

AUTO Italia

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FERRARI AT 70

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At your service

Editor Chris Rees
chrisrees@auto-italia.net
Events Director Phil Ward
philward@auto-italia.net
Photographic Editor Michael Ward
michaelward@auto-italia.net
Editor at Large Peter Collins

Contributors Keith Bluemel, Chris Chilton, Peter Collins, Elvio Deganello, Roberto Giordanelli, Richard Heseltine, Richard Bremner, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Mike Rysiecki and Phil Ward

Art Editor Michael Ward

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.net

Advertisement Managers
David Lerpiniere
david@talkmediasales.co.uk
Simon Hyland
simon@talkmediasales.co.uk
Tel: 01732 445325

Classifieds email liz.solo@ntlworld.com

Managing Director Michael Ward
General Manager Claire Prior
claire@gingerbeerpromotions.com

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CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Andrew Brady



Richard Heseltine



Mike Rysiecki



Liz Smith



This month I'm genuinely excited to have driven a car I've dreamed about for nearly 25 years: the Alfa Romeo 164 Q4. Having owned a couple of 164s, I'm a big fan of the 1980/90s Alfa saloon and I'm absolutely fascinated by the Q4. The 'Quadrifoglio 4' is the four-wheel drive version and I've been hankering to drive one ever since the Q4 was launched in 1993. It was never sold in the UK and I'd never even seen one before owner Daryl Staddon brought his immaculate example along for our photo shoot this month (see page 34).

Having now driven the 164 Q4, I can honestly say I'm besotted. Here's a car with the grip levels of a Lancia integrale, the aural majesty of Alfa's Busso 24-valve V6 engine under the bonnet and the sort of design sharpness that few saloons have ever matched. Our five-way Alfa 4x4 feature also proves, in the month that we test the new Stelvio on the road for the first time, that Alfa Romeo is no stranger to four-wheel drive – and that several all-wheel drive Alfas are absolutely brilliant drivers' cars. If only I could find a 164 Q4, I'd have it in a flash.

But if I did, I'd then have to think long and hard about to do with my other big Italian Pininfarina-styled four-door saloon. Yes, I've finally caved in and succumbed to the considerable charms of the Maserati Quattroporte. To my eyes, the fifth-generation M139 QP remains, some 14 years after its launch, one of the best-looking cars on the road. It's also a fabulous thing on just about every level, as our feature starting on page 70 hopefully demonstrates. How well the QP5 work as a car to use day in, day out, though? I'm finding out by degrees since I bought my 2007 Sport GT. Am I brave or bonkers? Maybe a little of both. Watch this space...

Chris Rees
Editor

chrisrees@auto-italia.net

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ISSUE 256

JUNE 2017



16



22



28



34



48



70

FEATURES

- 16 **Lamborghini Aventador S**
More power, four-wheel steer, sharper damping
- 22 **Ferrari GTC4Lusso T**
Is V8 power and rear-drive right for the GTC4?
- 28 **Alfa Romeo Stelvio**
To the Stelvio Pass in Alfa's new SUV
- 34 **Alfa Romeo 4x4s**
Five classics show Alfa was ahead of the curve
- 42 **Ferrari NART Panther**
A 230mph Daytona-based estate car? Yup!
- 48 **Alfa Romeo Spider 916**
We profile a great-value rag top classic
- 56 **Ferrari at 70: Part One**
Celebrating 70 years of the Ferrari marque
- 62 **Goodwood 75th Members' Meeting**
All the action, plus John Surtess remembered
- 66 **Amelia Island Concours d'Elegance**
Italian cars were the stars in the USA
- 70 **Maserati Quattroporte 5 vs 6**
Facelifted 2017 QP6 faces a 10-year old QP5

SUBSCRIPTIONS
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REGULARS

- 06 **News**
A new 'junior Quadrifoglio' Giulia arrives
- 80 **Classifieds**
Find your perfect Italian car here
- 92 **Back Issues**
Every car we've ever featured
- 98 **Obscurati**
Elvis had one: the Murena 429GT

NEWS & VIEWS

Veloce peps up Giulia range



A new Veloce version of the Alfa Romeo Giulia has been launched in the UK, slotting in between the Speciale and the Quadrifoglio.

With 280hp at 5250rpm and 295lb ft of torque at 1750rpm, it's considerably more potent than the existing 200hp 2.0 petrol model. 0-62mph takes 5.7 seconds and the top speed is 149mph, while fuel economy is claimed at 46.3mpg.

As with all UK Giulias, the Veloce uses a ZF eight-speed automatic gearbox. But while the Veloce is offered in continental Europe with Q4 four-wheel drive, the UK is only receiving a rear-wheel drive model.

The Veloce can be recognised by its Quadrifoglio-esque front bumper with enlarged side air intakes, bigger brakes, new rear bumper with diffuser, chrome exhaust tips, gloss black window surrounds and bi-xenon headlights. It also gets 18-inch 'Turbine' alloy wheels and leather seats and can be ordered in Misano blue paint (exclusive to the Veloce).

The Giulia Veloce is available to order now, priced at £37,935. You can add an optional Performance Pack for £1950, with aluminium gearshift paddles for the steering column, Q2 limited-slip diff and active suspension.



FIAT 500-60TH CELEBRATES DIAMOND JUBILEE



Fiat's new 500-60th special edition convertible marks the 60th anniversary of the original 500.

Features include 'Dolcevita' duo-tone paintwork – a white main body and pastel ivory bonnet and pillars – plus a grey fabric roof. Chrome mirror covers, vintage Fiat logos, '500-60th' badging and special diamond white 16-inch alloy wheels pay homage to the original Fiat 500.

Inside is a bordeaux vinyl dashboard, ivory leather seats with contrasting bordeaux piping, ivory leather gearknob, bespoke floor mats and '500-60th' kickplates.

The 500-60th is available with three engines: 1.2-litre 69hp, and 0.9-litre TwinAir with either 85hp or 105hp. Some 250 units will be sold in the UK, the first 60 of which have an individually numbered plaque. Deliveries start from 4 July, with prices from £19,240 to £21,000.

ABARTH 595 TROFEO

Abarth's new 595 Trofeo model is the UK version of the 595 Pista, shown at the recent Geneva Show.

Based on the 595 1.4 TJet 160hp, it has a Record Monza exhaust system as standard. Five paint colours are on offer – Abarth Red, Gara White, Campovolo Grey, Record Grey or Scorpione Black – while the air dam inserts and wing mirrors can be in either yellow, black or red. The look is completed with 17-inch matt black 'Formula Alloy' wheels. The 7-inch Uconnect infotainment system allows the owner to load up European race tracks and time your laps. Prices start at £17,290 for the hatchback version, rising to £19,290 for the cabriolet.



The current Abarth 124 Spider and 595 range will be available to drive on track, while you can also experience the track in your own Abarth. More info can be found at abarthcars.co.uk/scorpianship



ABARTH DAY 2017

Abarth Day – the world's largest Abarth gathering – is back for 2017. Touring seven different countries this year, the UK date is set for 20th May 2017. The one-day event at Rockingham Motor Speedway celebrates both modern and classic Abarth cars.





HALT - HURACÁN!

Motorway speeders will be conceding defeat to a new foe of the autostrada now that the Italian Highway Patrol has taken delivery of a Lamborghini Huracán Polizia.

The police version of the Huracán is painted in official Police Medium Blue with white highlights and lettering, plus stripes that echo the Italian flag. The tyre sidewalls are also tinted in Police Medium Blue.

Other unique features include an on-board computer tablet; recording equipment; gun holster; portable extinguisher; VHF radio; and

hand-held stop signs.

This is the second Huracán delivered to the Highway Patrol. It will be based in Bologna and used for regular police operations and urgent blood/organ deliveries. The front luggage compartment houses a fridge for organs and the Huracán also has an on-board defibrillator.

It follows the Gallardo Polizia that Lamborghini made in 2009, which is now on display at the Highway Patrol Auto Museum in Rome.



SENNA EXHIBITION OPENS AT LAMBORGHINI

A new Ayrton Senna exhibition has opened at the Lamborghini Museum in Sant'Agata Bolognese.

In attendance at the inauguration were Mauro Forghieri and Daniele Audetto, who were present at Senna's 1993 test drive in a Lamborghini-engined McLaren at Estoril.

Every race car ever driven by the Brazilian champion is on display, from his debut outing to his tragic accident. The exhibition is open daily from 12 April to 9 October alongside the Lamborghini Museum's permanent collection.



ITALIANS AT SILVERSTONE



There will be plenty for Italian car lovers to see at this year's Silverstone Classic, 28-30 July 2017. The three-day classic racing festival will be bigger than ever, with over 1000 race entries and 10,000 classic cars on display.

Two special anniversary events this year are 60 years of the Fiat 500, and 50 years of the Ferrari Owners' Club, which will show 70 years of Maranello favourites. Also on show will be a Martini-liveried Jaguar XJ220 raced by Gianni Giudici in the 1993 Italian GT Championship.

Italian cars will be well represented throughout the race grids and in club displays, too. Look out for a yellow Ferrari 512 M and a similarly hued De Tomaso Pantera in the GT races. For more information, visit www.silverstoneclassic.com

2nd Targa Sicilia

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AUTOMOBILE CLUB PALERMO

The *Country Lane Tours* Targa Sicilia last May, tying in with celebrations marking the 100th running of the Targa Florio and the 110th anniversary of its inception, was voted a tremendous success by all participants. The event was oversubscribed so it will run for the second and last time in 2018, with entries restricted as previously to fifty cars.

Starting with the overnight ferry from Genoa, the tour begins with two nights in Villa Igia, a stunning hotel overlooking the bay of Palermo and originally owned by the Florio family.

Small car, small engine - no problem!

From Palermo the tour follows the coast to halts in Mazara del Vallo, Agrigento (Valley of the Temples), Ragusa (Montalbano country!), Siracusa and Taormina before skirting Mount Etna and calling in at Autodromo di Pegusa on the way back to Cefalu and the ferry.



