning II is the latest 5th generation STOVL (short take-off and vertical landing) aircraft to be co-produced by a conglomerate of world companies. Fifteen per cent of each aircraft is made by a UK company. The aircraft is state-of-the-art with advanced avionics and a low observability capability, which can operate from land and sea giving the UK the ability to act at a time and place of its choosing. An element of its role was previously undertaken by the UK's pioneering Harrier, which was retired by the RAF in 2010, although it is still operated by the US Marine Corps, the Italian and Spanish Navies. While the sub-sonic Harrier was developed back in the 1960s, the super-sonic 1200mph F35B is a quantum leap in technology, materials, techniques, avionics, capability and performance.

Three F35B Lightning IIs from the training squadron at Marine Corps Air Station Beaufort in Carolina made the 10 hour flight across the Atlantic to make their first UK appearance at the Royal International Air Tattoo (RIAT) at RAF Fairford in July, and one week later at the Farnborough Airshow. *Auto Italia* was invited to set up an exclusive photoshoot at RAF Fairford before RIAT with the first RAF F35B Lightning II, a LaFerrari supplied by DK Engineering and the Oakley Bugatti Veyron.

The RAF pilot who flew one of the F35B Lightning IIs over from the USA, and displayed the aircraft in the UK, was Squadron Leader Hugh Nichols. Having previously flown Harriers in the UK and F16s with the USAF, Nichols is part of the 75 strong RAF contingent at Beaufort's F35 training unit. RAF and Royal Navy personnel will increase to 200 by mid-2018 when the first operational squadron will form and fly from the USA to RAF Marham in Norfolk.

While the Harrier was operated by separate RAF and Royal Navy squadrons, the F35B units will be a combined services operation. From 2018, the UK F35B Lightning II will operate from RAF Marham as part of the UK Lightning Force manned jointly by the RAF and Royal Navy. The first squadron will be the famous 617 'Dambusters' and Squadron Leader Hugh Nichols will be 617's first Executive Officer. 

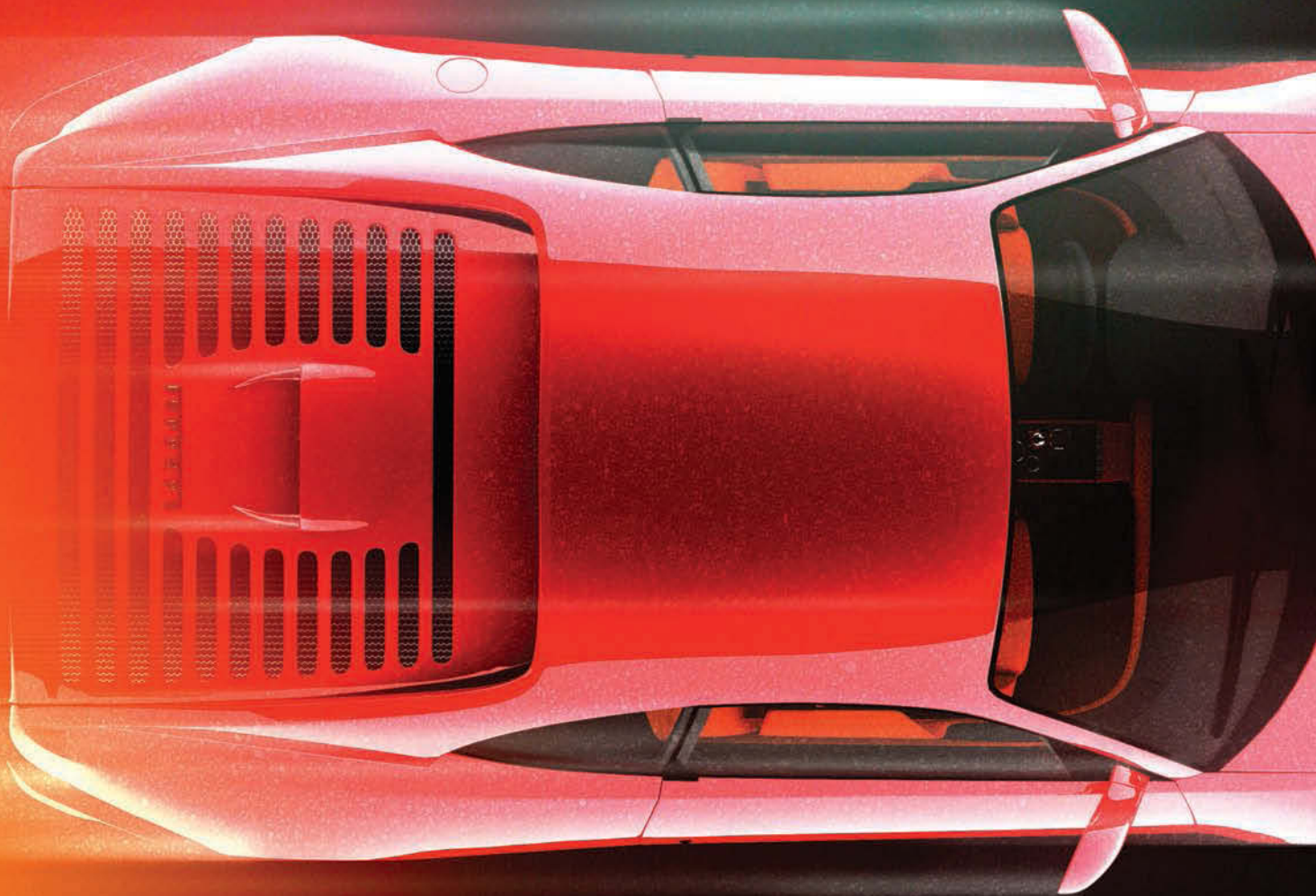


Thanks to: DK Engineering and Oakley Design for making this feature possible





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Blue Stratos

‘Cool, quiet confidence’ ran the ads for Blue Stratos, that most 1970s of aftershaves. If we had to write an ad for this Lancia Stratos, we’d have to go with ‘hot, noisy and a winner’

Story by Chris Rees
Photography by Michael Ward

Headlining the pyramid stage at Glastonbury. Waking up next to Scarlett Johansson. Lifting the F1 driver’s trophy above your head. Such stuff, to paraphrase the Bard, are dreams made on. Then, of course, you wake up. That’s all they were – dreams. But here I am, bottom firmly ensconced in the ultra-orange driver’s seat of a genuine, rally-winning Lancia Stratos, and I pinch myself. No, I’m not waking up. This is real.

‘Real’ is very much the key word with this Stratos. What we have here is a pukka factory competition Stratos. It’s campaigned in – and won – rallies in Italy. Despite what almost everyone who sees it thinks, it is absolutely not a replica, nor does it have any replica bits on it. If the car’s owner, John Reaks, had a pound for every time someone asked if it was a replica, he’d probably have enough to buy another genuine Stratos.

John bought this spectacular machine two years ago from a private collection. We don’t feel the need to ask why – well, who wouldn’t want a Stratos? – but John’s reasoning is straightforward: “I wanted something different from my Ferrari F40, F12 and F430 Scuderia. I just love the Stratos’s iconic, uncopied shape and its outrageousness. It’s a real hooligan to drive, it gives me an adrenaline fix like no other car.”







Adrenaline – and a few other neuro-chemicals besides – are coursing through my veins as I fire the engine up. The reputation of the Stratos as a brutally unforgiving handful in sharp corners is only stirring up that chemical cocktail. A car of this provenance and originality is not something you want to damage.

Let's not get ahead ourselves. First things first: just what have we got here? It's a genuine factory Stratos rally car (not a Stradale) which debuted in the 1979 season in Italy. It was driven by a chap calling himself Ragastas, which was a pseudonym adopted by Francesco Ferretti so that his parents wouldn't know he was rallying! Incidentally, 'Ragastas' means 'naughty boy' in the local dialect of Reggio Emilia.

The car ran on tarmac, gravel and the track, but never in snow. It debuted in April 1979 at the Rallye Nazionale Coppa Citta di Modena, but it was not until the 1980 season that this Stratos really got into its stride. It notched up several podium finishes that year,

as well as reaching the undoubted high point in its career: a notable victory in the 1980 Rallye dell'Appennino Reggiano. More podiums followed in the 1981 season, with its final race occurring in November 1982, after which it was mothballed for many years.

When John acquired it, it was painted in Alitalia colours. "I've got 350 photos of the car in the 33 rallies in which it competed. It originally ran with white paint and a red-and-green stripey livery but I didn't like it – too many Stratoses are red and green. I much preferred the later livery, which it wore from 1982 for its final eight rallies. This was white and blue, reflecting the sponsor, 'Blue Mirror'. We're not sure exactly who that was – a textile company, we think. We repainted the car and reproduced the original graphics. It's living up to its provenance."

The provenance is there for all to see. The chassis is 100 per cent original, complete with dents and dings from its active life in rallying. Mechanically, it was in



solid condition when John bought it. However, some engine internals needed work, so John despatched the car to the well-known and respected Ferrari and Dino specialist, Ian Barkaway.

We caught up with Ian at the recent Festival Italia at Brands Hatch, where the Stratos thrilled the crowds on a parade lap. "As soon as I started taking the engine apart, I knew this was a special powerplant," Ian told us. "It's got all the trick competition bits."

The engine is basically a one-size overbored two-valve Ferrari Dino unit with many special competition parts. The big-valve gas-flowed and ported Stratos head combines with a cross-flow manifold, while the rods are lightened and balanced. Even the flywheel has been drilled in effort to reduce weight – so much so that it has more air than metal.

The Weber downdraught carbs are much bigger than on a regular Dino engine. They're protected by a huge (and frankly hideous) glassfibre sand filter air box,

under which the trumpets sit, looking resplendent in their original aged-yellow glassfibre. The engine electrics are all original, too, with a big alternator and an extra pulley off the camshaft. The five-speed gearbox is, however, a road-spec synchro unit rather than a dog 'box.

All the bodywork is also original. John has photos of the car in its final rally – the Rallye Nazionale di Radicofani of November 1982 – when the whole rear end, including the roof spoiler, basically fell off. Luckily it was immediately replaced from Lancia's Stratos parts bin.

The panel fit is not always perfect, but that's as it came from the factory. When John acquired the car, the doors were dropping by around three inches because the weak glassfibre had cracked, so Ian Barkaway has fitted metal plates to make the doors open and close cleanly, while keeping the original doors and hinges intact.



The original Carello main lights (which John retains) have been swapped for modern lights for the sole reason that the originals are unobtainable now; and because they're permanently fixed in the 'up' position with brackets, they're quite prone to damage. Remove the glassfibre driving lamp cover, and the four original Carellos are all still present and fully functional.

The cabin looks amazing, dominated by the original Sparco bucket seats in full-on 1970s 'Spangles' orange, complete with stains from its rallying days! Sadly the original headrests had been stolen long before John acquired the car. Even the headlining is orange, in which nestle twin air vents.

The original period switches have a 'Demon Tweaks' vibe about them. As bought, the electrics were in a bit of a mess, so all the crap that had been added over the years was removed and taken back to the original loom. A new folded aluminium dash was created as the old one was just too full of holes, but the original dials, fuseboard and Halda gauge were all put back. The plumbed-in fire extinguisher looked like it had come from the 1940s, so a new bottle was fitted.

The wheels – original, of course – are a striking shade of blue, as they were painted for the 1982 season. The Pirelli P7 Corsa tyres are e-marked and road legal, and the correct original size: 225/595 15 up front and 305/35 15 at the back. They're almost slick but John says they're ultra-grippy in the dry.

Well, I'm about to find out because here's my moment: the Stratos is fired up and ready to run

around our test track. At tickover, the engine sounds lumpy and nothing terribly special. But as soon as you rev it, the decibels and the intensity increase dramatically. Because no silencers are fitted, at full tilt the exhaust is unbelievably loud. In fact, the Stratos is too noisy to satisfy the decibel limits on UK tracks. To his credit, John refuses to put silencers on, because that would be a departure from the original spec. He mostly uses his car on public roads – indeed, he drove to our photo shoot around the M25. Top man!

The competition paddle clutch – hydraulic as opposed to the Ferrari Dino's cable-operated item – is brutally sharp but fine once you're dialled into the way it works. Snick the lever over to the left and down for first, you need to build the revs and be positive to avoid stalling. Through the upper gears it's super-sharp and very easy to use thanks to freshly fitted synchromesh – although it does take some muscle to get it into fifth.

As the Lancia builds speed, it's clear that the transition from off-cam to on-cam is far from smooth. At low revs, the engine is lumpy, but as soon as you're on cam, it changes character utterly, suddenly becoming super-smooth. At its sweet spot, it's just delicious – you just need to select the right gear, hit the accelerator and it simply flies.

There's no speedo and currently the rev counter isn't working. It'll happily go past 7000rpm, John informs me, and as high as perhaps 8000rpm but I have to rely on John to let me know when I'm reaching the point beyond which it's not safe to go.

ABOVE: The sight and sound of a Lancia Stratos is simply spectacular. Will we ever see cars like this in world rallying again?





The revs rise to what feels like an insane pitch, but John tells me I can go even higher. Then with a gentle nod, he lets me know I've hit the spot, at which point the speed and sweat are combining to make this a fantastically intense experience.

As the first corner approaches, I admit to more than a twinge of anticipation. The Stratos's reputation for being unforgiving is right at the forefront of my mind, but I'm comforted by something the car's original driver, Francesco Ferretti, once said in an interview: "Porsches had much more power but the Stratos gave you so much. It was short and had excellent handling."

I don't think I've ever driven a car with such direct steering. One tiny movement of the wrists translates to a change of direction so instantaneous that it's like psychokinesis. I can tell you, that sharpness of steering really keeps you awake and alive to what the car's doing – and as the lap develops, the car responds with utter confidence through the corners.

The works suspension uses fatter-than-standard anti-roll bars and there's a complete absence of body roll. On this dry, grippy track the Stratos is simply fantastic; what it might be like on a wet, crumbly surface I can only speculate, but here I feel like the car has become part of me.

What else? The brakes are hard but fantastically full of feel. Visibility is, unsurprisingly, shocking, not helped by the air box obliterating your rear view and the door mirrors being so tiny (incidentally, they're both left-hand mirrors). John says he averages around 15mpg in it, although that compares well with his Metro 6R4 (7mpg) and his Benetton Formula 1 car (3mpg).

As John gets back into the driver's seat to pilot his Stratos back home around the M25, I catch my breath. Driving a factory rally Stratos has been an intense experience that will live with me until I pop my clogs. I pinch myself again. No, I really am still awake. And just a little bit more alive. 🇮🇹

ABOVE: Despite research, the origins of 'Blue Mirror' evade the owner. Can any of our readers identify this period sponsor?





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Open Season

Aurelia B24 Spider and Flavia Vignale – two open top classic Lancias with very different characters

Story by Simon Park
Photography by Michael Ward





So, which is it to be? 1955, and a bit of good ol' rock & roll (Chuck Berry and 'Maybelline', maybe?) or 1964, and something a bit more knitted-cardie-and-slippers (a bit of Jim Reeves, perhaps?). I doubt if Chuck ever considered swapping his Maybelline-chasing, overheating 'V8 Ford' for a B24 Spider, but he certainly should have. And 'Gentleman Jim' would have loved this Flavia...

These two convertibles, just a decade apart, epitomise two contrasting aspects of the Lancia ethos. Character aside, the much idolised B24 Spider can probably justify a value currently an eye-popping 30 times that of its younger sibling on the strength of its looks alone. If 'Pinin' Farina's original B50 Aurelia drophead was a matronly minuet, then his B24 truly is hard rock – a strikingly bold creation influenced by, and aimed at, a jumpin', jivin' mid-

fifties USA which was actually tagged, semi-officially, 'Spider America'. It's utterly distinctive, from the two-piece 'moustache' bumper either side of the generic Aurelia radiator and the extravagant wrap-around screen, to the shallow, low-cut doors over those ultra-deep sills (contributing significantly to the car's extraordinary rigidity) which impart a slim-hipped athleticism to its unmistakable profile.

It is the apotheosis of the populous Aurelia family, while being basically identical, mechanically, to the fourth-series B20 coupe – sliding pillar front suspension, De Dion at the back with four-speed transaxle and inboard drum brakes, and of course Francesco De Virgilio's immortal all-alloy V6, in 2451cc/118bhp form. But after building just 240 Spiders (59 of them RHD), all in 1955, Lancia abruptly replaced it with the rather less radical but more refined B24S Convertible. Rarity, though, has its rewards...

B24 SPIDER CH. B24-1009

Simon Thornley, co-proprietor of highly-regarded Cotswolds restorers Thornley Kelham, already owned another B24 when someone told him, some five years ago, about this one which was for sale in Italy. He and business partner Wayne Kelham went to check it out, on the shores of Lake Como (a nice bonus), and immediately decided that this was the better long-term project. It was, as Simon describes it, "tattier, but a more honest, original car – unmessed with, if you like." It had never been on the open market, but had changed hands privately two or three times in Italy and came complete with a notebook containing details of regular maintenance over a good many years.

"It'd had cosmetic repairs done to it", Simon explained, "but when we took the paint off you could see it'd had a really hard life; not corrosion, because it had been in Italy, but lots of dents!" The well-worn condition was reflected in the driving experience, too, so in April 2014 TK embarked upon a full back-to-basics restoration. A not-inconsiderable 4000 man-hours (gulp) later, the Spider re-emerged, gracing His Grace the Duke of Marlborough's Blenheim Palace lawn at Salon Privé in September 2015. Since then, it has covered just 200-odd miles, so I was minded to be gentle with it on my test drive even before Simon's parting shot as I drove off: "Scratch it and you'll have to buy it!" Seeing as how that would mean selling the house – and probably the wife, too – I hastily switched the mental *manettino* to 'granny' mode and set about soaking up the ambience...

This is one of the great Italian minimalist interiors – up there with the original *cinquecento*, the F40 and the mid-noughties Ypsilon. The simple design is both an aesthetic and ergonomic delight, the combination of black paint, rich tan leather and no-nonsense grey rubber matting underfoot sheer perfection. The dash is a paragon of '50s high-style and the autographed Nardi wood-rimmed wheel ices the cake, so to speak. Beyond it, the view forr'ard is framed by the chunky chrome surround to a windscreen that emblemizes the 'Spider America' tag. The comfy seats don't provide much lateral support but the driving position is perfect, and all the controls are in the right place. It's a man-sized gear change, the lever offset to the right of the transmission tunnel, which benefits the left-hookers; but it's no hardship for those of us sitting on the right, either (no 'Little Englander' jokes, please). So, let's cut to the chase: this eye-wateringly gorgeous Aurelia drives as it looks – like a new car. It was both exhilarating and slightly weird to realise that this is how a B24 would have felt when it first left the factory, 61 years ago.

Were I painstakingly to describe the quality of all its controls and working parts you would be drowned in a seething sea of superlatives. Put simply, the workmanship – both visible and hidden – is impeccable, and a huge credit to TK's dedicated team. Taut and quiet, offering a supple ride with none of the creaks, groans, rattles or general sloppiness you might expect to find in a 61-year-old car, it nobly reflects all those hours spent on it. My multiple experiences of Battista Falchetto's sliding pillars have left me with (un)decidedly mixed feelings, since wear,



TECHNICAL SPECIFICATIONS

LANCIA AURELIA B24

ENGINE:	All-alloy 60° V6
CAPACITY:	2451cc
BORE & STROKE:	78mm x 85.5mm
COMP RATIO:	8.4:1
POWER:	118bhp @ 5000rpm
TORQUE:	135lb ft @ 3500rpm
FUEL SYSTEM:	1 x twin-choke Weber 40DCZ5
TRANSMISSION:	4-speed manual, rear-wheel drive
BRAKES:	Hydraulically activated outboard drums (f), outboard drums (r) Sliding pillars, coil springs (f), De Dion axle, semi-elliptic leaf springs (r)
SUSPENSION:	
WHEELS:	4.5" x 14"
TYRES:	Michelin X, 165R-400
KERB WEIGHT:	1130kg
0-62MPH:	12.5sec
TOP SPEED:	112mph





tear and set-up can make a huge difference to their behaviour. But the front end of this 'new' B24 is a revelation, and demonstrates how effective the system could be – and no doubt was, in every case, when it left the factory. Controlled by steering which is velvet-smooth, with just enough caster action and perfect weighting, it turns the car into corners with accuracy and alacrity.

I wasn't pushing the limits, of course, but with a few more miles under its bonnet I'd do so with total confidence. The same can be said of the delightfully smooth, sonorously vocal V6, which pulls vigorously and promises sterling performance when it's fully run-in. A B24 as good as this is capable of inciting an almost concupiscent passion. But, as its early replacement testifies, it was a bit too daring and outré for a marque so basically conservative as Lancia. Ten years on, things had mellowed somewhat...





When the last Aurelia was built, in 1958, its nominal successor, the V6 Flaminia, had already been in production for a year. An altogether bigger car than its predecessor, it left an obvious gap between itself and the 1100cc Appia for a new middle-range, 1500cc four-cylinder model to fill.

The Flavia was a case of 'third time lucky' for Professor Antonio Fessia. By the time he joined Lancia, in 1955, to work alongside the legendary Vittorio Jano, Fessia, a Torinese engineer who nurtured parallel reputations as both a technical genius and a 'difficult' personality, had already designed front-wheel drive cars with horizontally-opposed engines for Saronno-based aeronautical engineering company Cemsca-Caproni (the flat-four F11) and for Fiat-NSU in Heilbronn, Germany, where he produced the flat-twin F03. Neither went into production; but the Flavia certainly did, becoming Italy's first front-wheel drive production car.

Fessia was given a free hand in the design, which owed a lot to the Cemsca F11. Initial experiments with an untypical (for Lancia) 90° V4 came to nought; but 'flattening' the cylinder banks to 180° toned down the V4's inherent roughness while retaining its compact dimensions. Launched in 1961 with 78bhp from

1500cc, the all-alloy flat-four grew to 1800cc in 1963 and then 1991cc in 1969, finally offering 125bhp for the four-door 2000 Berlina and HF coupe (which were no longer called Flavias) in 1971.

Mounting both the engine and the four-speed gearbox well forward, on a rubber-cushioned subframe that also accommodated the steering box and double-wishbone/transverse leaf-spring suspension, made for a compact, if somewhat crowded, installation. But it was designed for ease of routine servicing, and the entire subframe could easily be dropped for the more serious stuff. The beam axle/transverse leaf rear suspension was less radical, but a split Dunlop disc brake system all round was as good as it got in 1961.

To the boxy, Pietro Castagnero-designed saloon were soon added a coupe, by Pininfarina (virtually a scale-model of his Ferrari 250 GTE), Zagato's wackily wonderful Sport and Giovanni Michelotti's handsome Vignale-built 2+2 Convertible. Originally introduced in 1962, as a 1500, the chop-top version acquired a further 300cc (and a power boost to 92bhp) the following year, along with the rest of the range.

Our test car's UK E-suffix registration number, denoting the first six months of 1967, is more than a mite misleading since it is one of 834 carburettor-fed

ABOVE: Michelotti's successful design was upscaled for the Maserati 3500 GT Sebring in 1962



TECHNICAL SPECIFICATIONS

LANCIA FLAVIA VIGNALE

ENGINE:	All-alloy OHV flat 4-cylinder
CAPACITY:	1800cc
BORE & STROKE:	88mm x 74mm
COMP RATIO:	9.0:1
POWER:	92bhp @ 5200rpm
TORQUE:	108lb ft @ 3000rpm
FUEL SYSTEM:	1 x Solex C32
TRANSMISSION:	4-speed manual, rear-wheel drive
BRAKES:	Hydraulically activated, assisted, split system discs (f&r)
SUSPENSION:	Independent double wishbones, transverse leaf springs (f), dead axle, semi-elliptic leaf springs (r)
WHEELS:	4.5" x 15"
TYRES:	Michelin XZX, 165-SR15
KERB WEIGHT:	1150kg
0-62MPH:	13.6sec
TOP SPEED:	108mph

second series cars, all of which were produced in 1963-64 – so where it spent 1965-66 is anybody's guess... (A further 43 were built during those years using Kugelfischer fuel injection, which contributed a further 10bhp.) Five owners can be accounted for, the third of whom spent over £21K on its restoration in 1999-2000. But it was clearly a far less radical (and undoubtedly cheaper!) makeover than that of the B24, and it retains plenty of period patina. After the Aurelia, the Flavia feels like an old car when you climb aboard – but there's no shame in that.

The vinyl-covered seats are typical of the period – slithery and not terribly supportive – and the interior's rather low-rent feel isn't helped by a wood-effect dashboard which looks worryingly like Formica. Therein lurks a strip speedometer which is actually rather endearing – a real period piece, matched by small rectangular minor gauges underneath. A conventionally circular 6K rev-counter sits alongside it – stuck fast, somewhat unhelpfully, at 550rpm...

The engine gives out a typically raspy flat-four growl and a slightly uneven beat at tickover; but it feels






strong enough even if the throaty soundtrack subjectively flatters performance which, in Rolls-Royce parlance, is 'adequate'. A sturdy lever controls gear-changing rather less positive than the Aurelia's, but it's easy to master. Steering, too, is heavier than the B24's but the flat-four's 92bhp isn't enough to induce any noticeable first-generation FWD 'fight'. Understeer, unsurprisingly, is the name of the Flavia's game, along with noticeable body roll; but the Michelin XZX boots hang on for dear life. And those Dunlop discs are an easy match for the Aurelia's drums.


But really, it's unfair to make direct comparisons

here – between an as-new, 118bhp, 2.5-litre V6-powered two-seater and a very original, 92bhp, 1.8-litre four-cylinder four-seater there can only ever be one winner. The Flavia is redolent of a faithful old Labrador or a well-loved tweed suit – trustworthy, familiar, and best enjoyed when you're not in a frantic hurry. But as such, it embodies the Lancia ethos at least as well as the lithe, lissom and far more focussed Aurelia. It's just different, that's all; and like Chuck and Jim, they both have an honourable place in history. 🇮🇹

Both Lancias are currently offered for sale by Thornley Kelham. www.thornleykelham.com




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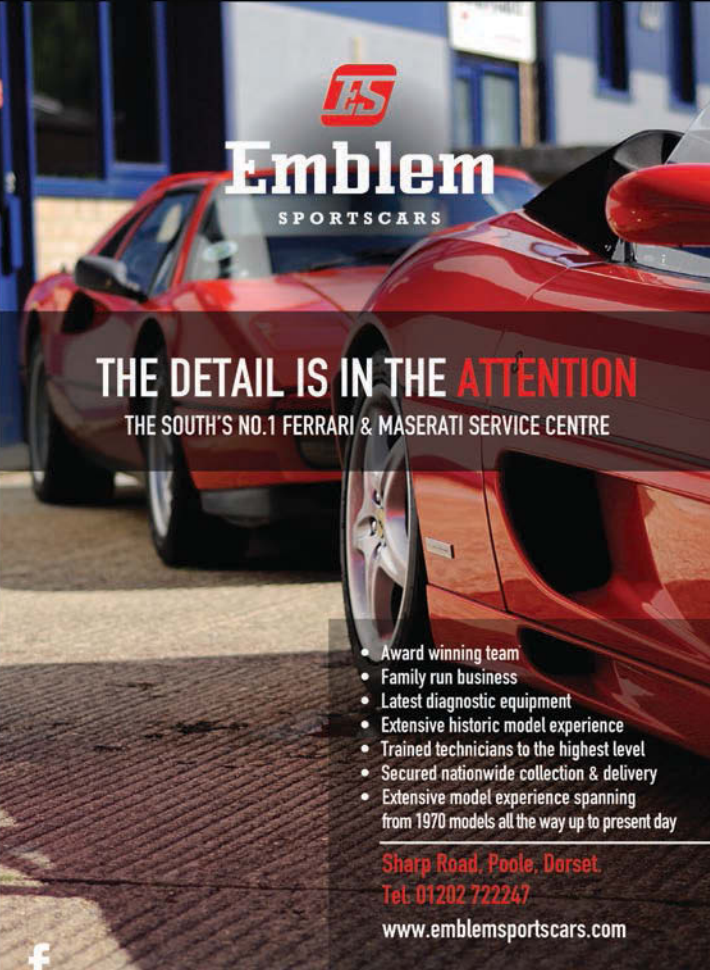
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Game Changer

With the introduction of the 3500 GT, Maserati finally challenged the world's finest cars. We drive what is possibly the best example in the world

Story by Simon Park
Photography by Michael Ward

As Juan-Manuel Fangio threw caution to the wind, and his Maserati 250F through the endless bends and brows of the Nürburgring Nordschleife's 'Green Hell', in pursuit of Hawthorn's and Collins' Lancia-Ferraris in the epic closing stages of the 1957 German Grand Prix, it's possible he was thinking to himself: "Stuff this for a game of soldiers, chaps – quit this racing lark and build some nice comfy GT cars!"

For the great Argentinian's victory that memorable August afternoon, which helped to secure his fifth and final F1 World Championship, did indeed herald not only his own retirement but also the end of Maserati's active involvement in motorsport for a good many years. After a series of setbacks, they withdrew at the end of the season, turning their attention instead to the production of road cars both further up-market, and in far greater numbers, than hitherto.

The first of these was the 3500 GT (or Tipo 101), a serious challenger to the various Ferrari 250 GTs and Aston Martin's DB4/5. Like the Astons, it sported 'Superleggera' bodywork by Carrozzeria Touring of Milan; but unlike them it was as Italian as pizza, pasta and Poppa Piccolino, and it did what it said on the bootlid – a Maserati GT well able to hold its head up in any company. It was a landmark in the Trident's history, and the progenitor of a distinguished dynasty of Modenese supercars.

Only about 40 found their way to Blighty – and some of those were probably LHD – so the one you see here is a rare beast indeed. Dating from 1961, it's identifiable

as a late first series car by the five-speed gearbox, while still retaining carburetors (later replaced by Lucas fuel injection) and rear drum brakes. It also has to be one of the very best examples in the world, thanks in large measure to the ministrations of specialists McGrath Maserati.

It first arrived at their Bedfordshire premises in 1988 – just two days before current company owner and MD Andy Heywood. "It had been bought at auction by a client of ours who asked us to start a restoration", he recalls. "It was derelict – all there, but hadn't been on the road for years. That client had a new Biturbo at the time, and this was his first foray into classic cars. It was during the late '80s boom and we had got about a third of the way through the restoration when the crash happened, and he pulled the plug."

The car then sat around for a few years before long-time Maserati stalwart John Jackson bought it and continued the restoration, which was completed in 1995. And then he went rallying... Now, think 'Italian rally cars' and you think (of course) of Lancia – dainty Fulvias, demonic Stratos, etc. Think Maserati 3500GT and you think (probably) of a rather cumbersome, overweight and not particularly athletic Italian alternative to those agricultural Astons (at half the price). Well, think again. For CLOe, as John calls her (no prizes...), is a 3500 GT which gives the lie to all that.

"When I first took part in the Rallye des Alpes events in Switzerland in 2001-2005", says John, "a lot of the other hardened competitors were quite surprised at just how fast a well sorted Maserati





3500 GT can be.” Fast enough, indeed, to glean him a second, a fourth and an eighth overall during that time, together with a ‘Coupe des Alpes’, awarded for a single day entirely free of penalties. “The second place was particularly satisfying because we split a pair of very rapid BMW 328s which were virtually racing cars”, he adds with pride.

Aside from their Alpine adventures, John also took CLOe on the Celtic Malts Trial in Northern Ireland, the Scottish Malts and the Three Castles, in Wales, as well as numerous Maserati Club events. The busy, bruising schedule inevitably took its toll, and when the car suffered a minor knock on a Maserati Club trip to Ireland, in 2012, the decision was taken to refurbish the bodywork. “It went to Shane Willis”, recounts Andy, “who took the front and rear off it and did a proper job on the aluminium skin. It was ready in 2014, went to the Centenario Concours and won its class.”

For John, that accolade was no more than CLOe deserved. “We now had the best sorted Maserati 3500 GT on the planet, in a ‘Concours’ package, so it was not too surprising to win best in class at the Maserati Centennial Concours in Turin...”

ON THE GO WITH CLO(e)

Amen to that. The damp roads of an overcast Bedfordshire are a long way in every sense from Turin and the Alps, but this car is a star anywhere. It might have looked better on Borrani wires rather than the standard steel wheels, but it’s an eyeful for all that. And the interior is a period delight, too. Never has a painted dashboard looked better – a splash of colour amidst the prevailing blackness. The front seats (from a later car) are superbly comfortable – by no means racing buckets, but far grippier than the originals – and the driving position perfect.

There’s the usual Italian suck-it-and-see selection of unmarked minor knobs and switches, including a magnificently arcane row of vertical chrome slider thingies which apparently control a heater. But the important items such as lights and wipers work to perfection – in a 1961 Maserati, already my life! The usual gauges are where you want them and there’s even a period radio that also works well – on period wavelengths only, of course. And the beefy hand rail in front of the passenger is not only flamboyantly stylish

ABOVE: Claimed to be ‘the best sorted’ Maserati 3500 GT on the planet, this car won best in class at the Maserati Centennial Concours in Turin



but probably also came in handy on those rallies...