With brilliant driving roads, including the Targa Florio itself, stunning scenery, and numerous amazing attractions, this is a holiday of a lifetime with your vintage or classic car, especially as you can drive the Targa Florio route and Automobile Club Palermo will be opening up the Floriopoli Pits and museum especially for us.

To receive a full detailed information pack, including a **FREE DVD** of last year's tour, email your postal address to countrylanetours@gmail.com or call Ian on 01824 790280, but hurry as entries have already been received, including one from a participant last time!



POGEA DEBUTS 400HP ARES

German tuner Pogea Racing has unleashed a 400hp Abarth 500 called the Ares. The tuned 500 retains a 1.4-litre engine but it's massively reworked, in conjunction with Abarth specialist Enrico Scaravelli. The block has been strengthened and there are now forged pistons, a new crank, more aggressive cams, bigger exhaust valves and a mighty turbo. Peak torque is up to 328lb ft. Weighing 977kg, 0-62mph is reached in 4.7 seconds and the top speed is 178mph.

The chassis receives fully adjustable KW Clubsport suspension, bigger brakes and Michelin Pilot Super Sport tyres. A wide body kit covers the broader track (by 48mm both ends) and can be had in either carbonfibre or glassfibre. It's pricey, though: the mechanical changes cost 62,000 euros, with the body kit adding a further 21,000 euros. Pogea says it will only make five examples.

AROC LAUNCHES PARTS SERVICE

The Alfa Romeo Owners Club (AROC) has launched a new spare parts service. This will enable owners to continue to use official Alfa Romeo parts on their cars after dealers have ceased to stock them.

The service also offers discounts on official parts to AROC members. Parts can be posted both to UK and overseas addresses, or a collection service is available from West Yorkshire.

"The parts service is expected to complement existing suppliers and fill a gap in the market, not to compete with any other supplier," comments AROC.

For more information, please visit aroc-uk.com

FIAT 500 HIRE WINS AWARD

Fiat 500 Hire has been named Wedding Transport Supplier of the Year at the Bridebook Wedding Awards 2017.

"The Fiat 500 is the ideal wedding car if you're looking for something cute and quirky - it brings a smile to so many faces," says Olivia Gauch, owner of Fiat 500 Hire. "One of our cars was featured in the international Christmas advertising campaign for the Italian make-up brand Kiko Milano."



BEPPE VOLTA DIES

Rally driver, preparer and instructor, Giuseppe 'Beppe' Volta, has died aged 71 in a car accident. Following a collision with another car on the Turin-Milan road, Volta was hit by a Mercedes that killed him instantly.



Beppe Volta began his career in the 1960s and worked with many eminent drivers, including Ayrton Senna. He prepared competition cars for Osella until 1969 but then started his own business. He focused on the sport-prototype racing classes until the mid-1970s when he moved into rallying, scoring notable success with the Fiat-Abarth 131. In the mid-1980s, Volta-prepared Lancia Rally 037s dominated competition in Italy. After the demise of Group B, Volta continued his work with the Lancia Delta integrale among many others.



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RACE RETRO & LONDON CLASSIC CAR SHOW / HISTORIC MOTORSPORT INTERNATIONAL

Story by Mike Rysiecki



During the last weekend of February, UK classic car and racing fans were treated to two simultaneous but quite different classic and motorsport pre-season events.

Race Retro returned to Stoneleigh in Warwickshire for its 15th year serving historic motorsport, while the London Classic Car Show introduced its inaugural Historic Motorsport International show at London's ExCel Centre.

While the London event featured many expensive, prestigious investor and collector cars, plus a newly added motorsport section, Race Retro was an altogether more gritty and participatory affair, with the emphasis very much on current competition.

Both events had their share of celebrity visitors. Ari Vatanen, Markku Alen, Russell Brookes and the irrepressible Barrie 'Whizzo' Williams were at Race Retro. In London, attendees saw and heard from Jacky Ickx and Quentin Willson.

Each event provided its own brand of live action. An outdoor rally stage in Stoneleigh showcased 80 Group A, B and C cars twice daily. London hosted indoor runs for themed 'Top 10' groups of cars parading up and down its 'Grand Avenue'.

Italian car interest in London was enhanced by a reported £120 million worth of 21 rare and historic Ferraris, topped by a 250 GTO. Abarth was present with new and classic 124 rally cars and it announced an English language version of the website www.fcaheritage.com, dedicated to the history of Alfa Romeo, Fiat, Lancia and Abarth, which goes live shortly.

Over at Race Retro, our own *Auto Italia* stand provided a main hall focal point around which the cognoscenti could gather. A

variety of Italy's finest were spread throughout the show, including a newly renovated 'hi-lift' Fiat 131 rally car.

Another highlight was a beautiful red Alfa Romeo Giulia Sprint Speciale, similar to the car featured in the April 2017 of *Auto Italia*, on the stand of the Federation of British Historic Vehicle Clubs. On loan from classic touring specialist, HERO Events, the rare Alfa was proof positive of the importance of the Italian classic vehicle community in the UK.



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*Average saving 37.12% against customers' renewal premiums where disclosed. (Source: OpenGI Management Information Jan-Oct 2016).

"...the service I receive from CKI is always excellent."

I have 6 or 7 cars with CKI and the rest with other brokers. It's fairly well known that I change cars frequently and the service I receive from CKI is always excellent. I recently changed the registration number on one of my cars; a simple 2 minute telephone call (including queue time) to CKI had it sorted and the new certificate emailed to me immediately. The cost - £0.00. I have two identical non-Alfa cars, the CKI premium is £280 and the [competitor's] premium is £400. In my personal experience the CKI offering is superb.

Chris, Alfa Romeo Owners Club UK

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S Express

With extra power, four-wheel steering and adaptive damping, the new Lamborghini Aventador S has moved its game up a notch. But is it good enough to hatchet rival hypercars?

Story by Chris Chilton
Images by Lamborghini





Remember when a V12 Lamborghini was the pinnacle of the supercar world? When the Miura, Countach and Diablo were the meanest mid-engined cars money could buy? It's been a while, to be honest. These days the Aventador occupies its own niche, bridging junior supercars like the Huracán and £1m+ hypercars like the LaFerrari, McLaren P1 and Bugatti Chiron.

And while it still has a V12 engine – one of the very few left in the supercar world – and scissor doors to remind you that it's something special, the pace of supercar development means Lambo has had to refresh its big gun supercar to keep it relevant. Or as relevant as a 700+hp two-seater with daft doors and the emissions rating of a Chinese power station can be.

Which is how we come to be driving the rebooted Aventador, the new Aventador S. That little 'S' suffix has been used several times over the years by Lamborghini to denote improved versions of cars like the Miura, Countach and Islero. And, as with those cases, the Aventador S replaces the original Aventador, rather than appearing alongside it like the limited edition track-focused Aventador SV of 2015. What it brings is a faster, more aggressive-looking advance on 2011's original, and one with a neat little trick up its sleeve: four-wheel steering.

First let's deal with the styling cues that'll help you tell old from new if you're ever shooting the breeze outside Harrods. At the front there's a new bumper into which has been carved one giant air intake that runs the full width of the nose, with a raised central section to make the leading edge of the bonnet appear even closer to the ground. There's a definite shark-like look – and even a pair of inverted shark fins, one at either end of the bumper, to reinforce the suggestion.

Moving backwards, we pass a set of gorgeous fine-spoked forged alloy wheels (whose 6kg weight saving helps offset the extra mass of the four-wheel steer hardware) and a discrete sill extension. The tail is dominated by a huge diffuser and new triangular-shaped triple tailpipe. There's more blackout paint on the rear bodywork sections, including the number plate areas and the section above it where the Lamborghini badge is mounted. Overall, the effect is of a much lower, wider, leaner Aventador. And one that looks almost as tough as the SV, despite lacking the SV's towering rear spoiler.

But there's more than simply vanity going on here. Those changes result in 130 per cent more downforce, though whether you'll actually notice any of that on the road at legal speeds is debatable, of course. If the performance figures are anything to go by, you might not notice the 40hp increase in power either. Changes to the valve timing and intake system help lift power from 700hp to 740hp, compared with 750hp for the SV, while the rev limit is increased by 150rpm to 8350rpm. According to Lamborghini, the 2.9sec 0-62mph time and electronically limited 217mph top speed are unchanged from the previous non-S car.

Yes, it seems pretty churlish to complain that this year's sub-3sec 0-62mph time is no quicker than last year's – we can probably all agree that 2.9sec to 62mph is still absurdly rapid. But the fact is, the Ferrari 488 GTB – a car supposedly from the class below – is almost as quick to that yardstick, and 0.5sec quicker to



124mph, which is where you might expect the big V12 to be asserting its advantage.

However the turbocharged Ferrari can't compete in more emotive aspects of performance. There's more to a great engine than simply hurling you up the road faster than any other, fun though that can be. What the naturally aspirated Aventador's V12 delivers is a throttle response sharper than any modern turbocharged V8 supercar. There's no lull when you plant your foot down, no waiting for turbos to spool up, just an instant and shockingly visceral increase in acceleration – and sound.

Besides soggy-throttle syndrome, one of the downsides of today's turbo engines is their inability to match the great intake sound of a classic naturally aspirated motor. Everyone likes a great exhaust growl, but often that's more fun for the people on the pavement than those inside the car. Although cars like the 488 do make plenty of volume, it's all bass-heavy stuff and a bit one-dimensional. The screaming Lambo V12 has no such disappointments.

Until now, the Huracán has embarrassed its stiff-riding big brother by featuring adaptive dampers and a modern dual-clutch paddle-shift transmission. That situation is partially rectified now with clever second-generation magnetorheological shocks fitted to the Aventador's racing-style pushrod suspension. The difference is profound. There's a reduction in body roll, but the real benefit is the extra layer of sophistication when it comes to tackling broken surfaces. More composure might not sound sporty, but it means extra opportunities to keep your foot down.