But what really makes this car special is the manner of its going, for which two tasty 'mods' are undoubtedly responsible. Firstly, the front suspension has harder coil springs and an uprated anti-roll bar because, as Andy explained: "The leaf springs at the back were always too hard in relation to the front." And it also boasts EZ electric power steering, the Dutch after-market system which has been successfully retro-fitted to numerous classics, for reasons which soon became readily apparent.

The purists might 'harrumph' at it, but I can't disapprove of improvement on this scale. EPS simply transforms this car, enhancing rather than detracting from the 'period' driving experience. The amount of assistance is adjustable – and according to Andy, it was "like driving on ice" when initially installed. Now considerably attenuated, it is simply superb. There's none of the exponential weighting-up and excessive castor action typical of such recirculating ball systems when lock is applied. It's much more linear, with barely any free play, and provides excellent feedback from the front end. With around 3.5 turns lock-to-lock, it's a

TECHNICAL SPECIFICATIONS

MASERATI 3500 GT

ENGINE:	6-cylinder in-line
CAPACITY:	3485cc
BORE & STROKE:	86mm x 100mm
COMP RATIO:	8.2:1
POWER:	Bhopal @ 5500rpm
TORQUE:	239lb ft @ 4000rpm
TRANSMISSION:	5-speed ZF, rear-wheel drive
BRAKES:	Girling discs (f), 12in drums (r)
SUSPENSION:	Independent, coil springs, telescopic dampers, anti-roll bar (f), live axle, semi-elliptic leaf springs, telescopic dampers, anti-roll bar (r)
STEERING:	Recirculating ball, EZ power assistance
TYRES:	Blockley 185 VR16 radials
KERB WEIGHT:	1300kg
0-62MPH:	7.5sec
TOP SPEED:	137mph



whole lot better at parking speeds, too.

And it's hard to overstate the improvements wrought at the sharp end of the chassis by the changes to the springing and roll stiffness. It's the combination of this and the transformed steering which makes this car such a delight to handle. Understeer, and the feeling that you're having to arm-wrestle the front end to turn in, are both dramatically reduced. Responses here are now pin-sharp. There's very little roll, and impressive grip from the Blockley tyres (although John finds these to be pressure-sensitive). I was treading carefully on the damp roads, but there was nary a scary moment. CLOe, quite simply, felt utterly poised and planted, like no 1960s six-pot Maserati of my previous experience. The ride is firm, yes, but not harsh or jiggly. I'd happily do a 500-mile trip south in this car (and north, if necessary...).

And the icing on this irresistible cake is the engine. It was one of the very last to be rebuilt by Bill McGrath himself before he retired. "I like to think", muses John, "that he built in that bit of extra power, and certainly durability, as it is just as quick 60,000

miles on." It's certainly easy to believe that every one of the 220 (or thereabouts) horses promised by the factory is present and correct – and most probably a few more. It's ultra-smooth, pulling well from around 2k up to the modest 5k red line, and packs a smile-inducing – and, frankly, unexpected – punch.

So what's left? The gearbox, with its characteristically spindly lever, has that familiar clickety-clack ZF precision, even if it isn't quite as slick as some of its type. The clutch is quite heavy, with a longish throw, but nicely progressive. The brakes were comprehensively overhauled in 2004/5 and are viceless – powerful, with a smooth, linear feel to the pedal and no lumpy bite-points. Heel and toeing is easy, too. On the minus side...er, nothing.

Conventional wisdom has it that the 3500 makes a fine continent-crusher – as long as you avoid the twisty bits. Well, as John has proved on many occasions, this one is made of far sterner stuff – and my much less demanding expedition confirmed it for me. Classic Maseratis don't come any better than this. Thank you John, and thank you CLOe. 🇮🇹

ABOVE: Thought to be one of the last engines built by the late Bill McGrath himself. It has since covered 60,000 miles



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Fully Charged

Tastefully modified for sprints and hillclimbs, this Alfa Romeo 145 packs a supercharged punch

Story by Mike Rysiecki
Photography by Phil Ward





Alfa Romeo produced some 221,000 145s by combining Fiat's Tipo Due platform, the styling of Bangle and de Silva, with a range of petrol and diesel engines culminating in the 2-litre 16v Twin Spark fitted to the Cloverleaf. More than 20 years ago the 8.4 sec 0-60 and 148bhp, was enough oomph to keep Alfa's seat on the hot hatchback top table while also leaving some scope for those with the need to push the envelope beyond the factory's original creation. From birth, the suspension set-up was towards the harsh end of the scale, even for the hot hatch category, which many thought gave it the edge when it came to handling.

Enthusiasts entering the world of Italian performance cars are often influenced by family motoring heritage, as was the case for Pete Rouillard, owner of our featured Alfa Romeo 145. Pete lives in the Channel Islands and his 1997 145 has been in his family from new. Originally owned by his uncle and then his cousin, the car was the object of Pete's desire for many years before he finally got his hands on it. Although this is his first Italian car, Pete has full Triple Crown of GTi credentials including 106, 205 and Polo as well as a Ford Puma.

While others may have wedged an Alfa V6 into a 145 engine bay, Pete's preferred route to even higher performance was to team up with renowned Alfa tuner, Autodelta UK. Previous tuning attempts, using conventional cylinder head gas-flow techniques only restored the car's original bhp output and a hotter camshaft had shifted torque higher up the rev range. With the owner looking for much more, Autodelta's previous experience and knowledge of supercharging Alfa Romeos beckoned. Of course, turbocharging was considered as an option but was rejected in Pete's quest for 'proper power'.

Jano Djelalian, founder of Autodelta UK prides himself on being able to tune Alfas by "pushing the boundaries without unfortunate consequences". With years of experience with Rotrex superchargers he picked out the C30-84 as being the best match for this Alfa Romeo engine. Supercharger impeller speeds of up to 120,000rpm are possible for the C30-

84 and are achieved through Rotrex's patented hi-speed planetary traction drive which combines small size with exceptional performance and durability. The Danish company also achieves low noise and vibration characteristics as well as high efficiency across a possible power range of 190-360bhp for this particular variant.

In this installation power 'at the flywheel' has been increased to 236bhp at 7100rpm with peak torque of 198lb ft remaining remarkably consistent right up to maximum revs. Also remarkable is the linear nature of the delivery with no intrusive valleys, lumps or bumps on the power curve. Adding close to 100 additional bhp to an engine begs a string of questions about the need to upgrade the strength of the OEM's reciprocating components. Jano's knowledge and experience assures that the engine is well within its capabilities with no need to add strength anywhere below the cylinder head other than recommending the use of Selenia 10w/60 'racing' oil with 6000 mile change intervals. There is a lighter flywheel as the supercharger adds some inertia and around 20kg, including a bigger fuel pump, intercooler, oil cooler, oil catcher, and extra fluids. After mounting the bolt-on components with custom installation brackets, and returning to the OEM camshaft, electronic mapping wizardry to the existing ECU allowed different power delivery curves and boost tuning. 0.9 Bar turns out to provide the optimum combination for performance and application which will include fast road and some sprint and hill climb use.

While the engine internals may be up to the job, Pete has upgraded the chassis with H&R springs Eibach roll bars, Bilstein shock absorbers and Tarox G88 discs with Strada brake pads, all rolling on 16-inch, 5 stud (156) 'teledial' wheels, with 205 16 40R Yokohama Parada Spec-2 tyres.

Before commenting on driving impressions, Editor Ward's photographs may have prompted a question or two about the impressive condition of the car's body and paint. Like many Italian words pronounced properly, 'prugna' sounds much more exotic than its English translation. As an accurately descriptive name, 'prune' does no justice to the stunning effect that natural

daylight has on this unusual metallic colour. An Alfa Romeo which has spent its life on Guernsey will never have been far from sea air but that was not as harming as the years that the car had previously spent seven to eight years unused, sitting over wet grass. As an experienced body shop professional, Pete was able to use his skills to restore the bodywork and underside to pristine condition, replacing underbody hardware wherever necessary.

Supply of some parts for 145s can be problematic, beyond those commonly shared with other Alfa and Fiat Group cars, with interior trim and model specific parts becoming rare. There were many year-by-year model variations which can add some uncertainty to inter-changeability of parts. Pete's work at Harrison Automotive, one of the Channel Islands' most

respected automotive repair and restoration companies, provides him with support, encouragement and additional know-how from his colleagues who all help each other out with their special projects. Work mates, Paul Holmes, Alex Wegerer and Justin Hagger will be rewarded and share in the upcoming driving pleasures, as the car was always intended to be a track car for them all to enjoy.

This supercharged Alfa Romeo 145 has all of its performance modifications stacked in the right direction. Unlike some other Frankenstein creations, this car exhibits the best of the Italian mod-stock genre. Internet forums may rage with partisan debates of H&R v Eibach, EBC v Tarox but Pete has managed to pick a collaborative combination where each element enhances its nearest neighbour. Similarly, Jano's



ALFA ROMEO 145 CLOVERLEAF

experience shows through in producing tractable power right across the rev range. While not intended as a daily driver, it certainly could be as the low rev, low speed manners of the drive train, are exemplary and in-gear pick-up even from the lowest revs is almost worthy of a car with double the number of cylinders and double the cubic capacity.

It's the way that the power builds that puts the grin on your face. From around 3000rpm things start to get racy and you start to hear the reassuring whine of the supercharger in the background. Nothing intrusive mind, but enough to let you know that important work is going on. Drivers of performance Italian cars will be familiar with detecting the precise moment that the user of a mid-numbered, premium saloon spots you coming up in his mirror on a dual carriageway and

TECHNICAL SPECIFICATIONS

ALFA ROMEO 145 CLOVERLEAF

ENGINE:	4-cylinder, 16 valve
CAPACITY:	1970cc
BORE & STROKE:	83mm x 91.0mm
BOOST:	0.9 bar
FUEL SYSTEM:	Motronic MPI (Autodelta mapping), Rotrex C30-84 supercharger
POWER:	236bhp @ 7100rpm
TORQUE:	198lb ft @ 5100rpm
TRANSMISSION:	5-speed manual
BRAKES:	280mm ventilated discs (f), 280mm solid discs (r)
SUSPENSION:	H&R springs, Eibach rollbars
TYRES:	205/16 40R
DIMENSIONS:	4061mm (l), 1712mm (w), 1426mm (h)
0-62MPH:	6sec
TOP SPEED:	146mph





attempts to demonstrate the power of its turbo diesel. In this case, so rapid was the acceleration of the 145 that one of each of the usual subjects pulled aside and graciously acquiesced in a most uncharacteristic manner.

Jano's 29 year mantra of "pushing the boundaries without unfortunate consequences" is certainly fulfilled in this build. Further power increases are possible but will require forged pistons and strengthened con rods. Yes, there is still some torque steer but with the limited slip differential and suspension work it's less than when the car was in its OEM spec. A longer 5th gear helps both top speed and the car's cruising manners.

Pete plans to keep the car for the long term and ever the consummate body shop perfectionist, wants to

make some further paint improvements and having reached this already amazing mechanical level, will turn his hand to improving the interior. Le Mans and Circuit de Lehouac are within easy reach of Guernsey and are both are candidates to fully exercise the 145's new found power. There is an active Channel Islands hill-climb and sprint scene that Pete has plans for too.

Pete acknowledges that Jano and his team at Autodelta "put a lot of time into the car... hats off to them for producing a really great, drivable track car, we will definitely be back for more power!" He originally turned to Jano because he wanted "an engine that would run smoothly with proper power, right from the off, rather than in a whoosh" and he certainly "didn't want a monster". I'd say he got exactly what he asked for. 🇮🇹

BELOW: This 236bhp 145 has been tastefully updated. The wheels and hubs are from a 156





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Six of the Best

Serial Alfa owner Michael Cotton has found his ideal fun road machine in this 3.0-litre engined GTV6

Story by Chris Rees
Photography by Michael Ward





Michael Cotton is a real Alfa lover; that kind of happens from the moment you own your first Alfa. He's got the bug bad. For his daily smoker, he owns an Alfa 147. For pure fun, he's got a very tasty 105 Bertone that's been stripped out for track use, with a 165bhp Ian Ellis engine. But there's always room for another Alfa, and Michael knew exactly which one after a memorable encounter.

That happened when Michael met Alex Jupe, the well-known Alfa specialist, at an Octane Day meeting two years ago. "I lapped Goodwood circuit in his Alfa GTV and I was hooked straightaway," recalls Michael.

Could Alex find him one? Of course! In fact, he first offered Michael a minter of a GTV with a shot-blasted, powder-coated underside but it was expensive at £23,500 and Michael preferred something he could drive without feeling scared he might damage it. Then a car well known to Alex came up for sale – the very GTV you see on these pages.

At the time, it was owned by a chap in Northern Ireland, to whom Alex had previously sold the car back in 2012. Alex had done some bodywork and mechanical recommissioning on it, since it had been standing for a number of years beforehand. The Irish owner used it as a daily driver, complete with kids in the back, for around two and a half years, putting some 20,000 miles on it in that time.

This GTV actually started life as a 1984 2.5-litre V6 but was converted to 3.0 litres at some point in its life by an Alfa garage. The bigger engine came out of an Alfa 75, and had been rebuilt by one of the car's former owners.

In fact, the car had done only around 400 miles since that engine rebuild at the time when Alex acquired it. It all looked and sounded fine, and the Irish owner used the car happily for around 1800 miles before the engine went bang. It turned out



that two of the offset connecting rods inside the engine had been fitted the wrong way around – and unsurprisingly the V6 went belly up.

The engine obviously needed rebuilding, so Alex Jupe recommended a number of new parts for it. The Irish owner used a local mechanic, who rebuilt it using the parts Alex advised – high-compression pistons (as seen in the Alfa SZ), C&B fast road cams, new valves and CSC tubular exhaust manifolds. The tailpipes are Ansa and sound suitably fruity.

So it was that a nicely sorted, usable 3.0-litre GTV6 was now available for Michael's consideration. It seemed to fit the bill – yes, it needed a few small jobs doing but it was good value, and he leapt at the opportunity. "I bought the car without even driving it," says Michael. "Alex is such a perfectionist that I trust him completely."

Because it had been used as a daily driver, it needed a little paint doing (the result of the inevitable stone chips), duly fettled by Alex; it's the classic 'AR530 Rosso' GTV6 red. All the stickers in the engine bay were replaced by new ones, courtesy of Alex. Meanwhile, Michael stripped down the

standard Tecnocar air box himself, which involved loads of work, and powder-coated it.

The engine is a peachy one now, no question. In standard form, the 3.0-litre engine develops 188bhp officially (more like 180bhp in reality). So what does this upgraded one produce? "We've never had it on a rolling road," says Alex, "but I'd say it has around 200bhp in this spec." It certainly feels lively, with an impressively delicious delivery of torque, and actually feels surprisingly close to an SZ.

Alex also rebuilt the gearbox in 2015. He had the unit sent over to him in Chichester because of the hassle and expense involved in driving the car over from Northern Ireland. The transmission remains completely standard but benefits from a new clutch/flywheel and feels about as good as you'll get in a GTV.

The suspension had been changed at some point in the past using lowering springs at the rear and tighter torsion bars up front. With the roads in Northern Ireland being so rough, there was simply too little ground clearance, especially when the car was loaded up with kids, so the Irish owner returned the rear end to standard springs and set the torsion bars back to

BELOW: This Alfetta GTV joins the growing number of cars redeveloped by classic V6 expert Alex Jupe





standard. As a result, the ride is now wonderfully compliant. There remains one upgrade in the suspension department: a Harvey Bailey front anti-roll bar to keep it settled in corners, helped by a refresh of suspension bushes.

The Revolution 15-inch alloy wheels were on the car when Michael acquired it. "I wouldn't have them out of choice," he says. "I prefer Compomotive ZA lattice wheels but they're very hard to find and when you do, you can pay £250 each for them."

The Uniroyal Rainsport 3 195/50 R15 tyres are, as their name suggests, great in wet weather – not that Michael likes taking the GTV out in the rain. Normally it spends its time nestling in a Carcoon, which Michael describes as "brilliant." The steering feel – non-assisted, of course – is reassuringly solid and communicative.


To cope with the extra power, Michael has fitted slotted and grooved discs (maintaining the standard diameter), clamped by DS2500 pads, which Michael says improves the braking performance by perhaps 30 per cent. Alex Jupe reckons that the most effective brake upgrade is actually to stick with the standard solid discs and use DS2500 pads, braided hoses and a decent fluid.

The interior looks fabulous, which is down to the Irish owner, who was a seriously serial car buyer by all accounts. The issue with the GTV is that, in sunlight, the original black upholstery eventually turns a shade of green – something that had happened to this one, as well as an attack by mice! Luckily, the owner had another GTV that had rusted badly on the outside but, because it had spent its entire life under cover, had kept its velour deep black. Transferred to this car, the seats look and feel brand new. Complementing things are a Nardi leather-rimmed steering wheel and Nardi gear lever, while one little modern upgrade for gadget-loving Michael is a Bluetooth microphone on the dashboard. The headlamp main beams had been converted to xenons in the past but they worked only



intermittently, so it was decided to return the headlamps to original spec.

With 135,000 miles on the clock, this is a well used but superbly fettled GTV. "I use it for high days and holidays, and once a week as long as the weather permits," says Michael. "I regard it as an investment. It's probably worth £15,000 today but I think it could increase a lot in value over the next few years. Part of its value comes from the huge number of invoices the car has – all of three inches thick! Since 2009, it's had more than £32,000 spent on it."

That's a lot of expenditure, for sure, but then that's how Alfa Romeo ownership goes. Once you've got the bug...



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All Ireland Italian Motor Event

Classic cars and motorcycles get together near Belfast

Story and pictures by Phil Ward



Auto Italia was invited to attend the annual All Ireland Italian Motor Event held at Lisburn near Belfast, which is organised by the enterprising Northern Ireland Italian Motor Club. As the title suggests cars from both the south and north of the country attended and, given the size of the population relative to the UK mainland, the quantity and quality of cars was impressive.

The event, now in its sixth year, is held in the Gregg Street car park at the Lagan Valley Island Conference Centre in Lisburn. There is just enough room to accommodate the displaying cars and motorcycles, but the increasing popularity of the event may mean a change of venue soon.

Organisers Cyril McMullen and Tim Logan invited *Auto*

Italia to visit the event and arranged for Abarth specialists Middle Barton Garage to bring a couple of classic Abarths to support the display. Clearly the NIIMC are looking to encourage UK mainland owners to make the crossing over to Belfast – and why not? Northern Ireland is a great place for a holiday break, the roads are in excellent condition, the scenery is superb and the Irish are very welcoming. There are plenty of fly or ferry opportunities and, although this is effectively an overseas holiday, the currency is the same and there are no airport border control hold ups.

Ireland has had strong links with Fiat in the past with cars like the 128 being built there from knocked down kits. Unlike the mainland, where good classic Fiats are quite rare, there are lots of them in Ireland. Like classic



cars in Italy, the Irish keep their cars looking standard and there were some fine examples of 127, X1/9, 850, 500, Panda, Uno and 131 on display. David Laird also brought along his dramatic Fiat S2000 rally car and a mint 7000km 131 Abarth – a feature on his collection coming soon.

Alfa Romeo was well represented with a fine selection of 105 series Giulias, Alfettas, Suds and Montreals. One particular car of note was a 'Bertie' fitted with a modern Twin Spark motor. There were a few Ferraris and Maseratis, and a lone Lamborghini Aventador SVR, but in the main the display was made up of existing and future classics.

Club member Patrick Hurst very kindly provided us with cars from his collection for our team to drive and to display at the event. Patrick has owned over 50 Alfa Romeos and currently has a 4C Spider, a 146 ti and Alfasud TI on his fleet – the latter being the first car he





ever owned. His passion for Italian cars extends beyond Alfa Romeo with a restored, low mileage, Lancia Beta Coupé Volumex and a Thema 8.32. His cars are not garage queens though because the luxurious V8 8.32 has been the preferred wheels for his family to travel to Tuscany on holiday – six times!

I sampled the 8.32, the 146 ti and the Beta and found them all to be in fine fettle. The Thema was superb, the Ferrari-based V8 wafting us along while emerged in a sea of tobacco Alcantara. The Beta brought back memories of the HPEs and Coupés I have owned myself. The Volumex had that unique Beta aroma of fabric and plastic trim. The spindly control stalks and instrument colours were instantly recognisable. The 146 ti was remarkable in that it had

covered just 28k miles, a very lucky find. Having been garaged all its life the immaculate paintwork was still bright red and not pink! To all intents and purposes it was still a new car.

Patrick Hurst's Beta Volumex is currently for sale to make way for a Lancia Gamma, found unsold in an Italian dealership, and a Fiat 16V Turbo with less than 1000 miles on the clock. Some people just have a knack of finding such gems.

Given the increasing attendance of the All Ireland Italian Motor Event, the organisers are considering moving to a stately home venue for 2017. Visitors from outside of Ireland will be made most welcome. We wish NIIMC every success with its project and thank the Club members for their kindness and generosity.





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David Laird, Fiat 131 Abarth (photo above)

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David Crawford, 1957 Moto Guzzi Lodola (photo left)

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Patrick Hurst, Lancia Thema 8.32 (photo top left)



BUYERS' GUIDE

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Maserati Gran Turismo

Striking styling, a proper four-seat interior, a great chassis and one of the most characterful V8s in the business: the Gran Turismo has it all. Is it the best value GT ever?

Report by Chris Rees
Photography by Michael Ward





Lithe, luxurious and luscious: few cars have such a broad appeal as the Maserati GranTurismo. This is one of very few machines that can seat four adults in comfort yet reward the driver like a true sports car on twisty roads.

The replacement for the long-running 4200 Coupe arrived in 2007. Like the Quattroporte from which it was derived, it had a simple name: GranTurismo sent a clear message about the model's grand touring slant. But despite the GT tag, this was easily the sportiest machine in Maserati's range, and a proper driver's car.

Pininfarina's sleek styling was widely lauded, while the cabin was unusual in the GT class because it offered four seats capable of accommodating adults, even in the rear. The

cabin's high-end materials were only let down a little by some cheap-feeling switchgear.

Maserati chopped 122mm out of the Quattroporte's wheelbase to create the GT, retaining its basic layout of double-wishbone front suspension and a multilink rear. It shared its V8 engine – a 399bhp 4.2-litre V8 – with the QP, too.

There was never a manual transmission option for the GranTurismo. Initially it was full automatic only, the six-speed automatic 'box being mounted immediately behind the engine, giving the car a perfect 50/50 front/rear weight distribution. Partly because it was so lardy (weighing fully 1880kg), the 0-62mph sprint took a slightly lethargic 5.5 seconds; the top speed was 177mph.

Things got sharper with the larger-engined (4.7-litre) 'S' model in 2008: 433bhp, 0-62mph in 4.9 seconds and a 183mph V-max. The S also received bigger brakes, six-pot Brembo calipers and more aggressive styling, as well as the availability of Skyhook adaptive damping as an option. However, its most significant difference

was the fitment of Maserati's 'MC Shift' transmission, as seen in the Ferrari 599 GTB.

This rear-mounted automated manual transaxle shifted the weight distribution rearwards slightly (47/53 front/rear). MC Shift could be used in automatic mode or you could change gears yourself using paddle-shifts. Within a year, however, a fully automatic version of the S was introduced with standard Skyhook suspension.

Following the MC Sport Line special edition of 2009, the true sports model of the range arrived in 2010: the MC Stradale. With its 444bhp 4.7-litre V8 engine, carbon brakes and carbon front seats, it was a much more focused machine. It also had 110kg of weight stripped out of it, partly down to the fact it had no rear seats (at least initially; a version with rear seats was introduced in 2013 by popular demand).

The 'Strad' could do 0-62mph in 4.6 seconds and reach 188mph, while the MC Shift gearbox got quicker changes and a 'Race' mode. Emphasising its hard-edged role, a roll cage and four-point racing harnesses were optional.

The GranCabrio also debuted in 2010 as Maserati's





first ever four-seat convertible. The GC used a lightweight fabric roof that took 20 seconds to fold into its compartment via a button. A Sport version of the GranCabrio arrived a year later, using the same 444bhp 4.7-litre engine as the GranTurismo S. Meanwhile a Sport version of the GranTurismo arrived in 2011 with a little extra power (now 454bhp), and the GranCabrio MC (from 2012) added some of the aerodynamic tweaks of the MC Stradale.

You can still buy a new GranTurismo and GranCabrio today (their replacements are not due until 2018). According to feedback from owners and specialists, the GranTurismo family is proving pleasingly reliable. Interestingly, Myles Aldous of Emblem Sports Cars says that three-quarters of the cars he works on are used as everyday cars (in contrast to earlier Maserati models). With second-hand prices now starting below £30,000, here's all you need to know when buying one.

ON THE ROAD

Click open the door and you'll instantly feel you've made the right decision buying a GranTurismo: it looks fantastic and the tactility of the leather, carbon and anodised metal is like no other car. You can fit four adults in the GranTurismo, or two adults and two children in the GranCabrio, although the boot is disappointingly small in both.

Whichever GranTurismo model you select, you'll enjoy one of the creamiest V8s ever made. With no turbos to befuddle the experience, it delivers performance from the old school. Even the least powerful version has 399bhp and 339lb ft of torque, rising as high as 454bhp in the most potent models. The V8 feels relaxed at low revs but it loves to sing in the upper reaches, where it's turbine-smooth and glorious to listen to. That's especially true when you flip the Sport button and a bestial howl erupts as you zip round to

the 7200rpm red line.

The ZF automatic is ideal for touring, with very smooth gear changes. For sportier tastes, go for the MC Shift transmission, which serves up snappier changes and delicious throttle blips on downchanges. MC Shift cars (note: not ZFs) also have a valve in the exhaust that opens up in Sport mode to give you aural goosebumps.

There's an argument that fixed-rate dampers are the best choice for enthusiasts, but lots of people prefer the Skyhook system with its adjustable settings and smoother ride. Undoubtedly the best location to enjoy this sporty Maserati is smooth, flowing A-roads. There's never any doubt, though, that you're piloting something that weighs nearly two tons. And because the GranCabrio is 30 per cent less stiff than the GT, its handling does suffer a little compared to the fixed-roof car.

ENGINE & TRANSMISSION

All versions of the Maserati V8 – essentially the same as the Quattroporte's – are proving very reliable in service. Luckily there are no cambelts to change (the timing is by chain) but some early cars suffer from faulty cam variators – listen for a loud rattle at start-up from cold. Many were fixed under an official service campaign (you can check with Maserati) but if not, it can cost up to £3000 to fix. You might find oil leaks from the upper and lower front covers, which will mean new gaskets – which are cheap but labour-intensive to replace. Cooling fan resistors often fail (listen for undue noises) but are cheap to fix.

Superformance charges £1440 for a stainless steel rear exhaust section. Aftermarket exhausts such as Larini are popular but expect to pay up to £6500 for a full stainless system.

The six-speed ZF automatic gearbox is extremely

*ABOVE: 4.7-litre V8 puts out a sonorous 433bhp
RIGHT: The owner specified matching blue detailing for his car – just perfect*

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TECHNICAL SPECIFICATIONS
MASERATI GRANTURISMO S

ENGINE:	V8
CAPACITY:	4691cc
POWER:	433bhp @ 7000rpm
TORQUE:	376lb ft @ 4750rpm
TRANSMISSION:	6-speed automatic manual, or MC Shift automated manual
KERB WEIGHT:	1880kg
TOP SPEED:	183mph
0-62MPH:	4.9sec



reliable. As for the MC Shift transmission, the clutch doesn't last long if used in a lot of urban traffic; get the wear checked via diagnostics, and if it's around the 70% mark it'll likely need changing soon (£2274 at Emblem Sports Cars). The clutch release bearing, flywheel and position sensor should also be checked at the same time.

CHASSIS & BODYWORK

All GranTurismos have double wishbones up front and a multi-link rear but several different variations were offered. MC Pack and Stradale models have their own harder, lower suspension set-ups, for instance. Fixed-rate suspension is very rare, as almost all cars have





Maserati's Skyhook adaptive damping fitted; occasionally the control units for these fail. Listen for 'barn door creaking' noises over bumps, indicating seized bushes or anti-roll bar links, which can be a fair bit of work to fix.

GranTurismos almost always suffer from wheel alignment that's out of adjustment, revealed by rear end 'skip' over bumps. Emblem recommends regular geometry checks, which sharpens the handling and also helps with tyre wear – which can be severe (budget around £1200 for a set of new tyres). Wheel bolts often rust, too.

Brake discs tend to wear fast. Check for scoring, warping, rust and ridges on the surface – not just the outside edge but the inside one too. Genuine Maserati discs are £1255 per pair (front) and

£565 (rear), while front pads are £576 and rears £362 from Emblem. Carbon ceramic discs (standard on the Stradale, optional on other models) last very well indeed – just as well, since a new set costs around £12,000, although it is possible to reface the discs for much less money.

If the ABS sensor fails (it often does, accompanied by a Christmas tree of dashboard warning lights), it's likely that the whole wheel bearing will have to be changed (the part alone costs £566). Electric handbrakes often seize at around

ABOVE: Later cars like this example had reprofiled front seats to increase rear passenger leg room





50,000 miles, and the cost to replace the cables can be up to £200.

Rust isn't too much of an issue but do check the underside of the bonnet and boot lid. The biggest problem are the subframes, whose powder coating tends to peel off, letting rust take hold; the front end is worse than the rear. It's difficult to inspect with the undertrays in place, making an independent inspection all the more valuable. The good news is that it's usually possible to treat the rust.

Measuring 4881mm long and 2056mm wide, this is a big car that's prone to parking dings, especially if the parking sensors fail, which they often do. The rear wheelarches are particularly prone to stone chipping, allowing rust to develop in extremis. Where carbon front winglets are fitted, check these for stone damage, too.

The overall build quality is very good, so uneven gaps or mismatched panel colours are signs of potential accident damage. The fabric roof on the GranCabrio is robust and has reliable electric motors, but check for wear around the hinged sections.

INTERIOR

The interior is very well put together and an ill-treated car will betray itself if it has a poor cabin. The leather upholstery lasts fairly well but check the driver's seat for wear and tear, as well as floor mats and scuffed rear seats. Carbon packs are desirable to have, as is the Bose audio system, but note that some modern phones don't pair with the infotainment system.

Electrical gremlins do crop up. You may well see random warning lights, often the result of the battery discharging – a high-quality battery and trickle charger are wise investments. Avoid jump-starting the car as it can blow ECUs. Many electrical options are occasionally





troublesome: things like heated seats, parking sensors and tyre pressure monitors. Air-con pumps are problematic on older cars – listen for a noise when you switch it off. A replacement pump costs £1730.

SERVICING

Maserati recommends servicing every two years or 12,500 miles but many owners sensibly opt for an annual service. Emblem Sports Cars charges £1176 for a two-year service (inclusive of VAT and labour) and £2016 for a big four-year service including lambda sensors and carbon filter. Consumables like wiper blades and brake pads can be eye-wateringly expensive. Always check through the service record for full evidence of proper maintenance. Don't ignore the cost of fuel either: a gentle right foot can net you 20mpg but using the performance fully can drop that to 15mpg or below.

TYPICAL PRICES

2008 GranTurismo 4.2 auto, grey, 70,000 miles, £27,900
2008 GranTurismo 4.2 auto, black, 54,000 miles, £32,000
2009 GranTurismo 4.7 S auto, blue, 79,000 miles, £34,950
2008 GranTurismo 4.7 S MC Shift, silver, 32,000 miles, £39,950
2012 GranTurismo 4.7 S MC Shift, white, 41,000 miles, £42,950
2010 GranCabrio 4.7 auto, black, 50,000 miles, £44,500
2011 GranTurismo 4.7 S MC Shift, black, 20,000 miles, £49,950
2012 GranTurismo MC Stradale, white, 25,000 miles, £66,950
2014 GranCabrio MC Stradale, blue, 15,000 miles, £77,500
2016 GranTurismo Sport, black, 0 miles, £95,950

PRICES

The GranTurismo cost £78,500 when new in 2007, with the current top-of-the-range MC Stradale now approaching £120k. Prices have fallen to the point where it's possible to pick up an early 4.2 for less than £30k. MC Shift cars are more sought after than autos, with the carbon-equipped MC Sport Line a particularly sweet all-rounder. 🇮🇹

THANKS

Many thanks to owner Ian Harris and Myles Aldous of Emblem Sports Cars for his assistance with this buying guide. Contact: Emblem Sports Cars, 2c & 2d Sharp Road, Poole, Dorset BH12 4BG. Tel: 01202 722247. Web: www.emblemsportscars.co.uk

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Ferrari 308 GTB £85,000
Rosso Corsa with Crema hide and red piping, 16-inch, Speedline split-rim alloy wheels, fully documented mileage.



Ferrari 512 BB £POA
Original UK example, Blu Dino Metallizzato, 15,757 miles, 8 month detailed restoration by Foskers, complete and original book pack.



Ferrari 365 GT 2+2 £225,000
A beautiful, luxurious Grand Tourer with superb history, Grigio Mahmoud with dark blue hide, fresh engine rebuild by Foskers.