The really big news, though, is four-wheel steering. You might be familiar with this concept from 1980s/90s Japanese cars or recent Porsche 911s. At low speeds, the wheels turn the opposite way to the front, and at higher speeds they move the same way.

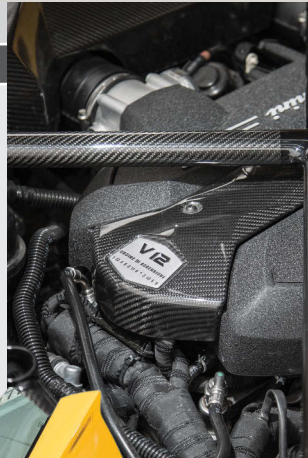
The tail is dominated by a huge diffuser and triple triangular tailpipe. The 'S' looks lower, wider, leaner



TECHNICAL SPECIFICATIONS

LAMBORGHINI AVENTADOR S

ENGINE:	V12 naturally aspirated
CAPACITY:	6498cc
BORE X STROKE:	95x76.4mm
COMPRESSION RATIO:	11.8:1
POWER:	740hp @ 8400rpm
TORQUE:	690Nm (509lb ft) @ 5500rpm
TRANSMISSION:	Seven-speed automated manual, four-wheel drive
BRAKES:	Ventilated carbon ceramic discs, 400mm (f), 380mm (r)
TYRES:	255/30 ZR20 (f), 355/25 ZR21 (r)
DIMENSIONS:	4797mm (l), 2030mm (w), 1136mm (h)
KERB WEIGHT:	1575kg (dry) – est 1670kg with fluids
ECONOMY:	16.7mpg
0-62MPH:	2.9sec
TOP SPEED:	217mph
PRICE:	£271,146



Thus far, no one has pushed this tech as far as Lamborghini has: the technology works over a wider operating range than rivals, delaying the switch from counter steering to in-phase steering at a relatively high speed (above 50mph). And compared to rival systems, this one applies more rear-steering angle – up to 1.5 degrees counter-steering, mimicking a huge 700mm wheelbase reduction – as well as 3 degrees in-phase, to promote stability at high speeds and replicating a 500mm stretch between the axles. It also works right throughout the speed range, from 1mph to the 217mph maximum.

Despite the scissor doors, the screaming V12, the carbon chassis and the promise of its inboard pushrod suspension, in the final reckoning, the original Aventador was nowhere near as much fun to drive as a Ferrari's more prosaic-looking front-engined F12. It had a stiff ride on the road and was also quite understeery on track. It never gave you the tools or the confidence to get past such behaviour.

The new 'S' is on a different plane. If not perfect, it finally drives like you always imagined it would. Having spent a morning driving on track, and an afternoon hacking through some excellent Spanish mountain roads, we can tell you that not only is the Aventador S much more fun to drive than the original version, it's also arguably even better than the Aventador SV. The latter is far less keen to change direction, relying heavily on the stick of its Corsa rubber. After following





Lamborghini's muscle-bound test driver Mario in his SV and watching him struggle to get the nose turned in, he admitted that our S cars were all on standard P Zero rubber because otherwise he wouldn't have been able to stay out front. And that's purely a reflection of the car's ability, not mine...

You can still make the nose wash wide on really tight corners if you're clumsy and climb on the throttle too soon. But you can also trim your line with the throttle, trail-brake into corners, and push the tail out a little on the exit.

That's on the track. On the road, the four-wheel steer benefits are even more pronounced: it feels lighter, shorter and narrower. The combination of four-wheel steering and a variable-ratio steering rack means tight bends need half the arm effort they did before. You can definitely feel the rear steering at work on slower corners, your gut getting that yawing sensation of a car sliding, even though it's definitely not. But you quickly get into a rhythm and become convinced it's a giant leap forward.


It's a shame that the transmission hasn't made the same giant leap. It's still the same old single-clutch paddle shift 'box, and still painfully slow at swapping gears in Strada mode, and comically brutal in Corsa. As before, a third mode, Sport, provides the best blend of talents, and also the most rear-biased playful handling because it apportions up to 90 per cent of power to the back wheels.

Meanwhile, a new fourth driving mode allows you to choose your preferred combination of suspension and

drivetrain settings for the first time. Most German companies call this 'Individual' or something like that. Lamborghini has gone for EGO.

That sums the Aventador up perfectly, because owning and driving one of these cars is all about polishing your ego, and there's nothing wrong with that. You go into it knowing you could have spent less on a more cohesive package, because even by supercar standards, the Aventador S remains flawed. There's not enough headroom, the single-clutch transmission feels light years off the pace, and since we're talking about pace, cars from the class below, like McLaren's new 720S, are actually quicker and cost less.

But when you hear that V12 roar and feel the savage punch of a Corsa-mode gearchange at the 8500rpm limiter, you're reminded that there's still something very special about a Lamborghini V12 supercar. And in S form, it's a substantially better supercar than the original, meaning it fully deserves to be a success. That's almost assured – the Aventador sold more in its first five years than the Murciélago did in its entire near-10-year production run.

But that kind of growth is nothing compared to the sales explosion Lamborghini is going to have on its hands when the new SUV appears in 2018. New boss Stefano Domenicali talks of it doubling the factory's current 3500-a-year output, shifting the focus away from the supercar heartland. But if the extra revenue generated gives Lamborghini the resources it needs to evolve cars like the Aventador, on whose shoulders its reputation stands, that's fine by us. 

The wail of the V12 in Corsa mode is a sound – and a feeling – that's unlike any other hypercar's





Ferrari 250 Lusso Berlinetta

PRODUCTION 1962-64

The 250 Lusso Berlinetta could be judged as one of the most beautiful Ferrari models ever to come out of the factory in Modena.

Styled by Pininfarina. Introduced at the Paris Salon in 1962, named "Lusso", Italian for luxury. Built on a short wheel chassis similar to the 250 short wheel base and GTO models, powered by a V12 3.0 litre engine with a three-Weber twin-choke carburettor set-up, giving a maximum top speed of 150 mph.

Production ceased in 1964 and was the last of the Ferrari 250 series road cars.

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Images courtesy of John Mayston-Taylor collection

Eight Expectations

Ferrari is breaking with tradition with its new GTC4Lusso in 'T' guise. With a turbocharged V8 engine and rear-wheel drive, is it a shadow of the V12 4x4 model or a stroke of genius?

Story by Andrew Brady
Photography by Ferrari





What has the GTC4Lusso T got in common with Ferrari's 208 GTB and GTS of 1980? They're both, in a way, a bit of a tax-dodge. The 208 used a 2.0-litre V8 engine, one of the smallest V8s ever made. It may have been slower than the 308 but it saved Italian owners a lot of tax. Even so, the 208 sold in tiny numbers.

Ferrari has largely stuck with its traditional route of offering continent-crossing coupes with a V12 in the front, while its sports cars are powered by a mid-mounted V8. Sure, there are exceptions (the LaFerrari, for a start, and its heroic mid-engined V12 ancestors), but it's rare that Maranello offers one model with a choice of V8 and V12 engines. Until now.

Apparently not everyone needs or wants the security offered by the GTC4Lusso's four-wheel-drive system and – traditionalists look away now – some aren't even fussed about having a stonking great 6.3-litre V12. In certain countries, however (China, for example), tax rules make it extremely expensive to buy a V12 GTC4. That's why Ferrari has decided to offer it with a detuned version of the 488 GTB's turbocharged V8.

Tweaks include new pistons and conrods made in high-resistance alloy, along with a more efficient intercooler and a new intake system. The exhaust has been tweaked to reduce pressure loss, while an increased diameter of 70mm improves response and provides a more tuneful sound.

Power is down to 610hp (60hp less than the 488), meaning the four-seat grand tourer can hit 62mph in 3.5 seconds. Yes, fact fans, that's a whole tenth of a second slower than the V12. Top speed is 'more than' 199mph. Obviously, it's more efficient than the V12, too – returning a combined 24.8mpg and, sticking with the same 91-litre fuel tank, a 30 per cent increase in range.

Now the facts are out of the way, let's take a moment to savour just how extraordinarily good looking the GTC4Lusso T is. Visually, the only difference from the V12 is its new 20-inch forged alloy wheels and, looking closely, the exhaust tips. Only anoraks will be able to separate it from the full-fat model when it's parked up.

My first glimpse of the GTC4Lusso T in the wild (as opposed to under the lights at the Paris Motor Show where it made its debut last year) is in the central square of the historic walled town of Monteriggioni, Tuscany. Ferrari has lined up a row of Lusso Ts in a variety of colours, including the gorgeous Rosso California and Blu Tour De France. Unfortunately, my name's on the Bianco Italia one – a little close to hire-car white for my liking but it's anything but bland in appearance. The shooting brake shape looks incredible, and the quad-circle rear lights are things of beauty. Inside, my car has contrasting blue trim – a bit 1990s Ford Mondeo, but nothing I can't live with for a couple of days in Italy.

A 10.25-inch HD touchscreen sits in the centre of the dash, while our test car is fitted with the optional passenger display – great if your passenger is the type who'll encourage fast driving; not so great if they're a bit nervous.

Any concerns over the sound of the V8 are partially put to one side upon hitting the steering wheel start button. Ferrari has taken feedback on board: grand tourer buyers don't necessarily want their neighbours to be woken when they start the engine at the crack of dawn. So the exhaust baffles remain closed, as they will until around 3000rpm, meaning the V8 makes a quiet purring sound rather than an ostentatious bark.

Threading the GTC4Lusso T through the arches of the town's wall, I find myself wishing Ferrari had downsized the car as well



as the engine. This thing is big, like the regular GTC4Lusso – slightly short of five metres long and nudging two metres wide. One journalist joked on the launch, “Why can’t Ferrari sell a three-quarter scale GTC4Lusso T? That’d be brilliant.”