Ferrari 308 GTS £95,000
Presented in red (Rosso Corsa) over beige (Sabbia) hide with Corda carpets, 16-inch Ferrari wheels, lovely history file.



Ferrari 365 GT 2+2 £225,000
Desirable combination of Blu Chiaro with Crema hide, Borrani wheels, fantastic history file, highly original example.

Visit our website to see more of our superb stock, or contact us to discuss other cars available soon, including a **246 Dino GT** in Rosso Corsa only 24,000 miles. **599 GTB** in Rosso Corsa with tan, LHD. **365 GT 2+2** fantastic history, Argento Auteuil.

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Alfaowner.com Club

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www.alfaowner.com

Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

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www.abarthforum.co.uk

Abarth Owners Club

On-line club for owners, fans and enthusiasts of the Abarth brand

www.abarthownersclub.com

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

Cavallino House, 2 Church Way, Whittlebury, Northamptonshire, NN12 8XS
gary.dearn@ferrariownersclub.co.uk
www.ferrariownersclub.co.uk

Fiat Motor Club GB

The original UK club for owners of all Fiat models. gavin@fiatmotorclubgb.org
www.fiatmotorclubgb.com

Fiat Club America

www.fiatclubamerica.com

Fiat Club Africa

www.fiatclub.co.za

Fiat Club of New South Wales

www.fiatclub.com.au

Fiat Club of Victoria

www.fiatclub.org.au

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club

www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiploowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-gownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian1Boxall@btinternet.com

Fiat Scotland

Scotland's dedicated Fiat community
www.fiat-scotland.com

Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary, Barnside, Wrotham Road, Meopham, Kent, DA13 0AU
Lynne@Lamborghiniclub.co.uk
www.lamborghiniclub.co.uk

Lancia Motor Club GB

Contact: Sarah Heath-Brook
31 Creffield Road, Colchester, CO3 3HY
membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia Clubs

www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Contact: Dave Smith
admin@maseraticlub.co.uk
www.maseraticlub.co.uk

Sports Maserati Club

Contact: Matthew Yates

www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Yorkshire Italia

www.facebook.com/YorkshireItalia

Scuderia Italian Car Club

South Australia
www.scuderiaitaliancarclub.asn.au

DIARY DATES

2016

October 1

Castle Combe

Autumn Classic
www.castlecombeclassic.co.uk

October 9

Autumn Motorsport Day

Brooklands
www.auto-italia.net

October 8-9

Mostra Scambio

Capannelle - Roma
www.millenniummotori.it

October 21-23

Auto e Moto d'Epoca

Fiera di Padova
www.autoemotodepoca.com

October 21-23

Motorclassica

Royal Exhibition Building Melbourne
www.motorclassica.com.au

November 11-13

Classic Car Show NEC

www.necclassicarshow.com

November 11-13

Mostra Scambio

Parco Esposizione Novegro Novegro (MI)
www.parcoesposizione novegro.it

November 19-20

Mostra Scambio

Fiere di Sora (FR)
www.fieredisora.it

November 25-27

Milano Autoclassica

Fiera Milano Rho
www.milanoautoclassica.it

November 26-27

Mostra Scambio

Zafferana Etnea (CT)
Catania - Sicilia
www.facebook.com/Mostra-Scambio-Auto-e-Moto-Depoca-305005196183482

2017

February 8-12

Retromobile

Paris

February 24-26

Race Retro

Stoneleigh
www.raceretro.com

April 28th

Auto Italia

Driving Experience
Longcross Test Track
www.auto-italia.net

April 29th

Auto Italia Italian Car Day

Brooklands
www.auto-italia.net

July 16th

Supercar Sunday

Brooklands
www.auto-italia.net

October 8th

Autumn Motorsport Day

Brooklands
www.auto-italia.net

2018

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32nd Alfa Romeo Montreal

International Meeting

Inverary Scotland
Email: tcwd4p@btconnect.com

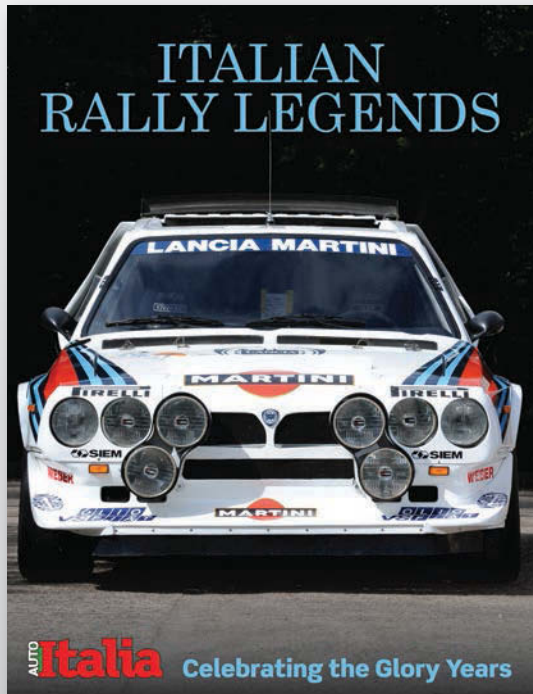


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- ◆ Lancia Fulvia
- ◆ Fiat 124 Abarth
- ◆ Fiat X1/g Abarth
- ◆ Fiat 131 Abarth
- ◆ Fiat Ritmo Abarth
- ◆ Lancia Stratos
- ◆ Lancia 037 Rally
- ◆ Lancia Delta S4
- ◆ Lancia Delta integrale
- ◆ Fiat Punto S1600/2000



Fiat 124 Spider

Fiat turns its popular sports car into a World Rally Championship contender

The 124 Spider was a popular sports car in the 1970s, but it was also a serious contender in the World Rally Championship. The car's performance was enhanced by a range of modifications, including a strengthened chassis, a more powerful engine, and a set of racing wheels. The 124 Spider was a true rally car, and it proved its worth in the hands of drivers like Walter Röhrl.



Fiat Ritmo Grp 2

The unlikely, small capacity rally car that achieved surprising results when up against the big boys

The Fiat Ritmo Grp 2 was a small, lightweight rally car that achieved surprising results in the World Rally Championship. Despite its small size, the car was a true contender, and it proved its worth in the hands of drivers like Walter Röhrl.



Italian Rally Legends is a celebration of the glory years when Italian cars dominated the international rally scene. Written by author and *Auto Italia* co-founder Peter Collins, *Italian Rally Legends* is packed with top quality pictures from *Auto Italia*'s archives. Printed using superior quality materials in a 'bookazine' format, this special edition is essential reading for the Italian car admirer and enthusiast. The print run is strictly limited so order early to avoid disappointment.

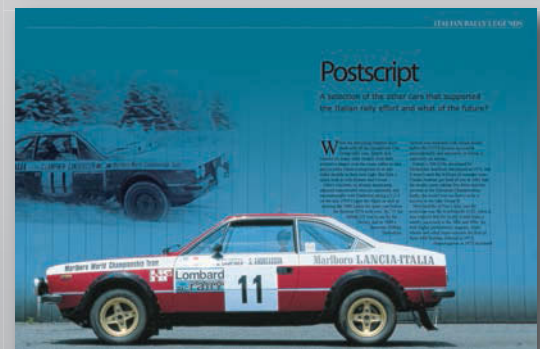
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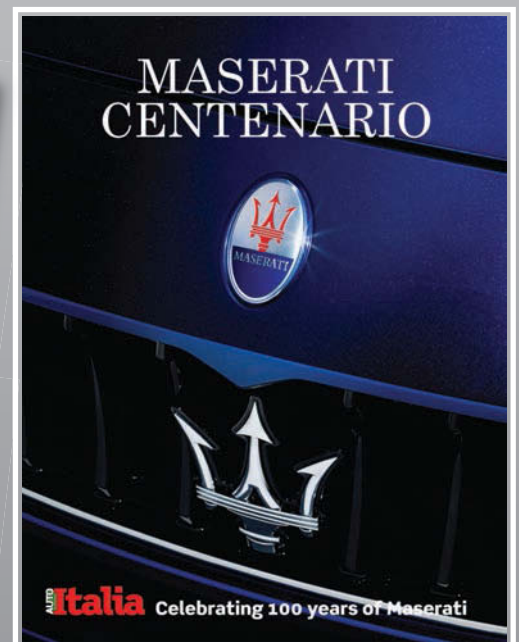


Postscript

A lookback at the cars that shaped the Italian rally effort and what's of the future

With the Italian rally scene in decline, it's time to look back at the cars that shaped the Italian rally effort and what's of the future.

Recorded by Auto Italia contributor Simon Park, Maserati Centenario follows the Maserati story from its roots in Diatto, through the Orsi dynasty, the Citroën years, the De Tomaso episode and finally Ferrari and the current Fiat administration. The dream of Fratelli Maserati all those years ago has finally been realised with Maserati becoming one of the most recognised and respected exclusive car marques. Prices as above.



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ALFA ROMEO



1990 Alfa Romeo Spider S4 2.0. 49,000km, metallic Burgundy, black leather and mohair hood with tonneau. Rare high specification imported from Germany December 1996, converted to RHD by Bell & Colvill, comprehensive service history. Concours winner, 50,000km, fine original condition. MOT to April 2017, AROC member, offers in the region of £13,500 ono. Tel: 01935 816822 (Dorset). A249/025



1976 Alfa Romeo Spider 2000 Veloce. Red, original RHD. Interesting ownership history, ours for 14 years. Immaculate, loads spent, restoration photos and all bills. New seats, carpets, Coburn hood, windscreen, 2nd/3rd synchros just done, Chris Snowden maintained, only used in summer, drilled front discs, Sport Konis. Beautiful Melber wheels with Cinturatos. Engine 'fast road' mods, stainless exhaust with tubular steel manifold, electronic ignition. Manuals, tool kit, two spare wheels, set of standard steels, £17,995 ono. Tel: 01243 543036. Email: john_penfold@btinternet.com. A249/026



1985 Alfa Romeo Spider Series 3. Metallic grey, RHD, ex S France car. Excellent condition but not concours, extensive bodywork and bare metal respray by specialist completed 2010. Mechanically excellent, rare period RUSPA alloys, seats retrimmed 2014. Dash and black interior good but not perfect, good hood but a few marks on window. Present owner 10 years. New MOT, downsizing forces sale, £8000. Tel: 01684 310103 (Worcestershire). A249/055



Alfa Romeo 33 1.5 Cloverleaf. Reluctantly offered for sale is this historic race/track car that is also road legal. Rare early series 33 with full MOT and only 29k miles in excellent condition, £2995. Tel: 07702 001409. A249/030



1982 Alfa Romeo Sprint Veloce. 4845 miles, red. Unique car carefully restored by owner. 1750cc engine with fast road cams, lightened, balanced with 40 Del'orto carbs fitted, suspension, brakes and wheels from 1988 model. Original stripped, cleaned and rebuilt 1500cc engine fitted with 105bhp head, Kent cams and Weber carbs come with car, gearbox original, interior original except steering wheel, freeflow 2" Manifold exhaust. Tailor made chrome bumpers, spares, £10,000 ono. Tel: 01489 573614. Email: clfarmiloe@msn.com. A249/029

2000 Alfa Romeo 145 TS 1750. Rosso Red. It has been in my ownership since 2002, previously owned by Fiat UK. Currently SORN status, used until May this year, £500. Tel: 01477 500607. A249/032



1999 Alfa 145 Junior 1.6. 104,000 miles, recent cambelt change and service. MOT April 2017, Verde Tropic metallic bodywork in good condition, clean grey/blue cloth interior, £795. Tel: 07703 029823. A249/005



Rare classic Alfa 145 Cloverleaf. MOT March 2017, excellent throughout, driven daily, mileage 145,000, £1500, one owned by this magazine's editor and designer! Tel: 07976 153963. Email: peter.carter47@hotmail.co.uk. A249/008



1984 Alfa Sud Sprint Series 3 CLVR Green Cloverleaf. Black, selling as spares, good engine/gearbox, prefer to sell as complete unit, offers. For more details email: senarayama@hotmail.com. A249/028

Alfa Giulia Spider. 1963. Offers over £30,000. Tel: 01179 427178 (Bristol). A249/033



Alfa Romeo 155 2.0TS Lusso. 140,000, red. I am selling my 1994 155 2.0TS after 11 years of cherished ownership, original NI car but currently on IRL plates. Maintained by Alfa specialist in Dublin and extensive history file. All electrics and mechanicals in good order, rust areas repaired and undersealed, £4000. Tel: 0035 3872 908764 for further details. Email: gtjoe.oreilly@gmail.com. A249/015



Alfa Romeo 156 Veloce Sportswagon 2.0 Twin Spark. 2001, 128,000 miles, metallic blue. Well cared for, superb condition, very reliable, drives perfectly. Regular cam belt changes and servicing, MOT to November 2016. Recaro Alfa sports seats, electric sunroof, electric windows f & r, air con, on board computer, complete Alfa tool kit. Upgrades include MP3 input, bluetooth hands free, dash cam and TomTom sat nav permanent mounting and wiring. A future classic for sure, £800 ono. Tel: 07545 085567. Email: bob@bstm.eu. A249/016

2009 Alfa Romeo 159 Ti Limited Edition 1.9 JTDM. 87,000 miles, Carbonio Black, full black leather interior. One of 250 made James Bond limited editions! 6 speed manual gearbox, 19" multispoke alloy wheels, Pioneer Mixtrax touchscreen radio/cd, FSH with stamped bookpack and cambelt/water pump change in 2013. Only 87,000 miles, multifunction leather steering wheel, cruise control, powerfold mirrors, red Brembo brake calipers, only 2 owners, 4 good tyres, MOT to December 2016, £6250 ono. Tel: Paul, 07709 846060 (Gatwick). A249/034



2002 Alfa Romeo 156 GTA. Metallic black, tan and black leather interior, 100K miles, 12 mths' MOT, Q2 diff, equal length pipes, CF2 manifolds, BMC air filter, Scorpion SS cat back system, documented service history (Alfa, independents and self), 4 previous owners, recent full service and cambelt change, only negative is rust beginning to appear on the front wings (common issue). Ill health forces very reluctant sale, £6000 ono. Tel: 01981 580068 (Herefordshire). A249/001

2011 Alfa 159 Sportswagon 2.0 16V. 170bhp engine, in black, 61 plate. In excellent condition inside and out with a full service history, maintained by an Alfa specialist, it has covered 104K. Next MOT due 5/9/2016. The car drives as new, the suspension has no knocks, it drives faultless, good tyres all round, oil and filter change every 5K, new brakes fitted front and rear. Any inspection by any car specialists welcome, £5250 ono. Tel: 01554 771668 or 07811 466658 mobile. A249/035



Alfa Romeo GT 3.2 with LPG system. Full service history from Alfa specialist and in good overall condition, 80,000 miles, with new MOT, £6445 ono. Tel: Claudio, 07592 380187 (Hertfordshire area). A148/013



2001 Alfa Romeo 156 T Spark Turismo. 127,000 miles, dark metallic blue, £000 spent in maintenance and parts. Freshly MOT'd and within the last 12 months has had: timing belt, drive belt, tensioner and pulley, water pump, full exhaust includes both cats and Lambda sensors, factory boot spoiler fitted and recently refurbished alloys. A much loved car sadly no longer required due to retirement, £895. Tel: 07973 389774. A249/027



Alfa Romeo 156 Sportswagon 1.8 Twinspark. Very good condition, much service history from Alfa specialist. Silver, approximately 50,000 miles, leather trim. Much loved by owner. MOT March 2017, taxed. Tel: 07796 178346. Email: bennettwords@sky.com. A249/031



Alfa Romeo 916 GTV 2.0 JTS Lusso. 2004, 76,000 miles, blue with tan leather interior, MOT end June 2017, FSH AlfaTechnico last 6 years, belts replaced @57K 3 keys all paperwork, £3950 ovno, reluctant sale, need space. Tel: Phil, 07803 086538 (S.Notts). A249/011



1978 Alfa Romeo 2000 Spider Veloce
Body rebuild and repaint, new brakes, low mileage factory RHD
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1961 Alfa Romeo Giulietta Sprint
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1970 Alfa Romeo 1750GTV
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1972 Lancia Fulvia Sport 1600
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lovely driver £19,995



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owner 40 years, sensational £169,995



1970 Lancia Flavia 2000i coupe
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LHD, excellent car
£17,995



1975 Lancia Fulvia 1.3S
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rare colour marrone patrioli from new, good car
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Alfa Romeo GTV 2.0 TS Lusso. 2001, 116,600 miles. Over £8000 spent on the car, 75 words are not enough, if it's rubber or it's a moving part it's been replaced, heated electric seats, handsfree, alarm, power tailgate, Xenon lights, stunning pearl white, all the invoices, way too much to list, £5450, comes with private plate, storm cover and rare Alfa dust cover for the GTV. Tel: Ian, 07799 626462 (Bampton, Oxfordshire). A249/012



Alfa Romeo GTV 3.0 V6. 82,000 miles, blue, 1999, comprehensive history, MOT Feb 2017. Tan leather interior, 17" teledial wheels, new cambelt in August 2015 at 79K, GTA clutch and flywheel and cat back quad exhaust. Looks drives and sounds fantastic, excellent condition inside and out and very clean engine bay. Upgraded stereo with CD, bluetooth music and phone, original head unit also included, £5500. For all enquiries, more photos etc, contact Robin. Tel: 07813 197020. Email: robinbaker1982@hotmail.com. A249/013



2001 Alfa Romeo GTV Cup no 67 3.0 V6 24v. 94,081 miles, red. GTA clutch and flywheel, stainless custom equal length downpipes, Powerflexed on the rear, new discs and pads, Koni sport shocks, Cobra Thatcham 1 alarm, private number plate 'N67 CUP', cambelt and water pump changed at 78,000, remapped by Gus at Alfatune (240bhp), MOT 22/05/17, Sony Bluetooth stereo with handsfree calling, £11,500. Tel: 07725 024034. Email: daveheathcote1@hotmail.com. A249/040



2007 Alfa Romeo Spider 2.2 JTS LE. 33,000 miles, Misano Blue. Beautiful example of this limited edition with blue leather interior with contrasting tan. Very well cared for with up to date Alfa Service history. MOT Nov 2016, reg no not included, AROC member, £9950. Tel: 07837 606707. A249/042



2007 Alfa Romeo Spider 3.2 JTS V6 24v Q4. 28,909 miles, Gunmetal Grey with red and cream leather interior. A very fitting personalised number plate. Very good condition, last serviced 1-10-15, next MOT due 1-10-16, part service history, £13,750. Contact Elizabeth Willmott, email: cass.willmott@hotmail.com. A249/043



2001 Alfa Romeo 916 Spider 2.0 TS. 67,000 miles, red, serviced and Mar 2017 MOT. New S/S sports exhaust, carbon fibre free flow A/F and engine strut bar. Electric folding roof. Interior is in very good condition, very little wear. A very pampered car, excellent paintwork, no fading, slight lacquer peeling by door handle nearside. Drives superbly, number plate included, AROC member's car, £3995. Tel: Mike, 07730 955688. Email: mikesfteele@yahoo.co.uk. A249/041



Alfa Romeo 3.0 V6 Spider (916) RHD 3.0 V6 24v. 2001, 38,000 miles, Proteo Red. Genuine low mileage V6 Spider in very good original overall condition. Totally standard without modifications. Recent tyres, new stainless exhaust, battery, mats and badges, electric hood, air con and elec windows work fine. Recently serviced and thoroughly checked over by Monza-Sport (Alfa specialists), drives without fault, MOT 26/04/2017, FSH, £5750. Tel: Jason, 07768 913197. Email: jason.foord@tesco.net. A249/014

FERRARI

Ferrari 360 Coupe. 2004, Nero Daytona with black leather and blue stitching, shields, carbon racing seats, manual gearbox, Tubi exhaust, yellow rev counter, yellow calipers, immaculate. Full service history during my ownership by Graypaul. Approximately 43K miles, one of the best. Email: g11hammad@googlemail.com. A243/023



2000 manual Ferrari 360 Modena. Red with Daytona electric seats. 23,000 miles with full service history, three previous owners, this car has been impeccably looked after. Cambelts replaced 2015, clutch replaced 2014, I have owned the car for the last 6 years, the car currently has a Novitec sports exhaust but it will be sold with the original system, the Novitec can be included in the sale at a mutually agreed price if required. I am happy to answer any questions you may have. Email: davidball360@googlemail.com. A249/020



Ferrari 599 GTB. 2009 (58), 18,500 miles, for sale with one year remaining Ferrari warranty, upgrades: Carboceramic brake system, carbon fibre driving zone, yellow brake calipers, Scuderia Ferrari shields, Nero Alcantara carpets, leather rear shelf, parking sensors (front and rear), full electric seats with memory, Nero contrast stitching, Daytona seats, radio navi system, telephone Bluetooth, iPod connection, NavTrak anti-theft system, cover, charger, will be serviced for sale at main dealer, £124,990. Email: mhammond@mlhlondon.com. A249/022

Beloved 1996 Ferrari 355 GTB for sale. Red with cream interior, 27,000 miles, never been tracked to my knowledge, owned by me for last twelve years, just had service, belts, MOT, two new tyres and original exhaust replaced for similar, all bills and service history, purchased myself from Graypaul and serviced by Shiltech, the car also is sold with 355 number plate. Priced to sell because just not used. £110,000. Tel: 07989 686737. A249/021

1993 Ferrari 456GT. Left hand drive, 150,000km, manual, full service history, good condition, my car for 12 years, used regularly. New cambelts, alternator, major service, 4 new Bridgestone tyres July 2016. Colour Argento Nurburgring, interior Nero, £35,000. Tel: 07797 716124. Email: hw.winchcole@gmail.com. A249/024

FIAT



Fiat 500 Abarth. 2009 (59), 58,200 miles, 1.4 TJet, 12 months' MOT, well maintained, new rear exhaust, upgraded music system, in very good condition, private plate not included, £6150 ono. Tel: Martin, 07867 771203. Email: martindwyer01@hotmail.com (located in West Yorkshire). A249/004




Fiat Seicento competition prepped car. Sporting 1108 engine with 3/4 race piper cam, full pro installed OMP cage, polycarbonate race windows, Sparco FIA seats and harnesses, fibreglass hatch and bonnet, new 7x13 wheels and stud conversion, new 235 Toyos, recent EBC pads and brake overhaul, new tank, radiator, cambelt and water pump, new anti gravity race battery, FIA cut off switch, new springs and updated shocks, straight through exhaust with cat, sunroof blank, Momo wheel, MOT 03/17. Comes with spare Abarth bumper, new unfitted stainless 4 into 1 manifold, new adjustable turret platforms and a 1242 low mileage engine, £2000 takes the package for a great sprint or rally car which I've owned from new, can deliver. Tel: 07774 202671. Email: filmprojects@hotmail.co.uk (Essex). A249/044


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2008 58 Fiat Panda Cross 4x4 1.3 Multijet. Black, 76,265 miles, MOT April 2017, FSH, 2 owners, climate control, Vredestein tyres, roof rails and towbar, £3595. Tel: 07890 349092 (Newport, Pems). A249/046



1997 Orange Fiat Barchetta. Absolutely gorgeous condition, comes with a fresh 12 month MOT. ABS, recent service, re-upholstered Italian black leather heated seats with orange stitching, four good tyres on steel wheels, DAB radio with iPhone connection, perfect roof, 130,000 miles. Open to sensible offers. Tel: Aldo, 07841 777155 (Kent area). A249/045

LANCIA



1967 Lancia Flavia Vignale Convertible. One of 40 or so RHD cars, the first UK registration was in March 1967 but the car is believed to be from 1964. 2nd owner purchased in 1988 at around 14,000 miles and kept the car for 10 years, during which time significant work was carried out, and articles featured about the car in both *The Sunday Telegraph* and *Classic Cars* magazine. The subsequent owner carried out a major restoration costing over £21,000 from 1999-2000 at which point the mileage was 31,000, it was regularly and properly maintained mainly by Tanc Barratt and Omicron. In 2007 the car was sold again and regularly serviced until it was purchased by the current owner in 2014. The current MOT dated 1/12/2015 shows a mileage of 43,296, Thornley Kelham have carried out a full service and a number of additional maintenance items. A genuine, rare 4-seat convertible, the Flavia Vignale displays all of Lancia's renowned engineering excellence and driving satisfaction, comes complete with factory hardtop, and is ready to be driven, £32,500 ono. For more info call Simon, 01285 869791. A249/052



Lancia Fulvia '71 S2 1.3S. Maroon/black, lhd, 2 previous owners, low mileage, no rust or filler, repainted + front seat retrim (March 2016), new tyres. MOT'd (safety inspected until July 2017), excellent body/brightwork and mechanics. Chassis: 818630004187, £11,500 ono. Tel: 07570 616570 (Cheltenham, Gloucestershire). A249/053



Lancia Fulvia '69 S1 Rallye S. Red/black, lhd, 1 previous owner, low mileage. No rust or filler, repainted + retrimmed front seats (2015), MOT'd (safety inspected until 24/09/2016). Excellent body/interior/brightwork and mechanics. Chassis: 818360009925. Engine: 818303011107, £12,500 ono. Tel: 07570 616570 (Cheltenham, Gloucestershire). A249/048



Lancia Fulvia '68 S1 Rallye. Light blue/burgundy, rhd, rebuilt engine, new clutch/water pump/tyres and exhaust. No rust or filler, excellent body, brightwork/interior and mechanics, currently undergoing a bare metal repaint. MOT'd (safety inspected until 27/11/2016), ready in 2/3 weeks, hopefully! Chassis: 818331009471. Engine: 8181402239540, £12,500 ono. Tel: 07570 616570 (Cheltenham, Gloucestershire). A249/049



Lancia Fulvia '66 S1. Aubergine/tan, rhd, 2 previous owners, restored professionally about 7 years ago, repainted + front seats retrimmed (2015), 12 months' MOT (safety inspection) no rust or filler. Excellent body/bright work/interior and mechanics. Very reliable, in the 5 years, the only problem has been 2 leaking brake calipers! Chassis: 818131004106. Engine: 8183027390, £12,500 ono. Tel: 07570 616570 (Cheltenham, Gloucestershire). A249/050



1994 Lancia Delta Integrale Evo 2. White/fawn Alcantara interior, 60,000 miles/96,000km, imported from Japan in 2011 by Auto Integrale, this immaculate Evo 2 has been owned by 2 serious Lancia collectors since. A totally correct car to standard factory specification - very rare in a Japanese-sourced car. In the past 12 months Thornley Kelham has fully serviced the car, replaced the front dampers, fitted a new battery, recharged the air con, refurbished the road wheels and painted them 'Martini' spec white, fitted 4x new Pirelli P Zeros, repainted the rocker cover and sourced and fitted a period Clarion radio. The front interior shows slight wear commensurate with the mileage, whilst the rear doors are still covered in their original plastic. Paintwork is immaculate throughout, as are all panels and panel gaps, the underneath of the car is also rust-free. The car drives as a proper, last generation Integrale should and only covered 3000km since import, will be sold with 12 months' MOT and 6 months' road tax, any inspection welcome, £41,000. For more information, call Simon, 01285 869791. A249/051

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PARTS



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Alfa Romeo GTV speedo/rev counter module, black, vgc, £40. Tel: 01564 772714 (Solihull). A249/007

Alfa Romeo Alfetta GTV/GTV6 breaking for spares. Lots of interior and exterior trim as well as mechanical parts available from a late plastic bumper car, please contact Nick for details. Tel: 07050 234693. Email: n.arthur@tyackarchitects.com (Warwickshire). A249/010



Alfa Romeo Alfetta GTV alloy wheels x4. 6J x 15CH Campanatura 45, four stud/hole alloy wheels, excellent condition, £195. Tel: 07050 234693. Email: n.arthur@tyackarchitects.com (Warwickshire). A249/009



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MISCELLANEOUS

Fiat Panda Haynes Owner's Workshop Manual for all models from 1981 to 1985 (903cc), never been used so in as new condition, offers. Tel: 07850 539117. A249/036
Original Alfa Romeo showroom posters and sales brochures for sale. Mainly Sud / 33 / 75 / GTV / Sprint / S4 and 164, also ES30 / SZ brochures. Tel: 01635 202521 (Berks). A249/037



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ADVERTISEMENT INDEX

Alfaworkshop	91	Oakley Design Automotive	100
Alex Jupe Motorsport	67	Omicron	67
Autofficina	02	R Proietti	67
Autodelta	61	Proalfa	61
Christopher Ward Watches	99	Rardley	47
Classicarco	47	Sealey	85
Emblem	47	Southwood Car Company	19
Foskers	79	Superformance	09/25/31
Hawk Cars	11	Whybee	39
Longstone Tyres	97		
Hoyle Fox Classics	04	CLASSIFIEDS	82-89
Maranello	11/17	Allitalia	
McGrath Maserati	55	Mr Speedlux	
Monzasport	13	FCSS	
Motobambino	47	Hobby Shop	
NEC Lancaster Classic Car Show	89		