And he’s right, it would be, but it wouldn’t boast the same practicality as the GTC4. That might not be the core appeal of a Ferrari, but it does make it slightly easier to justify when you can fit the kids in the back and all your kit for a weekend away in the boot (Ferrari will, of course, sell you a complete luggage kit to help out, for a price).

A bit like the engine, don’t think added practicality means ‘watered down’, however. You still sit low down, with a performance-rather than comfort-focused interior. Adults can fit in the rear, but they won’t thank you for making them stay there for long.

Back to the driver’s seat and, on open roads, the GTC4 Lusso T is nothing less than utterly captivating. There’s no denying the engine feels a little peculiar at first. It’s not as extreme as it is in the 488, and there isn’t the same cacophony of noise as you chase the revs around the dial. You can leave it in full automatic mode and cruise around if you



so wish, but it's a little too keen to change up early for maximum fuel economy. And that's not what driving a Ferrari is all about, so we'd recommend taking control via the steering wheel paddles and enjoying the full 7500rpm range before the limiter kicks in.

In truth, if the V12 weren't available, we'd have very few qualms about the V8. Turbo lag just isn't a concern: it'll take off in any gear and you can enjoy spirited driving without worrying about keeping it on boost. For enthusiasts, there is that nagging feeling that the V12 would just be that little bit more characterful, though.

But what about the rear-wheel-drive setup? Does that make it feel livelier than the four-wheel-drive V12, or is a bit of a handful? In truth: neither. The standard-fit 295mm rear rubber provides incredible grip, and you'll never come close to reaching the limit on public roads unless you have a death wish. The steering is, typically, beautifully direct. Indeed, it's almost too direct for motorway cruising, when it feels extremely eager to fidget around within the lane.

Rear steering helps its nimble handling, while the third-generation Side Slip Control system is designed to make you feel like a



TECHNICAL SPECIFICATIONS

FERRARI GTC4LUSSO T

ENGINE:	3855cc V8 twin-turbo petrol
BORE X STROKE:	86.5mm x 82mm
COMPRESSION RATIO:	9.4:1
POWER:	610hp @ 7500rpm
TORQUE:	760Nm (561lb ft) @ 3000-5250rpm
TRANSMISSION:	Seven-speed auto, rear-wheel drive
SUSPENSION:	Magnetorheological (SCM-E)
BRAKES:	Ceramics all round
TYRES:	245/35 ZR20 (front), 295/35 ZR20 (rear)
DIMENSIONS:	Length/width/height: 4922/1980/1383mm
KERB WEIGHT:	1865kg
0-62MPH:	3.5sec
TOP SPEED:	199mph
FUEL CONSUMPTION:	24.8mpg (combined)
CO ₂ :	265g/km
PRICE:	£199,285



hero on track. It measures the car's slip angle and uses an algorithm to tweak the electronic dampers along with an e-diff in the rear axle to counter understeer or oversteer, and even provoke a degree of sideways-ness. There's no track mode on the 'manettino' dial for maximum hoon, but you can stick it in 'bumpy road' mode for the ultimate cross-country setup. Meanwhile the standard-fit ceramic brakes bring all 1865kg of the Lusso T to a stop very quickly, provided you give them a little time to warm up.

The GTC4Lusso T definitely errs on the firm side and, while the bumpy road mode makes things slightly more bearable, don't expect Range Rover levels of comfort. Ultimately, it's still a Ferrari that puts outright performance and driving pleasure over everything else – even if you can just about squeeze your family in.

VERDICT

During the pre-drive indoctrination on the GTC4Lusso T's media launch, Ferrari showed us a stock picture of smiling 30-somethings and explained this is the target audience for its new turbo four-seater. They'll use their Lusso T every day, Ferrari's media chief explained, mostly around the city where grip conditions are high – while the odd 'getaway' weekend won't phase the car, either. Unless they head to a ski resort, in which case they're better off buying the four-wheel drive V12.

But that's almost doing the GTC4Lusso T a disservice. Yes, many enthusiasts would prefer the V12 but, equally, most of us would be very happy to drive the V8. Its performance is nothing less than incredible, and sending power to the rear wheels only doesn't upset that delicate Ferrari balance.

Indeed, for its target market it's possibly a little too focused. It jitters around on its standard 20-inch alloys, and its rear seats are far from being accommodating. But on the right roads, or even track (not that we've had the pleasure), it does a very good impression of a 488 shooting brake. Buy one and we doubt it will feel like a compromise. 🇮🇹



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Mountain Magic

We head for the highest road in Italy – the Stelvio Pass – to test Alfa's new SUV whose name it shares. How does the Stelvio perform on some of the toughest tarmac in the world?

Story by Chris Rees
Images by Alfa Romeo





The corner tightens. I've clocked the drifts of snow to either side of the road, but suddenly the white stuff is spilling on to the tarmac. This could get interesting.

The front end digs in, then slides a little; but almost immediately I feel a gentle but firm tug from the front wheels as torque is bundled towards the nose. Within a fraction of a second, the car has got its act together and it's back on line. This isn't a machine to be fazed easily.

I'm in the high Alps to test the new Alfa Romeo Stelvio. We've already driven Alfa's SUV on the track, at Alfa's Balocco test facility – an interesting exercise but ultimately of scientific value only; I wonder how many owners are ever going to use their Stelvio on track. No, what we really want to know is how it performs in the wild, on public roads. In the altitude of the Alps, here's my chance.

A stunningly sweeping road heads up from the Swiss valleys towards the Italian border. Eventually I reach the intersection I've been seeking: the turn-off to the mythical Stelvio Pass. This is Italy's highest road, the second-highest in Europe, and a place of holy pilgrimage for anyone who likes twisty roads; over its 13 miles it packs in no fewer than 75 hairpins. I've just passed a Jaguar engineering team testing one of Alfa's rivals, the F-Pace – no surprise there, as Stelvio is still the number one place for manufacturers to prove brakes in real-world conditions.

This is the dream test: taking Alfa Romeo's new Stelvio SUV to the place that gave it its name: the Stelvio Pass. But as soon as I follow the signpost, my heart sinks. There ahead of me is a yah-boo-sucks placard declaring: Passo Chiuso – Fermé – Geschlossen. Buggery – the Stelvio Pass is closed. It was a vain hope, I suppose: the road is so high that it's enveloped in snow from October to June. I have to satisfy myself that at least I've got as far as the Stelvio National Park, if not the pass itself.

Luckily there are plenty of other epically entertaining roads around Stelvio that make up for the closure. The road from St Moritz in Switzerland to Bormio in Italy via Brusio, for instance. I suspect it might be more traffic-light than the legend that is Stelvio, too.

Whatever, this is the perfect location to test the new Alfa. The first impressions as we wind out of St Moritz are encouragingly favourable. As there's quite a bit of snow in the Alps, we're on winter tyres, so some of what I say has to be tempered by that fact –

but to be honest, no excuses are necessary. By SUV standards, Alfa's is a revelation.

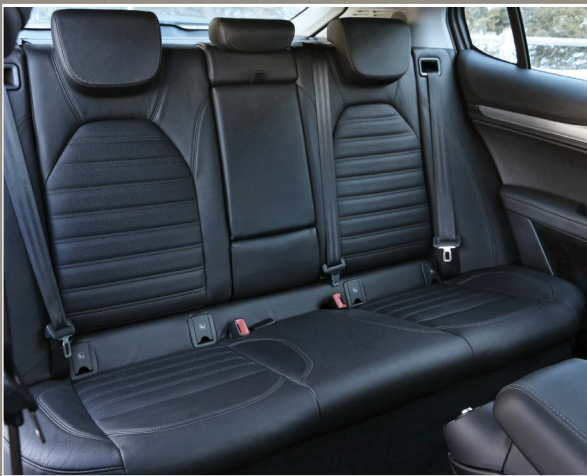
As I snake through hairpins and sweeping bends, turn-in is confidence-inspiring. Moreover, the Stelvio is tackling corners in a pretty flat stance – yes, there's body roll, but not much for a high-riding SUV. Once you're into a bend, it keeps its line superbly, with a touch of understeer as you put the power down. That's in part down to the fact that the Stelvio shares the same roll axis as the Giulia, as well as its perfect 50/50 weight distribution. Normally all the power goes to the rear wheels but it can send up to 50 per cent to the front ones when necessary. An optional mechanical self-locking rear diff can transfer torque to the wheel with most grip to maintain traction, too. And special long-stroke dampers keep the ride quality surprisingly compliant.

The steering feel is secure and chunky. It's also extremely fast-acting for an SUV – I suspect some drivers may find the steering ratio too quick but for keen drivers, it's an absolute treat.

The Stelvio has no adjustable damper button so you can't play with any suspension settings – which is a shame as most of its rivals have this option. But you do get Alfa's rotary DNA dial with three modes – Dynamic, Natural and Advanced Efficiency – which alter the steering response, braking and electronic control systems. There's even a pukka hill descent control system for off-roading.

Two engines are available at launch. You can choose between a 280hp 2.0 petrol turbo or a 210hp 2.2 diesel (well, Alfa describes it as 2.2 but it's actually nearer 2.1 litres). Each of these engines can be specified in the Giulia in continental Europe but over in the UK we can't get Giulias with these powerplants yet, so this will be my first experience of either.

I start off in the 280hp petrol. From cold, it sounds rather clattery – a bit like a diesel. In fact, it's so much like a diesel that I actually stop the car to check, via the fuel filler, that I haven't picked up an oil-burner by mistake. No: it is fuelled by 95RON. The other clue is that it revs higher than the diesel, but not by much – it goes to 6000rpm only. But you really don't need to rev this engine hard because peak torque of 400Nm (295lb ft) is delivered at a diesel-like 2250rpm. In raw performance terms, the petrol engine offers the sort of urge that will embarrass quite a few sports cars: 0-62mph takes 5.7 seconds and in-gear acceleration is very lively indeed. You can boast about the





On slippery roads the 4x4 system comes into its own. Turn-in is sharp and handling confidence high

standard-fit carbon driveshaft to your mates but I have to say they might not be so keen about the exhaust note; the sounds isn't bad but it's hardly the stuff of dreams. At least the petrol Stelvio has refinement in its favour, although there's some wind noise at speed from the large door mirrors.

The diesel is a surprisingly eager performer, too, capable of 0-62mph in 6.6 seconds. It's notably noisier under acceleration than the petrol engine but the turbocharger gives it an impressive spread of torque, and its balancing countershaft ensures smoothness.

The ZF eight-speed automatic (there's no manual option) works superbly. In full auto mode, it changes with a smoothness and rapidity – especially in Dynamic mode – that beats any manual transmission. Optional large metal paddles behind the steering wheel allow easy and quick gear shifts by hand, too.

As for braking, the Stelvio benefits from being the first car in its class to have brakes that combine stability control and an electronic/mechanical servo. As a result, the brake pedal is wonderfully responsive and powerful, but you do need to be a little circumspect: I found it all too easy to lock the wheels when braking hard into bends, but easing off the pedal fixes such skids easily enough.

Like the Giulia, the Stelvio's cabin is a triumph of design, allure and comfort. The twin cowled dials evoke memories of Alfa greats of the past, and there's a distinctly 'premium' feel with a lot of high-end materials – occasionally spoilt by the odd disappointing edge of hard plastic. The infotainment system in all Stelvios is an 8.8-inch touchscreen that can be controlled by touch, a rotary pad or voice recognition. Sadly its letterbox format makes it feel small compared to most

TECHNICAL SPECIFICATIONS

ALFA STELVIO 2.0 PETROL

ENGINE:	4-cyl petrol turbo
CAPACITY:	1995cc
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	10.0:1
POWER:	280hp @ 5250rpm
TORQUE:	400Nm (295lb ft) @ 2250rpm
TRANSMISSION:	ZF 8-speed auto, four-wheel drive
SUSPENSION:	Double wishbone (front), multilink (rear)
DIMENSIONS:	4687/1671/1903mm
KERB WEIGHT:	1660kg
TOP SPEED:	143mph
FUEL CONSUMPTION:	40.4mpg
CO ₂ :	161g/km
0-62MPH:	5.7sec
PRICE:	From £40,000 (est)

2.1 DIESEL

ENGINE:	4-cyl diesel turbo
CAPACITY:	2143cc
BORE X STROKE:	83mm x 99mm
COMPRESSION RATIO:	15.5:1
POWER:	210hp @ 3750rpm
TORQUE:	470Nm (346lb ft) @ 1750rpm
TRANSMISSION:	ZF 8-speed auto, four-wheel drive
SUSPENSION:	Double wishbone (front), multilink (rear)
DIMENSIONS:	4687/1671/1903mm
KERB WEIGHT:	1659kg
TOP SPEED:	134mph
FUEL CONSUMPTION:	58.9mpg
CO ₂ :	127g/km
0-62MPH:	6.6sec
PRICE:	From £37,000 (est)




rivals; but the big colour LCD instrument display ahead of the driver is beautifully clear and changes according to the DNA mode selected; you can even check what lateral 'g' force you're pulling.

The Stelvio boasts everyday practicality in abundance. Front seat accommodation is very generous and things are pretty good in the back too. The boot is generous at 525 litres and it's easily accessible thanks to the electric tailgate; folding the rear seats is a cinch too.

What else? Visibility is good to the front but very poor to the rear, especially your over-the-shoulder vision, and subjectively the Stelvio feels very bulky. And I really don't like the engine stop-start system, whose restarts can be unpleasantly jerky.

VERDICT

Whatever you think of SUVs – and I admit I'm not the world's biggest fan – Alfa Romeo makes a wonderfully convincing case for you to consider one. The Stelvio is a superb all-round vehicle, which is of course why so many people buy SUVs. Luckily for Alfa fans, not only is the Stelvio a very good SUV – easily the sportiest SUV in its class, in fact – it's also a true Alfa Romeo. It looks good, feels fabulous to sit in, drives superbly and has a range of engines that won't disappoint enthusiasts. In short, it has a true Alfa soul.

The Stelvio also gives UK Alfa fans the opportunity to own a vehicle with four-wheel drive (we don't get the Giulia Q4 that's offered in other markets). And if you like the idea of a Giulia but want something more practical, the Stelvio offers that, too. I think the best way to think of the Stelvio is like a high-riding Giulia estate with 4x4 – a prospect that plenty of people, I reckon, are going to find irresistibly tantalising. 

THE STELVIO RANGE



The Stelvio goes on sale in the UK in September 2017. It will always be a low-volume car, which should please Alfa fans: in its first year, the UK will receive around 6000 examples, with sales split slightly in favour of diesels.

Three trim levels will be offered in the UK at launch: Stelvio, Stelvio Super and Stelvio Tecnica. The base version gets 17-inch alloy wheels, an 8.8-inch touchscreen, parking sensors, cruise control, electric tailgate and dusk/rain sensors. The Super version has 18-inch alloys, leather-and-fabric seats and steel door sill inserts. The Tecnica is targeted at business customers and is diesel only, offering sat nav, bi-xenon headlights and electric folding mirrors. You can also add a Luxury Pack (full leather electric/heated seats and wood inserts) and a Sport Pack (heated sports steering wheel, racing-style leather seats, aluminium inserts and steel pedals).

Diesel buyers have the 210hp version from launch, with a 180hp model following shortly after. The 280hp petrol launch model will be joined by the mouthwatering Quadrifoglio – but not until 2018, sadly. The QF replicates all the allure of the Giulia QF with its 510hp twin-turbo V6 engine. UK Stelvio prices have yet to be announced but EU pricing suggests a start point a little below £40,000, rising to perhaps £65,000 for the Quadrifoglio.





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La meccanica delle emozioni



Model shown is the All-New Alfa Romeo Giulia 2.0 Turbo 200 hp Petrol at £29,900 incl. Alfa White solid paint at £350. Range of official fuel consumption figures for the Alfa Giulia range: Urban 33.6 – 53.3 mpg (8.4 – 5.3 l/100km); Extra Urban 57.7 – 80.7 mpg (4.9 – 3.5 l/100km); Combined 46.3 – 67.3 mpg (6.1 – 4.2 l/100km). CO₂ emissions 138 – 109 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. [^]The 3 year new car warranty comprises of a manufacturer's 24 month warranty and a further 12 months dealer warranty from the date of delivery and without mileage restrictions. Drive without worries with **Free to Go**, the service that offers 24-hour roadside assistance. Terms & conditions apply. For full details please visit www.alfaromeo.co.uk. We reserve the right to change any offer without prior notification.





4 by 4 by Alfa

The Stelvio may be Alfa's first ever SUV but it's far from being Alfa's first 4x4. A long and rich history of all-wheel drive Alfas includes some surprisingly accomplished drivers' cars

Story by Chris Rees
Images by Michael Ward

Alfa Romeo's new Stelvio is a pretty handy 4x4, as you can read on page 28. Unquestionably the Stelvio is a game-changer for Alfa, a brand that has, by common proclamation, arrived unfashionably late to the 4x4 party. Oh really? No: the Stelvio is far from being Alfa's first 4x4. In fact, it all started back in 1951 with the AR51

(Matta), a jeep-like workhorse was made up until 1954. It may have been the first ever Alfa with four-wheel drive, but it was pretty marginal: almost all were built for the military, with only a handful sold to the public.

You have to fast forward to 1983 for the next Alfa 4x4: the 33 4x4. This took the 33's front-wheel drive platform and shoehorned in a propshaft to the rear axle, allowing four-wheel drive to be engaged manually



via a lever next to the gear stick. Befitting its specialist status, the 4x4 was assembled by Pininfarina.

The 33 4x4 evolved into the Permanent 4 in 1991, just ahead of Alfa's next 4x4, the 155 Q4, which was launched in 1992. Something of an aberration, this was essentially a 155 shell plonked on a Lancia integrale platform. Importantly, though, the 155 ushered in the 'Q4' badge (signifying Quadrifoglio four-wheel drive); Q4 remains Alfa's 4x4 nameplate to this day. The 33 adopted the Q4 moniker shortly after the 155, while in 1993 came the startlingly bespoke, short-lived 164 Q4.

4x4 dropped out of Alfa's range for several years until the 156 Sportwagon Q4 and Crosswagon Q4 in 2004, featuring three differentials and a raised ride height – but these were never sold in the UK. The 156's replacement in 2005 – the 159 – also used Q4, initially in the 3.2 V6 but from 2007 also in the 2.4 JTDM diesel. The '159 coupe' (Brera) was another 4x4 adoptee from 2005 in 3.2 V6 form, as was the Spider from 2006. Q4 effectively died when 159 production ceased in 2011, but it's now back, in both the Giulia Q4 (though sadly not in right-hand drive) and the Stelvio.

So to celebrate the revival of Q4, here are five examples of Alfa's 4x4 legacy. There are some real surprises here, including three of the best drivers' cars ever to wear an Alfa badge – but which three are they?

ALFA ROMEO 33 PERMANENT 4

In 1991, after eight years of production of the 33 4x4, Alfa Romeo launched the Permanent 4. Unlike the previous 33 4x4, whose four-wheel drive system was manually switchable, the Permanent 4 – as its name suggested – used a permanently engaged 4x4 system. A viscous coupling in the driveline allows up to 50 per cent of torque to go to the rear axle. Actually 'permanent' isn't strictly true; when the system detects deceleration exceeding 0.2g, it disengages the rear drive to avoid grinding the gears.