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Abarth '1600 OT'	235	6C 1750	189	TZ 1	179	GT M-Jet	099
Abarth Biposto	229	6C 1750 James Young	225	Spiders: S4 105 v 916 v 939	221	GT Novitec's X-Supero	110
Simca 1150 SS Corsa	222	P3 and Disco Volante	173	Alfasud Trofeo	219	GT 1.9 JTDm meets Giulietta Sprint	147
205A Coupe	220	P3 v Montreal v 8C Competizione	149	Alfasud: Landmark Engines	177	GT 233, 168, 095, 094, 089	
Dino 'Abarth' 206	220	Alfetta 159 Track Test	087	Alfasud Sprint 6V	172	GT & 147 Q2 diffs	127
Abarth T140	201	2900 A	083	Alfasud group test	151	166	148
Abarth T139	197	6C 2300 Pescara - Ex Mussolini	127	Alfasud Bimotore		166 Revised	088
Abarth 750 Zagato	196	8C 2900	142	v Lancia Beta Coupe (Colvill)	150	166 V6 Supercharged - Q Car	133
Stilo Trofeo	193	6C 1750	189	Alfasud Sprint - Triple Test	138	166 Revised	094
Abarthisti	191	6C 1750	225	Alfasud: Golden Oldie	110	V6 saloons 166, 164, 159	158
Abarth Trackday	191	6C 2500	233	Alfa 6	097	V6 saloons 166, 159, 156, 155, 164	218
A112 Abarth	170	6C 2500	187	Alfa 90	102	159 Sportwagon Geneva Launch	118
750 Zagato, 124 Abarth, 1000TC	168	6C 2500 S	230	Alfa 6 and 90	160	159 3.2 JTS V6 Q4	141
Fiat Abarth 1000 Berlina Corsa	167	6C 2500	187	Alfetta GTs	095	159 TI	139
Abarth Simca 2000	167	6C 2500 S	156	Alfetta (Modified) GTV6	210	159 Arrives in the UK	117
Abarth 2000 SP	166	6C 2500 S	230	Alfetta GTV Turbodelta	237	159 and GT Back-to-Back	120
Abarth 2200 Spider	147	6C 2500 S	156	Alfetta saloons	231	159 SW 3.2 V6 Q4 & 2.2 JTS	122
Abarth 1000 TC	145	6C 2500	231	Alfetta GT road and race	198	159 2.0 JTDm	166
Osella Abarth PA2 - Nordschleife	144	6C by Viotti with V12 engine	134	Alfasud Sudsprint Racer	086	159 1750Tbi	167
Abarth Osella PA2	089	8C 2300 Spider & 8C Competizione	163	Giulietta Sprint Michelotti	094	159 2.2 JTS	183
Unique Abarth Racer	141	8Cs in Europe rally	172	Giulia SS	140	159	190, 109, 108, 105
Formula Fiat Abarth Single Seater	138	6C 2300B MM	155	Giulietta 116 Turbo	123	159 Ti	180
Fiat Abarth FIA Rally Report	134	1900 CSS	142	Giulietta 116 berlina	231	V6 saloons 159, 166, 164	158
Abarth X1/9 Prototipo	130	1900	176	Junior Zagato	127	V6 saloons 159, 156, 155, 164, 166	218
Abarth Simca 1300	119	1900	236	75 Classic Choice	084	159, GT and Brera	
Abarth 595SS Pocket Rocket	118	1900 TI	202	75 At the 'Ring	093	modified by Autodelta	166
Abarth 1000TCR Radiale	106	1900	236	75 Turbo	175	159 2.2, 155 2.0, 156 2.0 Triple Test	183
Fiat Abarth 850TC	103	1900 B.A.T. Prototypes	146	75 (mod) and GTV6 3.5	157	GTV (916) Club Racer Track Test	112
Abarth 1300 OT	093	1900 Disco Volante	230	75 Turbo Evolution	237	GTV (916) 3.2 v Brera V6	
Abarth Formula Italia	090	2000 Sprint	212	SZ x 3		v Alfetta V6	153
Abarths at Silver Flag	085	Tipo 33 TT12 Myth v Reality	113	SZ - Supercharged 24V with 340bhp	136	GTV (916) 3.2 Revised	092
Fiat 131 Abarth (San Remo)	081	Tipo 33/2 Daytona	194	33 1.7 16V	160	Brera International Launch	113
Fiat 131 Abarth Diesel	231	Tipo 33 Daytona	109	33: Time Machines	172	Brera - A Concept Realised	119
Fiat 131 Abarth	215	Tipo 33 Concept cars	124	164: Time Machines	189	Brera Triple Test	120
Fiat 124 Spider Abarth	214	Tipo 33/3	189	164 v Fiat Croma v Lancia Thema	153	Brera V6 Q4 - UK Arrival	124
Fiat 124 Abarth Rally	197	Tipo 33/3 The Story: Part Two	112	164 Pro-Car	142	Brera 3.2 V6 Q-Tronic	133
Fiat 124 Abarth Rally triple-test	145	Tipo 33 Stradale	164	Alfa V6 saloons 164, 166, 159	158	Brera - On track at Brooklands	130
Fiat Strada Abarth	132	Montreal (Modified)	081	V6 saloons 164, 166, 159, 156, 155	218	Prodrive Alfa Brera - 'S' for Special	146
Fiat Stilo 2.4 Abarth	092	Montreal v Fiat Dino Spider		155 2.5 V6 ti	143	Brera v GTV6 (916)	181
Abarth Grande Punto	149, 148	v Maserati Spyder	159	155	150	Brera	227, 091
Abarth Grande Punto SS	162	105 Coupe, Berlina, Spider	208	155 BTCC	231	Brera Mega Test	139
Abarth Grande Punto v Strada Abarth 130 TC	158	Giulia Coupes	082	V6 saloons 155, 166, 159, 156, 164	218	Spider (939) 2006 Launch	123
Abarth Grande Punto	143	Giulietta 50th	097	155 and 105 GTAs	197	Spider (939) 2.2JTS v 1600 (105)	149
Abarth Punto (VBH) v MiTo	171	Giulietta Sprint Michelotti	094	155 2.0, 156 2.0, 159 2.2 Triple Test	183	Spider (939) Autodelta J6	144
Abarth Punto Evo and 500C	173	Giulia TI Super	159	145 1.6TS	160	Spider (939)	131
Abarth Punto Evo v MiTo Cloverleaf	177	GTA (105)	167	145 Cloverleaf v Fiat Bravo HGT 155	180	Spider (939) v S4 105 v Spider 916	221
Abarth Punto	197	Giulia (105)	193	145 Buyers Guide	198	8C Spider	161
Abarth Grande Punto	138	Giulia Spider	196	156 Superturismo Track Test	081	4C v 8C	223
Abarth 500 SS	182, 167	Giulia TI Super	147	156 GTA Bridgestone tyres	082	8C Competizione	139
Abarth 500 Trofeo	181	1300GT, Fulvia, Fiat 124 Coupe	147	156 GTA 3.7 Autodelta	082	4C	234, 214, 211, 184
Abarth 500 Trofeo GB	175, 171	105 Coupe, Berlina, Spider	129	156 V6 vs 2.4 JTD (Remapped)	082	TZ3 Stradale	183
Abarth 500 Zing Trofeo	170	Giulia Racer	193	156 2.0 JTS	083	MiTo	146
Abarth 500C and Abarth Punto	175	Giulia Spider	082	156 Giugiaro Facelifted	084	MiTo Marangoni	153
Abarth 500	148	Giulia Coupes	167	156 Uprated Diesels + GTA	089	MiTo 1.4TB Veloce	159
Abarth 500 (new)	156	Giulia (105)	097	156 2.4 JTD M-Jet	093	MiTo Cloverleaf	170
Abarth 500 Forge Motorsport	179	Giulia (105)	128	156 ETCC Track Test	091	MiTo TwinAir	197
Abarth 500 'Polizia'	204	Giulia Spider	147	156 F1	093	MiTo Group Test	189
Abarth 595 by Oakley	218	Giulia TI Super	147	156 2.0TS suspension tweak	103	MiTo	189, 164, 155
Abarth 595	216	GTA (105)	203	156 GTA by Monza Sport Tuning	112	MiTo QV-Line	230
		GTA (105) Silverstone Classic 2013	203	156 3.7 V6	128	MiTo & Abarth Punto (VBH)	170
		(105) Twin Cam engine feature	137	156 SW 2.4JTD, 147GTA,		MiTo Cloverleaf v Abarth Punto Evo	177
		'Romeo 2' van (105)	165	166TI 2.0 TS, GT 2.0 JTS	103	Giulietta G430 by Marangoni	183
		Aguzzoli - GTA Prototype	136	156 2.0 JTS	183	Giulietta TCT	194
		Canguro	205	156 GTA Ultra (Autodelta)	215	Giulietta TCT	196
		Giulietta SVZ	195	V6 saloons 156, 166, 159, 155, 164	218	Giulietta triple test	197
				156 Twin Spark engine feature	145	Giulietta (new)	170
				156 2.0, 155 2.0, 159 2.2 Triple Test	183	Giulietta	216
				156, GTV, 146 Club racers	234	Giulietta Sprint	227
				GTV (916) LMAI/AROC Racers	085	Giulietta Cloverleaf	175
				GTV (916) v Fiat Coupe v		Giulietta	228
				Lancia Delta integrale	153	952 Giulia launch	235
				Spider (916) v (939) v S4 (105)	221	BRSCC Alfashop Championship	123
				147 Rally Car SS1600	086	SEO 48 V10 Le Mans prototype	106
				147 GTA Road Test	087	'Renault Dauphine'	141
				147 JTD 16v M-Jet	090		
				147 Facelift	101	ATS	
				147 GTA 3.7 Autodelta	102	ATS GTS Allemano Coupe	163
				147 - Dubai Endurance Racer	131		
				147	105	BRISTOL	
				147 GTA Cup	092	Bristol 400 Zagato	207
				147 'Collezione'	132		
				147 Collezione and GT Blackline	145	BUGATTI	
				147 GTA AM Super Autodelta	163	Bugatti EB 110 SS v Ferrari F40	
				147 Sport Q2 & GT Q2	136	v Lamborghini Diablo Roadster	176
				147 Group Test	183		
				147 & GT Q2 diffs	127		

BERTONE

Bertone NSU Prinz	223
Bertone 850 Racer	221
Ferrari by Bertone	221
Bertone	199
Bertone Rainbow	171
Bertone Mantide	161
Bertone Alfa Prototype	146
Suagnà Punto Cabrio Prototype	121
Bertone including Stratos Zero	092

CHRYSLER

Chrysler Delta & Ypsilon	190
Lancia/Chrysler Ypsilon	185

CISITALIA

Cisitalia 360 Grand Prix	225
Cisitalia Voloradente	202
Cisitalia 808XF	196
Cisitalia 202	092

DE TOMASO

De Tomaso 1600	163
De Tomaso Vallelunga	113
De Tomaso Supercars	164
De Tomaso Mangusta (ex F Moss)	202
De Tomaso Pantera	228
De Tomaso Pantera	
v Maserati Bora v Ferrari 512BBi	154
De Tomaso Pantera Si	100
De Tomaso Deauville	099
De Tomaso Deauville (New)	183
De Tomaso Guara	103

ISO

Iso story	216
Iso group test	203
Iso Rivolta	216
Iso Fidia	160
Iso Grifo - 28 Years in Restoration	124
Iso Grifo A3/C	109
Iso Grifo S	236

ISOTTA FRASCHINI

Isotta Fraschini	158, 090
Isotta Fraschini Factory Visit	124
Isotta Fraschini Returns	121

FERRARI

Ferrari 166MM	183
Ferrari 166 MM	180
Ferrari 166 Mille Miglia	153
Ferrari 195 Inter	143
Ferrari 212 Inter	184
Ferrari 212 Inter by Vignale	219
Ferrari 225E	152
Ferrari 340MM	207
Ferrari 290MM	170
Ferrari 330 TR	131
Ferrari 340 America	158
Ferrari 375 MM	182
Ferrari 375 0388	181
Ferrari 375	105
Ferrari 196	091
Ferrari 500 F2	139
Ferrari 500 TRC	137
Ferrari 500 MD	101
Ferrari 625	196
Ferrari 750 Monza	187
Ferrari 750 Monza	089
Ferrari 250 TR	173
Ferrari 250 Testa Rossa	237
Ferrari 250 GT TdF	151
Ferrari 250 GTE	101
Ferrari 250 Cabriolet	220
Ferrari 250 GT California	215
Ferrari 250 California	128
Ferrari 250 GT	104
Ferrari 250 GT Lusso	121
Ferrari 250 GT Lusso	193
Ferrari 250 GT Lusso	094
Ferrari 250 GT Lusso 5031GT	097
Ferrari 250 MM Mille Miglia drive	160
Ferrari 250 MM	184
Ferrari 250 LM	195
Ferrari 250 LM	110
Ferrari 250 LM	084

Ferrari 250 GT model compilation	092
Ferrari 250 GTO v 250 LM	102
Ferrari 250 GTO (3505)	231
Ferrari 250 GTO	200
Ferrari 250 GTO	169
Ferrari 250 GTO	165
Ferrari Dino 246 F2	174
Ferrari Dino 246 v Maserati 250F	172
Ferrari 330 GTC	231
Ferrari 330 GTS & 330 GTC	140
Ferrari 500 Superfast	228
Ferrari 410 Superamerica	193
Ferrari 250 GT TDF	227
Ferrari 275 GTB/C	227
Ferrari 275GTS/4 NART	211
Ferrari 275 GTB by Lynx Engineering	130
Ferrari 275 'NART' Spyder	145
Ferrari 275 GTB/4	223
Ferrari 275 GTB Tour	100
Ferrari 275 GTB	098
Ferrari 275 GTB	134
Ferrari 275 GTB /4C	235
Ferrari P3 Spa Track Test	118
Ferrari 330P	124
Ferrari 512S	163
Ferrari 512 S	228
Ferrari 312 B2	149
Ferrari Dino 246 GT & GTS	237
Ferrari Dino 246 S	144
Ferrari 246 GT	081
Ferrari 365 BB v 512BB v Testarossa	180
Ferrari Daytona vs Maserati Ghibli	127
Ferrari Daytona v 599 GTB	150
Ferrari Daytona	146
Ferrari Daytona	107
Ferrari 400 Straman Cabriolet	138
Ferrari 512 BBLM	155
Ferrari 512 BBi v De Tomaso Pantera	
v Maserati Bora	154
Ferrari 512 BB	114
Ferrari 288 GTO	095
Ferrari 288 GTO Evoluzione	089
Ferrari V8s 328, 348, 355, 360	082
Ferrari 308 GTS v Lamborghini Jalpa	162
Ferrari 308 GT4	171
Ferrari 308 Michelotto	181
Ferrari 308 Landmark Engines	157
Ferrari 308 GTB	126
Ferrari 308 GT4/LM	194
Ferrari 308 GTB Group 4	187
Ferrari 308 BT Carma FF	201
Ferrari 308	087
Ferrari 308 GT4 v Uracco v Merak	149
Ferrari 328 v Lamborghini v Porsche	131
Ferrari 456 GT race car	195
Ferrari F40 LM	189
Ferrari F40 Michelotto	214
Ferrari F40 v Bugatti EB110SS	
v Lamborghini Diablo Roadster	176
Ferrari FZ93	176
Ferrari 575 M	112
Ferrari 575 GTC	098
Ferrari 575 M	086
Ferrari 575 Superamerica	109
Ferrari 360 challenge Stradale	237
Ferrari 360 vs Ducati 999	088
Ferrari 360	104
Ferrari 360 v Lamborghini Gallardo	182
Ferrari 360/355/308	094
Ferrari 360	085
Ferrari 360	100
Ferrari 430 Scuderia Spider 16M	164
Ferrari 430 Scuderia	237
Ferrari 430 Scuderia	153
Ferrari 430 Scuderia	138
Ferrari 430	128
Ferrari 430 Spider	106
Ferrari 430 Spider	119
Ferrari Novitec 430	132
Ferrari 430	099
Ferrari 458 Speciale	225
Ferrari 458 v Lamborghini Gallardo	204
Ferrari 458 Speciale Design	214
Ferrari 458 v Lamborghini Gallardo	186
Ferrari 458 by Oakley Design	184
Ferrari 458 Spider	191
Ferrari 458 Italia	167

Ferrari 458 Speciale	237
Ferrari 599 GTB Fiorano HGTE	166
Ferrari 599 HGTE	159
Ferrari 599 GTB	120
Ferrari 599 GTB Fiorano	142
Ferrari 599 Hybrid	172
Ferrari 599 GTB	156
Ferrari 599 GTO	178
Ferrari 612 Scaglietti	097
Ferrari 612 Scaglietti HGTC	129
Ferrari 612 Scaglietti	123
Ferrari 612 Scaglietti	093
Ferrari 612 Scaglietti	088
Ferrari FF	183
Ferrari FF by Oakley Design	219
Ferrari FF	202
Ferrari F12 Berlinetta	222
Ferrari F12	201
Ferrari F12 Berlinetta	212
Ferrari California GT	151
Ferrari California T	223
Ferrari California HS	197
Ferrari Enzo	083
Ferrari Enzo v Maserati MC12	158
Ferrari Enzo	101
Ferrari 488 GTB	237
LaFerrari	221
Formula Ferrari	210
Ferrari's ASA Project	209
The Riva 32 - A Floating Ferrari	144
Ferrari by Bertone	221
Ferrari Classiche	205
Mille Miglia: Ferrari Tribute	176
Ferrari F1 126 C4	168
Ferrari V12: Landmark Engines	150
Mille Miglia 2011: Ferrari Tribute	189

FIAT

Fiat New 500	237
Fiat New 500	236
Fiat 500X	233
Fiat 500X	228
Fiat 500 current range	214
Fiat 500L Trekking	212
Fiat 500L	207
Fiat 500X & Jeep Renegade	232
Fiat 500S v Fiat Panda 100HP	232
Fiat 500L MPW	211
Fiat 500 TwinAir	174
Fiat Nuova 500C	161
Fiat New 500	139
Fiat 500	140
Fiat 500 TwinAir	178
Fiat 500 Twin Air	219
Fiat 500 1.4 Sport by LAD	159
Fiat 500	135
New Fiat 500	142
Fiat 503 Spider	189
Fiat 510S	174
Fiat 509 (1927)	140
Fiat 514	133
Fiat 521C	098
Fiat 501	086
Fiat Topolino Mare	204
Fiat 600	234
Fiat 600 prototype	205
Fiat 600s	082
Tornado Fiat 600GT	193
Fiat 500 Coccinella	136
Fiat 1100EZ	198
Fiat 1100S	162
Fiat 1100	128
Fiat 1200/1500 Cabriolets	233
Fiat 1500 Forgotten Fiats	176
Fiat Granluce	195
Fiat 1600S Pininfarina Coupe	096
Fiat 8V	157
Fiat 2300S Ghia	235
Fiat 2800 State Phaeton	115
Fiat Dino Spider and Coupe	118
Fiat Dino Spider v Maserati Spyder	
v Alfa Montreal	159
Fiat 850 Grand Prix	231
Fiat 850 Moretti Sportiva	112
Fiat Abarth 850TC	103
Fiat Abarth 1000 Berlina Corsa	167
Fiat 1300S Gianni	160

Fiat Twin Cam engine	149
Fiat 131 Abarth Diesel	231
Fiat 128 Rally	227
Fiat 131 Group 4	227
Fiat 131 Abarth	215
Fiat 131 Abarth x 3	178
Sporting Fiat 131 Mirafioris (Club)	169
Fiat 131 Abarth	081
Fiat 124 Abarth Rallye	168
Fiat 124 Twin-Cams	222
Fiat 124 and friends	215
Fiat Abarth 124 Rally	196
Fiat 124	147
Fiat 124	145
Fiat 1400 B Junior	215
Fiat 125 Group 1	211
Fiat 125 Samantha	210
Fiat 125S	161
Fiat 125	220
Fiat 125	095
Fiat 125 Samantha	105
Fiat 127	129
Fiat 128	163
Fiat 128 Restoration	110
Fiat 130 and Lancia Gamma	151
Fiat 132	127
Fiat Strada Abarth	132
Fiat Abarth 130TC (Time Machines)	187
Fiat Strada	197
Fiat X1/9 VX	202
International Fiat X1/9 meeting	201
Fiat X1/9	219
Fiat X1/9 (Time Machines)	179
Modified Fiat X1/9s	150
Fiat X1/9 Prototipo	104
Fiat Uno Turbo	125
Fiat Uno Turbo MK1+2	246
Fiat Uno (Time Machines)	179
Fiat Panda (Time Machines)	172
Modified Fiat Coupes	200
Fiat Coupe 20v Turbo (modified)	164
Fiat Coupe v Alfa GTV (916)	
v Lancia Delta integrale	155
New Fiat Panda	195
Fiat Panda 4x4	202
Fiat Panda 4x4	104
Fiat Panda 4x4	129
Fiat Panda 100HP	136
Nuova Fiat Panda	193
Fiat Dualogic test	186
Fiat Panda 160HP	185
Fiat Panda 100 HP	126
Fiat Panda Group Test	179
Fiat Barchetta	097
Fiat Punto Mk 2	120
Fiat Punto facelift	201
Fiat Punto TwinAir	195
Fiat Punto Evo	168
Fiat Punto Abarth	143
Fiat Punto T-Jet	141
Fiat Grande Punto 120 Eleganza	123
Fiat Punto	083
Fiat Puntos 1.2	082
Fiat Punto Evolution	165
Fiat Punto S1600	183
Fiat Bravo HGT 155	
v Alfa 145 Cloverleaf	180
Fiat Bravo Group Test	202
Fiat Bravo 1.6 Multijet Eco	148
Fiat Bravo	130
Fiat Croma (Time Machines)	178
Fiat Croma	153
New Fiat Doblò	171
Fiat Qubo	151
Fiat Linea	144
Fiat Fiorino	142
Fiat Sedici Multijet	131
Fiat Nuovo Scudo	129
Fiat Sedici	115
Fiat Stilo Rally/Panda/Punto S1600	096
Fiat Stilo Schumacher	108
Fiat Multipla	096
Fiat Multipla	127
Fiat Idea	093
Fiat Freemont	197
CNH Tractors	225