Nathan Batchelor's 1991 33 S 16V Permanent 4 is one of only 20 left in the UK. "It's been reliable so far," he says, "and it's my bit of fun for blasts on B-roads. It's all standard apart from the black painted highlights on the wheels." The original circular air vents still look and work brilliantly and the Recaro front seats are a



definite step up from the regular 33's.

How does it drive? If you've ever piloted a 1.7-litre 33, you'll know that it has one stand-out vice: torque steer. If the Permanent 4's 4x4 system does one thing, it's to mitigate this disquieting tendency to lurch across the road when you accelerate. On our dry test track, grip is never an issue for the little 33, which hangs on tenaciously in corners despite quite a bit of body roll; the direct steering notably weights up as you pull more 'g's. Foibles include an uncomfortably offset driving position and weird counter-rotating ignition key.

The 16-valve 1712cc flat-four engine sounds brilliantly gruff. With 133hp it's peppy, if not really rapid. The 4x4 gubbins does add weight but even so, there's barely more than a ton to haul around. Conclusion: flawed 4x4 fun.



TECHNICAL SPECIFICATIONS

ALFA ROMEO 33 PERMANENT 4

ENGINE:	1712cc 4-cyl opposed DOHC
POWER:	133hp @ 6500rpm
TORQUE:	154Nm (114lb ft) @ 4600rpm
TRANSMISSION:	Five-speed manual, four-wheel drive
TYRES:	185/60 R14
DIMENSIONS:	4075mm (L) 1614mm (W) 1375mm (H)
KERB WEIGHT:	1070kg
0-62MPH:	8.8sec
TOP SPEED:	125mph
FUEL(COMBINED):	36.2mpg



ALFA ROMEO 155 Q4



When Dave Epsley and John Greatorex saw this 1993 155 Q4 for sale, they bought it sight unseen. It needed quite a bit of attention – and they've gone a lot further than bringing it back to life. "We have gone for an 'outlaw' style car," says Dave, "with significant upgrades to the mechanicals and a wide body kit."

Just 16 Q4s were imported to the UK of the 2701 made in total, all of which were left-hand drive. What we're looking at here is essentially a Lancia integrale with Alfa 155 clothes on. Under the skin is the integrale's 190hp 2.0-litre intercooled turbo lump and permanent four-wheel drive system. The door mirrors are unique to the Q4 and very hard to find, but everything else is pretty easy as it's integrale.

The DTM-style body kit (arches, sills and front bumper) is a replica of the original Alfa kit, made in glassfibre. It widens the car by six inches and looks purposeful but it shrouds the wheels so tightly that it rubs on them occasionally – and you really need to avoid speed bumps. A single windscreen wiper kit has been added but the interior is pretty standard.

The engine had been previously upgraded with an Evo chip, gas-flowed head and valve seats and Group A gaskets. The lads have now added a custom manifold, bigger hybrid T3 turbo and a decat exhaust, so power has risen to around 280hp at 1.4bar boost. All the original Q4 features such as the intercooler waterspray and power steering radiator have been retained.

The suspension now boasts fully adjustable coilovers all round. The track has been widened by 75mm up front and 100mm at the rear. On its OZ 17in wheels and 205/40 ZR17 tyres, grip levels are prodigious. Grasp that big, chunky OMP steering wheel and the Q4 loves nothing more than to be hurled into bends, its very pointy front end and three-diff permanent four-wheel drive giving you enormous confidence. The ventilated 300mm front discs are OK but it would undoubtedly

Lairy DTM-style body kit suits the character of the 155 perfectly: it feels like it's escaped from the track

TECHNICAL SPECIFICATIONS

ALFA ROMEO 155 Q4

ENGINE:	1995cc 4-cyl in-line DOHC turbo
POWER:	190hp @ 6000rpm
TORQUE:	293Nm (216lb ft) @ 2500rpm
TRANSMISSION:	Five-speed manual, four-wheel drive
TYRES:	205/50 ZR15
DIMENSIONS:	4443mm (L) 1700mm (W) 1402mm (H)
KERB WEIGHT:	1445kg
0-62MPH:	7.0sec
TOP SPEED:	140mph
FUEL (COMBINED):	28.9mpg





benefit from four-pot Brembos.

This hard set-up is really geared towards track use, and the Q4 certainly feels at its happiest being given the full bananas around our test facility. Although heavier than the integrale, the tuned lump means the Q4 has massive urge in the mid-range. Dwindling boost at the top end encourages you to short-shift and ride the crest of available torque. Luckily, the five-speed 'box is pleasantly light and positive.

The 155 Q4 is extremely rare but surprisingly underappreciated. Although it's virtually identical to the Delta integrale mechanically, the Alfa's value is well under half that of the Lancia, with the going rate around £9000 to £15,000.

ALFA ROMEO 164 Q4

Looking back, the Q4 version of the 164 was, frankly, bonkers. So much of it was bespoke that it surely made no commercial sense – but there's something truly magnificent about it.

Launched in 1993, the four-wheel drive Q4 system was unique to this car. Engineered by Steyr, it consists

of a Viscomatic viscous coupling unit, central diff and Torsen rear diff. The power to the rear axle is continuously variable from zero to 100 per cent, depending on speed, turning radius, engine revs, throttle position and ABS.

The suspension is unique, too, using electronic struts, while the Getrag six-speed manual gearbox was another never-before-used item. At least the engine is familiar – the same 3.0-litre V6 24V engine as in the Cloverleaf – and what a fabulous unit it is, capable of 7000rpm with a fabulous soundtrack.

Just 1026 Q4s were ever made, all left-hand drive. Daryl Staddon has owned his Q4 – one of three known in the UK and originally from Italy – for three years. The 4x4 system wasn't working properly when purchased but he located some old Alfa diagnostic modules and found that only the steering angle sensor was at fault – an easy fix. The unique-to-Q4 exhaust needed replacing too, in decat stainless steel. He's also painted his Proteo Red example all one colour (it would originally have had grey sills). The wheels are Zender Milano 17in alloys, but the split-rim look is very similar



TECHNICAL SPECIFICATIONS

ALFA ROMEO 164 Q4

ENGINE:	2959cc V6 DOHC
POWER:	231hp @ 6300rpm
TORQUE:	275Nm (203lb ft) @ 5000rpm
TRANSMISSION:	Six-speed manual, four-wheel drive
TYRES:	205/55 ZR16
DIMENSIONS:	4555mm (L) 1760mm (W) 1390mm (H)
KERB WEIGHT:	1700kg
0-62MPH:	7.5sec
TOP SPEED:	147mph
FUEL(COMBINED):	27.9mpg



TECHNICAL SPECIFICATIONS

ALFA ROMEO 159 SW 2.4 JTDM TI Q4

ENGINE:	2387cc 5-cyl DOHC diesel
POWER:	209hp @ 4000rpm
TORQUE:	400Nm (295lb ft) @ 4000rpm
TRANSMISSION:	Six-speed manual, four-wheel drive
TYRES:	225/50 R17
DIMENSIONS:	4661mm (L) 1828mm (W) 1425mm (H)
KERB WEIGHT:	1740kg
0-62MPH:	8.5sec
TOP SPEED:	139mph
FUEL(COMBINED):	37.2mpg



to the original Speedline 16-inchers.

Pressing the 'Sport' button alters the electronic dampers and the feel is transformed: it firms up notably and corners much flatter. You really sense everything as you tackle each bend, and the turn-in is sensational. It's so grippy that you have to be doing something silly to get it out of shape on bends. It's a revelation; I truly love this car.

ALFA ROMEO 159 SPORTWAGON Q4

This 159 Sportwagon 2.4JTDm Ti Q4 is John Timms' 12th Alfa. It's a 2009 example in Ti spec, which has a lower ride height than the Lusso version and sportier seats. It's a very rare car – John reckons there are just 18 examples in the UK.

"I had a front-wheel drive 159 before and loved it, but as we lived on top of a hill in Oxfordshire, we needed a 4x4. The 159 Q4 fits the bill – it's my everyday car and it's fantastic up hill in icy conditions."

It's been to Alfa Aid to have an Adie Hawkins ECU remap, which takes its standard power output from 209hp to a remarkable 262hp, and torque from 295lb ft to a monumental 443lb ft. No surprise, then, that it feels the quickest of our five gathered cars, and certainly the easiest to drive quickly thanks to its tidal

wave of low-rev torque and early turbo boost.

The Q4 system is permanent but under normal circumstances delivers more torque (57 per cent) to the rear wheels, which makes it a lively handler. It's the heaviest car here (1740kg) so cracked springs are a common issue and suspension upgrades are popular. There's no problem with how it corners, though, on its standard springs. You can just drive the 159 harder and harder and it'll just deal with it. If the front end starts to understeer, continuing to push on brings the rear axle into the equation and it corners in a fantastically planted manner – very flat and confident. Indeed, it's not only four-wheel drive but four-wheel drift! That's in stark contrast to the front-drive 159, which understeers far more and can't handle nearly such high cornering speeds. In part, the thanks for the lack of rear end 'skip' go to John's choice of 19in alloys and wide 235/40 Potenza tyres.

ALFA ROMEO BRERA Q4

Harry Chrissyaphes bought his Misano Blue Brera 3.2 JTS Q4 new in 2006. He has a 159 Q4 that uses to commute, so the Brera is very much a 'high days' machine. It's fascinating to compare the Brera and 159 side-by-side. They share exactly the same front end

159 Q4 is a real treat on the track – very grippy and forgiving – while the tuned 2.4 diesel engine has big pep

TECHNICAL SPECIFICATIONS

ALFA ROMEO BRERA 3.2 JTS Q4

ENGINE:	3195cc V6 DOHC
POWER:	260hp @ 6200rpm
TORQUE:	322Nm (237lb ft) @ 4500rpm
TRANSMISSION:	Six-speed manual, four-wheel drive
TYRES:	225/50 R17
DIMENSIONS:	4410mm (L) 1830mm (W) 1372mm (H)
KERB WEIGHT:	1630kg
0-62MPH:	6.6sec
TOP SPEED:	150mph
FUEL (COMBINED):	24mpg

and have the same platform but the Brera's wheelbase is substantially shortened from 2700mm (110in) to 2528mm (99.5in). Surprisingly, perhaps, the 159 Ti sits lower on its suspension.

In standard form, the GM-derived 3.2 V6 engine has 260hp but Harry's has been treated to an Autodelta remap and a stainless steel exhaust with Novitec back end, so it's probably up to about 275hp. Sonorous though the V6 is, it's no Busso to listen to. It is very responsive and pleasingly quick in a straight line, however, and the snicky six-speed gearbox is a delight.

Harry has changed the springs to Eibachs because the originals had cracked. He sampled Bilstein dampers but hated them because they changed the suspension geometry, so he's reverted to Ti-spec damping. He ordered stiffer anti-roll bars, too, but found they didn't fit with the 4x4 system. With its big V6 engine, there's quite a bit of weight over the front axle so the Brera feels more ponderous in corners than the 159, understeering more. Harry reports that the Q4 system is brilliant in snow and boosts the feeling of safety on wet roads. The ride is pretty good, too.

VERDICT

One thing strikes me above all as I'm piloting these 4x4 Alfas: how all-wheel drive enhances the driving experience of the base car. That's a surprise; I had feared that the extra weight of the 4x4 gubbins would dull the driving experience – but it doesn't.

Even the quirky 33 Permanent 4 has a touch of magic about it. Adding four-wheel drive to the notoriously torque-steery 33 eliminates most of its handling vices, transforming it into a machine you're much more confident about cornering hard.

Arguably, for all its visual presence, the Brera lacks that vital magical ingredient. It's a heavy machine



with, in V6 form, a lot of its weight over the front end; here's a case where 4x4 increases grip but not necessarily the fun factor.

So to the three stars of the show. Fun is something that the 159 SW definitely has, which comes as a surprise given how closely related the 159 and Brera are. No doubt the remapped powerhouse engine is part of the equation but it's how hard you can lean on the car in corners that will stay with me. What a brilliant, underrated car this is.

The 155 Q4, meanwhile, is out on its own in this company. It drives like a Lancia integrale – no surprise since this is essentially what it is. It feels more like an interloper from a rally stage or a Touring Car circuit – hard-edged, so willing to be driven fast and as lairy as they come.

The hero of the day, though, is without doubt the 164 Q4. I owned a 164 back in the day and it was a lovely car; but the Q4 is on a completely different plane. Its bespoke 4x4 drivetrain makes it effortlessly quick around corners, and fantastic fun. Add in the glorious Busso V6 and classic Pininfarina lines and you have a piece of magisterial magic. No question, it's the car I'd drive home. 🇮🇹

Brera's striking looks are bolstered by blue-and-tan leather trim but it feels a tad heavy to drive

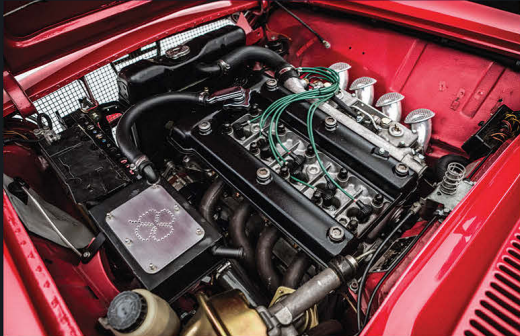




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Glass Menagerie

A Ferrari Daytona-based estate car, built in Britain for a customer in Florida? Yes: the 1975 NART Panther one-off was bizarre even in its day. Just don't believe the claim that it could do 230mph...

Story by Richard Heseltine
Images by Matt Howell





Luigi Chinetti Junior – or ‘Coco’ if you absolutely insist – is in full flow, recalling how he came to create a Ferrari ‘wagon’. That, and why it ended up being made in Surrey, England. He stops only to laugh at the period promotional spiel we show him that talks up a storm about the one and only Daytona ‘shooting brake’; about how it was packing a turbocharged 600bhp V12 and was good for 230mph. In 1975.

“Well, that’s news to me!” he insists. “No, that’s all wrong. It was never turbocharged. That never entered my mind. Then I would have needed to do the gearbox, the back axle – I mean, as if I didn’t have enough to do! Seriously, that was never going to happen. And 230mph? Who said that? Not me.”

That marketing bumf was scripted by Panther Westwinds, the famed constructor of SS100 Jaguar and Bugatti Royale lookalikes. It was Panther that fashioned this remarkable machine in in 1975. *Road & Track*, meanwhile, claimed in March 1976 that: “Chinetti will duplicate this car for just under \$50,000... You supply the Daytona.”

“No, that’s also wrong,” Chinetti mock-groans. “It was always going to be a one-off. I mean, how many customers do you think there were for such a car in the mid ’70s? Hey, I had the idea 40 years ago so my memory might be a little fuzzy, but it was a unique car and was always intended to be. And you know what? I think it turned out pretty nifty.”

He isn’t wrong, but conjecture and half-truths haunt this car. It doesn’t help that even period reports mix facts with fantasy, and that’s before you factor in some of the more – cough – ‘creative’ auction catalogue descriptions from yesteryear. But what is beyond question is that this was – and remains – a Ferrari unlike any other.

“It came about because I always had an interest in design,” Chinetti says. “I liked doing special cars, as did my dad [three-time Le Mans winner and North

American Racing Team founder, Luigi Chinetti Senior]. We did a lot of them, some of them better known than others, but there was also a business case for doing them. Each car was pre-sold. I never built something and then went looking for a buyer.”

However, it wasn’t all Ferraris. ‘Lou’ also reworked a McLaren M6 Can-Am weapon for street use and roped in Zagato to build a wild Cadillac-based GT which he would sooner forget. It was another Cadillac project that, in a roundabout way, led to the car pictured here. In 1974, Bob Gittleman walked into the Chinetti Motors showroom in Greenwich, Connecticut looking to buy something. The successful architect wasn’t particularly taken with the regular production models, but became increasingly smitten with a stylised illustration of the Zagato-built Caddy penned by ex-GM man, Gene Garfinkle, which adorned Chinetti Jr’s office wall. The ‘Zag-Cad’ was supposed to have led to a wild Eldorado-based estate car, and elements from the Zagato car and its stillborn sibling were then transposed onto a more exotic platform.

“We had already sold Bob a Daytona [a 1973 365GTB/4 Rosso Dino, chassis number 15275] and that became the basis for this car. I just started sketching and came up with what I called an ‘extended coupe’ which Bob really liked. I never liked the use of the word ‘wagon’, though. I mean, it’s OK for there to be an Aston Martin shooting brake, or a Bentley shooting brake or whatever, but, in America, at least, this car tended to be called a wagon. That irritated me.” Once the design was completed, there was just the small matter of transforming Chinetti’s renderings into three-dimensional reality. Enter Panther Westwinds.

“You have to remember what the early-to-mid ’70s was like for those of us who were trying to sell exotic cars,” Chinetti muses. “For starters, there was the fuel crisis. On top of that, we were Ferrari agents but only one model was homologated so what were we supposed to sell? We took on all sorts of things in

order to keep things moving along and that included becoming distributors for Panther. I really liked [marque instigator] Robert Jankel. He was a great guy; a really nice person. We just sort of clicked and it made sense to have him do the car. I really admired Panther's workmanship. All the other cars we created were done by Italian carrozzerie. Some of them were capable of beautiful work, but often they were only 80 per cent there. You had to fix things or finish them; sometimes both. That wasn't the case with Panther, and nobody does interiors quite like the British. It was a good fit."

The car was built, in part at least, by Andrew McKenzie who recalls it with a degree of fondness. "I was Panther Westwinds' first employee," he says. "I certainly wasn't involved in every aspect of the Ferrari build but, from memory, it took around six months to complete. As tends to be the way with these things, it was a race against time to get it finished, but overall I think it worked out OK. The working drawings were done by Martin Tanner, a draughtsman who I seem to recall was employed by British Aerospace. He worked very closely with Robert on a variety of projects. It was proper coachbuilding so perhaps not very high-tech, but the end result was pretty amazing."

While retaining the Daytona's front inner wings, A-pillars, door frames and windscreen, this radical device had a look all of its own. Its nose was somewhat longer but the signature feature, of course, was the dramatic hind treatment. This consisted of an extended roofline and curved side glazing which could be raised and lowered in true gullwing fashion for access to the rear loading area. Intriguingly, the tail-lights were mounted

behind the rear screen, which didn't open.

"It was never going to," Chinetti adds. "I wanted to be able to stand on the sidewalk and put things in the car rather than standing behind it in a parking lot as other cars passed by. It was a safety thing. I think it was quite an innovative idea; a practical deal rather than just a show car thing. I know that it influenced at least a few designers. I was good friends with [GM head of styling] Bill Mitchell who I admired greatly. He and his guys did a Pontiac Firebird shortly after our car first appeared and it had exactly the same extended roof set-up, right down to the gullwing glass panels. When I saw the car, I phoned Bill and he came clean. He admitted that he'd copied it!"

Gittleman received his made-over Daytona in the winter of 1975/76, but the Floridian drove it sparingly prior to selling it in 1980. "He really liked it," Chinetti says, "I think we were both pretty pleased with the way it came out. I would have liked for the nose to have been lower and the tail to be a fraction higher, but overall I think it worked out really well. I think I visited Panther maybe three or four times during its construction. I knew I could trust them to do it right."

The NART-Panther, to go by one of its many period names, hasn't lost the power to shock, either. It has passed through several keepers since Gittleman, including a Paris-based collector of shooting brakes. In 2013, it was acquired by sometime F1 team principal, Paul Michaels, who had it lightly restored by... Andrew McKenzie. "I said goodbye to it 40-odd years ago and never thought I'd see it again," McKenzie laughs. "The car had been mechanically overhauled, and I worked



on various aspects, basically making it work as it should. I don't think it had been used much, and had suffered as a result."