LADA

Lada/Fiat Twin-Cam 215

LAMBORGHINI

Lamborghini 350 GT 152
 Lamborghini 3500 GTZ 210
 Lamborghini Islero S 177
 Lamborghini Islero 096
 Lamborghini Miura 145
 Lamborghini Miura 111
 Lamborghini Miura 106
 Lamborghini Miura Jota 120
 Lamborghini Jarama S 141
 Lamborghini Jalpa 162
 Lamborghini Jalpa 094
 Lamborghini Silhouette 094
 Lamborghini Urraco 094
 Lamborghini Countach LP400 v Gallardo LP560-4 156
 Lamborghini V12 triple test 198
 Lamborghini Diablo Roadster 176
 Lamborghini Gallardo 145
 Lamborghini Gallardo 204
 Lamborghini Gallardo 194
 Lamborghini Gallardo 186
 Lamborghini Gallardo 182
 Lamborghini Gallardo LP570-4 171
 Lamborghini Gallardo LP550 Balboni 163
 Lamborghini Gallardo LP560-4 146
 Lamborghini Gallardo 143
 Lamborghini Gallardo LP560-4 Spyder 162
 Lamborghini Gallardo Spyder 116
 Lamborghini Gallardo 081
 Lamborghini Gallardo 094
 Lamborghini Gallardo 084
 Lamborghini Gallardo by Reiter Engineering 139
 Lamborghini Gallardo GT3 130
 Lamborghini Murciélago R-GT1 142
 Lamborghini Murciélago LP640 136
 Lamborghini Murciélago R-GT 129
 Lamborghini Murciélago LP640 121
 Lamborghini Murciélago 083
 Lamborghini Murciélago LP 670-4 SV 165
 Lamborghini Aventador SV 750-4 235
 Lamborghini Aventador LP760-2 200
 Lamborghini Aventador 195
 Lamborghini Aventador 185
 Lamborghini Blancpain Super Trofeo 166
 Lamborghini Blancpain Super Trofeo 159
 Lamborghini V12 147
 Lamborghini LMA 133
 Lamborghini Huracan 236
 Lamborghini Huracan HM 680-4 230
 Lamborghini Huracan 222
 Lamborghini Egoista 209

LANCIA

Lancia Theta 102
 Lancia Lambda 186
 Lancia Lambda 211
 Lancia Astura by Pinin Farina 185
 Lancia Astura 088
 Lancia Dilambda 184
 Lancia Dilambda 143
 Lancia Astura MM Sport 203
 Lancia Appia Convertible 194
 Lancia Appia Furgoncino 180
 Lancia Appia Zagato 138
 Lancia Ardea 096
 Lancia Aprilia 166
 Lancia Aurelia B20 200
 Lancia Aurelia 154
 Lancia Aurelia B20 107
 Lancia Aurelia + Aprilia 100
 Lancia Spider Aurelia 190
 Lancia Flaminia 3C 2.8 Speciale 218
 Lancia Flaminias GT 2.5 3C & Coupe 2.8 3B 172
 Lancia Flavia 170
 Lancia Flavia 123
 Lancia Fulvia 232
 Lancia Fulvia v Delta integrale 181
 Lancia Fulvia Prototype 204
 Lancia Fulvia 50 212
 Lancia Fulvia 147

Lancia Fulvia SO5 092
 Lancia Fulvia 146
 Lancia Fulvia 2C 103
 Lancia Fulvia 083
 Lancia Gamma Coupe 206
 Lancia Gamma 189
 Lancia Gamma 151
 Lancia Beta Coupe (rear engine) 150
 Lancia Beta 139
 Lancia Trevi Bimotore 237
 Lancia Montecarlo Consortium 197
 Lancia Stratos 234
 Lancia Stratos Evolution 152
 Lancia Stratos Stradale 117
 Lancia 037 Rally 230
 Lancia 037 210
 Lancia LC1 207
 Lancia LC2 Martini 096
 Lancia Thema 8.32 220
 Lancia Thema 153
 Lancia Thema 110
 Lancia Delta HF integrale 212
 Lancia Delta S4 211
 Lancia Delta S4 Stradale 222
 Lancia integrale Giallo Ginestra 164
 Lancia Delta 40th Anniversary event 161
 Lancia Delta integrale 155
 Lancia Delta (new) & Ypsilon 174
 Lancia Delta integrale 16v rally 001 182
 Lancia Reunion: Biasion 180
 Lancia Delta Integrale Rally 118
 Lancia Integrale (Modified) 095
 Lancia Integrale (Steve Berry) 093
 Lancia Magia 173
 Lancia Musa 105
 Lancia Ypsilon (Revised) 089

MASERATI

Maserati 8CM + 6CM 082
 Maserati 150S 234
 Maserati 150 GT Spyder 204
 Maserati 450S (Recreation) 084
 Maserati 450S at Spa 091
 Maserati Tipo 61 at Spa 089
 Cameron Millar 250F 215
 Maserati 250F v Ferrari Dino 246F1 172
 OSCA Maserati Tipo 4 203
 Maserati Birdcage 102
 Cooper-Maserati T61P 154
 Maserati 300S 209
 Maserati 300S Spa Track Test 110
 Maserati 5000GT (Frua) 085
 Maserati 5000 GT 191
 Maserati 5000GT (Variations) 081
 Maserati 5000GT Allemano 093
 Maserati A6G54 Zagato 202
 Maserati 3500 GT R.Giordanelli 201
 Maserati 3500 GTi & Speedboat 210
 Maserati 3500 GT 167
 Maserati 3500 GT 099
 Maserati Ghibli SS 199
 Maserati New QP & Ghibli 218
 Maserati MC Trofeo 212
 Maserati Ghibli v Ferrari Daytona 127
 Classic Maseratis 211
 Maserati Mistral Spyder 144

Maserati Bora v De Tomaso Pantera 154
 v Ferrari 512BBi 194
 Maserati Bora 194
 Maserati Merak v Ferrari GT4 149
 v Lamborghini Uracco 107
 Maserati Biturbo - Classic Choice 171
 Maserati Biturbo: Landmark Engines 084
 Maserati Coupe Trofeo 094
 Maserati Coupe/Spider Spain launch 086
 Maserati Spyder (Jodie Kidd) 126
 Maserati GranSport 120
 Maserati GranSport - at Silverstone 111
 Maserati GranSport Trofeo Drive 108
 Maserati GranSport 101
 Maserati Gran Turismo 209, 176, 172
 Maserati MC Trofeo 198
 Maserati GranTurismo Sport 177
 Maserati GranTurismo Corse Stradale 189
 Maserati GranTurismo 189

Maserati GranTurismo MC 161
 Maserati GranTurismo S Automatic 160
 Maserati GT v 3200GT v Spyder 4.2 157
 Maserati GranTurismo S 146
 Maserati Gran Turismo 144
 Maserati Quattroporte GTS 175
 Maserati Quattroporte Sport GT S 156
 Maserati Quattroporte S 149
 Maserati GranTurismo & Whisky 195
 Maserati GranTurismo Alpine Test 137
 Maserati GranCabrio 180
 Maserati GranCabrio 194
 Maserati GranCabrio Sport 189
 Maserati GranCabrio 169
 Maserati Grand Tourers 186
 Maserati Quattroporte VI 204
 Maserati Quattroporte VI in Venice 214
 Maserati Quattroporte Sport GT S 172
 Maserati Quattroporte Sport GT 125
 Maserati Quattroporte 'QP3' 123
 Maserati Quattroporte 'QP2' 122
 Maserati Quattroporte 'QP1' 121
 Maserati Quattroporte Automatica 130
 Maserati Quattroporte GT S 140
 Maserati QP Evo 196
 Maserati Quattroporte 096
 Maserati Quattroporte 091
 Maserati Quattroporte GT 119
 Maserati Quattroporte 'QP5' 103
 Maserati MC12 105
 Maserati MC12 Corse 141
 Maserati MC12 v Ferrari Enzo 158
 Maserati Ghibli (new) 211
 Maserati in Monaco 203
 Maserati Snow Driving Course 193
 Maserati Trofeo 189
 The Maserati Club 181
 Maserati GT Driving Course 154
 Maserati GT Master Course (Varano) 088
 Landmark Engines Maserati V8 152
 Maserati historian Adolfo Orsi 147
 Maseratis and Powerboats (Naples) 142
 Maserati A6GCS - Monaco Auction 132
 Maserati Classic F1 Race Transporter 112
 Maseratis at Silver Flag 104
 Maseratis in Switzerland 105
 Maserati 90th Anniversary 102

PAGANI

Pagani Zonda R 158
 Pagani Zonda F 115
 Pagani Zonda Roadster 104
 Pagani Zonda S 7.3 095
 Pagani Huayra 201

OSI

OSI 1200S 216
 Carrozzeria OSI 215
 Michelotti / OSI Ford Anglia Torino 141

SUNBEAM

Sunbeam Venezia 214

TRIUMPH

Triumph Italia by Michelotti 211

BUYERS GUIDES

Alfa Giulia 105 series 208
 Alfa Romeo Spider S4 104
 Alfa Romeo GTV6 178
 Alfa Romeo Montreal 174
 Alfa Romeo 33 111
 Alfa Romeo 75 170
 Alfa Romeo SZ ES30 167
 Alfa Romeo 164 105
 Alfa Romeo GTV (916) 152
 Alfa Romeo GTV (916) 143
 Alfa Romeo 155 201
 Alfa Romeo 145 198
 Alfa Romeo 156 102
 Alfa Romeo 156 TS 203
 Alfa Romeo 156 TI 182
 Alfa Romeo 156 GTA 160
 Alfa Romeo 147 150
 Alfa Romeo 147 114
 Alfa Romeo 166 148

Alfa Romeo 159 190
 Alfa Romeo 159 182
 Alfa Romeo Brera 165
 Alfa Romeo GT 176
 Fiat 500 (classic) 173
 Fiat 128 3P 177
 Fiat Dino Coupe 175
 Fiat Dino Coupe 239
 Fiat X1/9 157
 Fiat Spidereuropa 164
 Fiat Barchetta 151
 Fiat Multipla 113
 Fiat Multipla 202
 Fiat Nuova Panda 149
 Fiat Stilo 145
 Fiat 20v Coupe 153
 Fiat Coupes 137
 Fiat 500 (New) 181
 Fiat Panda 100HP 149
 Fiat Stilo Schumacher 208
 Fiat Bravo (2014 model) 207
 Fiat Grande Punto 184
 Fiat Croma (2006) 210
 Lancia Beta Montecarlo 161
 Lancia Delta integrale 156
 Lancia Delta HPE 169
 Maserati 3200GT 162
 Maserati 3200GT 140
 Maserati GranSport 220
 Ferrari 365 GTBB 179
 Ferrari 365 GTBB 236
 Ferrari 308 GT4 219
 Ferrari Dino 246GT 238
 Ferrari 308 GTB & GTS 241
 Ferrari 328 147
 Ferrari 348 243
 Ferrari F355 154
 Ferrari 360 Modena 240
 Ferrari F430 242
 Ferrari Mondial 197
 Ferrari 400 112
 Ferrari 412 190
 Ferrari 456 GTA 183
 Ferrari Testarossa 244
 Ferrari F40 247
 Ferrari 550 Maranello 209
 Ferrari 550 Maranello 237
 Ferrari 612 Scaglietti 246
 Ferrari 599 GTB 245

COACHBUILDERS

Carrozzeria Scioneri 218
 Carrozzeria Pinin Farina Pt 1 216
 Carrozzeria Pinin Farina Pt 2 217
 Carrozzeria OSI 215
 Carrozzeria Stabilimenti Farina 212
 Carrozzeria Scaglietti 211
 Carrozzeria Michelotti 210
 Carrozzeria Ghia 209
 Carrozzeria Siata 208
 Carrozzeria Zagato 207
 Carrozzeria Touring 206
 Carrozzeria Boano 205
 Carrozzeria Vignale 204
 Carrozzeria Frua 203
 Carrozzeria Fissore 202
 Carrozzeria Siata 195
 Carrozzeria Moretti 191
 Carrozzeria Italdesign Pt 1 232
 Carrozzeria Italdesign Pt 2 234
 Carrozzeria Fantuzzi 224
 Carrozzeria Allemano 198
 Carrozzeria Castagna 199
 Carrozzeria Bertone 200
 Carrozzeria Francis Lombardi 219
 Carrozzeria Motto 221
 Carrozzeria Viotti 222
 Carrozzeria Savio 223
 Carrozzeria Boneschi 225
 Carrozzeria Colli 226
 Carrozzeria Sibona & Basano 227
 Carrozzeria Riva 228
 Carrozzeria Montera 229
 Carrozzeria Balbo 230
 Carrozzeria Ellena 231
 Automobili Ermini 220

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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

OSI CITY-DAF

Story by Richard Heseltine



The 1960s witnessed its fair share of small concept cars; the sort of stuff that promised to foretell what urbanites would be driving decades down the line. The OSI City-Daf was one such contraption. 1966 saw the short-lived Ghia offshoot at its most prolific, the Turin-based concern having launched its handsome Ford Taunus-based 20M TS coupe in March, while its daring Alfa Romeo Scarabeo show stopper broke cover a few months later

at the Paris Salon. Rather less flashy was the City-Daf which emerged at November's Turin Motor Show where it was unveiled alongside the equally new and

obscurity-bound OSI-Fiat Cross Country off-roader.

Based on an abbreviated Daf Daffodil chassis with a 197.5cm wheelbase (205cm for the donor car), this boxy device retained the 746cc two-cylinder unit and 'rubber band' Variomatic transmission complete with V-belts and variable diameter pulleys. The car's body was styled under studio chief Sergio Sartorelli, the signature feature being its unusual door arrangement. On the left-hand (driver's) side, there was a single

sliding door that employed using a rail-and-ball system similar to those used on commercial vehicles. The reasoning behind this was simple: at a busy roadside, you would, according to the PR bumf, have to wait for there to be break in traffic before you could open a conventional door safely. With a sliding door, the problem was alleviated, if not removed entirely. On the right-hand side, however, was a normal passenger door and rear 'suicide' door. This set-up was in place to improve access and ingress for passengers entering the car from the pavement. The rear hatchback, meanwhile, was hinged in the roof panel.

Style Auto magazine reported, not altogether coherently: 'The interior echoes more or less that of the original Daf Daffodil, but the finish is more luxurious... The rear bench seat can be folded down so that the City-Daf has a noteworthy amount of room for goods. All the side glasses are sliding and various cubby holes are arranged in the doors and dashboard. The car has reversing

lights and the wraparound bumpers are covered with a band of rubber which is very useful in small bumps incurred when parking... The City-Daf is 301.5m long. In other words, [it is] halfway between the Fiat 500 and the BMC Mini. Its height is 147cm, which is most unusual for a modern car where one's hat is rarely taken into consideration.' Quite.

What happened next is open to conjecture. Following a few further show outings, the City-Daf disappeared into the ether. If nothing else, it was later immortalised in 1:36th scale by Corgi Toys as part of the famous Whizzwheels range. There were further Italo-Dutch collaborations, too, with Michelotti producing the oddly-proportioned Siluro coupe in 1968, while Moretti built a bizarre saloon car with Rolls-Royce-style grille in the early '70s which was similarly based on Daf 55 running gear. The latter is conspicuously absent from Moretti marque histories, but it currently resides in the Daf factory museum in Eindhoven.





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