Indeed, this flight of fantasy had covered all of 4000 miles since the original Panther build. You really need to see it up close to appreciate fully just how radical it looks, even today. From certain angles, the outline appears a little skewwhiff, not least the centre section which is perhaps a bit stumpy given the sizeable rear glasshouse and lengthy overhangs, but overall it's positively gobsmacking. What's more, it doesn't look remotely funereal, despite being entirely black save for the bright orange band wrapping around the nose – according to McKenzie, it was created "by shaping coloured Perspex with a heat gun." In 1976, the car was photographed with spun-alloy disc wheels but these were soon replaced with Borrani wires which contrast beautifully with the sci-fi visuals.

Stoop to avoid the low roof, and step over the sill with its pronounced 'Panther' logo, and the seating position is pure Daytona. It's only the view that's different. The Veglia instruments, for example, are familiar but sited in a centre console and angled ever so slightly towards the driver. Burr walnut features extensively, and not just in the fascia, to the point that there are rather more Ye Olde gentleman's express reference points than Italian supercars ones. That was intentional from the outset. Connolly's finest hides embrace the seats and door cards, with non-reflective suede covering the tops of the doors and most of the dashboard.

Since the car was fettled, it has appeared at a

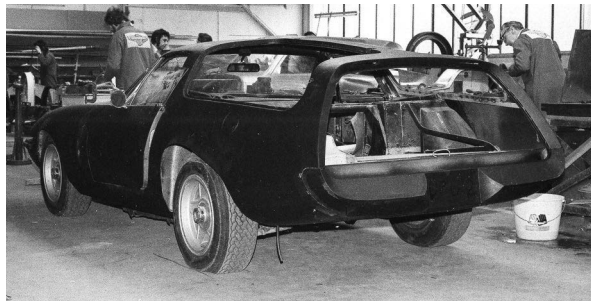
Gullwing glass doors allow access to a beautifully crafted luggage area. Long nose echoes that of the Daytona it's based on



handful of concours events, not that there's anything to stop the owner from driving it in anger. It's completely stock mechanically, the 4.4-litre quad-cam V12 producing 352bhp at 7500rpm. Despite the alleged extra heft from the conversion, it won't have trouble getting out of its own way. Even the air con works. It might look like a show queen, but it is practical. Well, almost.

This was the only NART Ferrari bodied outside Italy. There would be no further collaborations between Chinetti and Jankel, although the latter wasn't completely done rearranging and reimagining Maranello products. Other projects included a small run of Ferrari 125 'replicas' (the use of quote marks is entirely apposite) which were built at the behest of Swiss dealer Willy Felber and based on 330GTC running gear. He also produced a raft of 400i-based conversions including a four-door saloon and, you guessed, it a shooting brake under the Le Marquis banner.

And while the car pictured here might baffle as many as it bewitches, you cannot argue that it makes most other Ferraris – most other cars – look terribly unimaginative. The passing of 40 years hasn't blunted its edge, that's for sure. 🇮🇹



COCO CHANNELS HIS INNER ARTIST

"I was abused for some of the things we did, but they made sense financially," Chinetti Jr recalls. "I did a car that you Brits call a 'shooting brake' back in the late '60s which was based on a 330GT 2+2 [pic above]. You wouldn't believe the crap I had to put up with over that, but you couldn't give away a 2+2 back then. I did that car with Alfredo Vignale. The donor car was just sitting there. It cost us \$4000 for Alfredo to do the body and I sold it for \$12,000. Tell me, who's the dummy?"

Aside from the Vignale offering, other cars created by this likable dealer/designer in period included a Giovanni Michelotti-styled supercar based on a 275P sports-prototype which Chinetti Jr campaigned in its original guise until "an Elva drove through it." Then there was the decidedly 'wedgy' Daytona reworked by 'Micho' that appeared at the 1980 Toyko Motor Show. Other cars have come and gone since then, and 'Lou' isn't done yet. Another car is in the offing and, if the scale model is anything to go by, the finished article will look dramatic.



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Sporting Spider

Summer's here and the time is right for an open-topped sports car. Offering great value, Alfa Romeo's 1995-2006 Spider '916' could be the ideal choice. We profile a classic in waiting

Story by Marco di Pietro/Ruoteclassiche/Chris Rees
Photography by Michael Ward



It still looks very special. It dates from an era when Alfa Romeo was making some of the best engines it's ever created, including the legendary Busso V6. And as far as two-seater convertibles go, pretty much nothing offers such good value as Alfa's 'g16' Spider.

Significantly, the g16 Spider, made from 1995 to 2006, was the very last Alfa Romeo ever produced in Arese – and that's enough to place it in the gallery of historic models. But as the successor to one of the most popular Italian sports cars of all time – the 105/115 Spider that lasted almost 30 years in production – the g16 Spider had a lot to live up to. In particular, it struggled to gain the approval of hardened Alfisti, who never really accepted the front-wheel drive, transverse-engine layout.

First presented at the Paris Salon in 1994 and put into production in 1995, the Spider was based on the 'Type 2' chassis, common to all Fiat, Alfa and Lancia sports and medium cars from the end of the 1980s. But the Spider was far from being a generic Fiat product; instead it had a style and technical spec that were distinctively Alfa. For instance, the multi-link rear suspension was all-new, consisting of an upper wishbone with a welded steel lower arm, coil springs with separate dampers, and an anti-roll bar, all mounted on a light-alloy subframe.

The task of designing the new Spider was given to Enrico Fumia at Pininfarina. The Torinese designer started work on the new Spider as early as 1987, alongside the coupe version (the GTV). His shape was both extremely bold and entirely original.

Consigned to history were the old Spider's single headlamps, curvaceous lines and Kamm tail; in their place came distinctive twin headlamps, high-hipped wedge-shaped sides and sharply-tapered front and rear ends. The clamshell bonnet was a notable highlight; it formed a large part of the whole front end and was made of a composite material called KMC (a mix of polyester resin, glassfibre and epoxy). Compared to the GTV, the Spider had extra strengthening in the windscreen frame, while there were no rollover bars. When the roof was folded down, it disappeared neatly under a plastic cover behind the cabin.

The engine choice at launch was two-fold: a 2.0 Twin Spark 16V four-cylinder and a 3.0 V6. The Twin Spark featured a light alloy head on a cast-iron block, derived from Fiat.





The power was excellent for the time (150hp). When the Spider was facelifted in 1998, the 2.0 TS gained an extra 5hp thanks to new variable geometry intake manifolds. From 2001 onwards, the Twin Spark would revert to 150hp to comply with Euro 3 standards. There was also a 1.8 Twin Spark version with 144hp, sold between 1998 and 2000, but it never made it to the UK market. In 2003 came a new 2.0 JTS model, the first Alfa Romeo to be fitted with a direct-injection petrol engine, with 165hp.

Undoubtedly the V6 engine was the highlight of the range. As fitted to the Spider, it was an evolution of the 60-degree V6 designed by Giuseppe Busso, first seen in the Alfa Romeo 6 of 1979. Any V6 Spider is now truly collectable. Mounted transversely in the Spider, the initial 3.0-litre engine produced 192hp. A 24-valve version of the 3.0-litre V6 with four overhead camshafts (two per cylinder bank) followed in 2000, with extra power (218hp) and a six-speed gearbox in place of the earlier five-speeder. A 2.0 V6 TB turbo model with 200hp was sold in Italy only, from the 1998 facelift until 2000. The final evolution of the Busso V6 debuted in 2003, when the 'Phase 3' Spider was launched. The displacement now reached 3.2 litres and power was up to 240hp – 10hp less than the 3.2 engine in the 156 GTA and 147 GTA.

The early Spiders are characterised by a small, unframed scudetto, a single-colour dashboard and 15-inch alloy wheels with 14 oval holes (16-inch wheels were optional). The 1998 facelift saw interior and exterior restyling, the front scudetto gained a chrome frame and 16-inch alloy wheels arrived. The interior was upgraded with aluminium instrument trims at the same time and automatic climate control became available. As well as the arrival of a 2.0 V6 TB engine for Italy, the 3.0 V6 gained 24 valves.

The 'Phase 3' Spider (2003-2006) is easily spotted by its deeper 147-style front grille. Inside, the instruments and switchgear gained red lighting, the seats were lowered, the upholstery was upgraded and new were ASR traction control, plus 2.0 JTS and 3.2 V6 engines.

PRODUCTION TOTALS

Manufacture started out at Alfa's factory in Arese, to the north of Milan. In 2000, following the gradual dismantling of the plant, production shifted to Pininfarina in Grugliasco, near Turin. The V6 engines, however, were always assembled at Arese, while the four-cylinder engine came from the Pratola Serra plant near Avellino.

The 916 Spider was always a rare sight. Just 38,824 units rolled off the lines in total. Of these, easily the most popular was the 2.0 TS (20,823 units), plus a further 7190 examples of the 155hp 2.0 TS model (1998 onwards). The 2.0 JTS is rarer: only 2120 were made. As for the 1.8 Twin Spark, that sold 2851 units.

Only 5840 Spiders had the V6 engine, over half of which were exported. The production breakdown was: 3.0 V6 12-valve (3797 units); 3.0 V6 24-valve (1322 units) and 3.2 V6 24-valve (551 units). The rarest model of all is the turbocharged 2.0 V6: it was only ever sold in Italy and just 170 examples were made from 1998. The 3.0 12-valve Busso V6 is, in our view, the best model to buy. Although rare, it's not impossible to find, and has the sweetest engine of all.

DRIVING THE SPIDER

Settle yourself into the comfortable leather seats – ideally high-spec Momo ones – and you'll instantly feel special. The driving position is great with all the instrumentation aimed at the pilot.

The 2.0-litre Twin Spark engine is a free-revving unit that really comes alive over 4000rpm. But the V6 is the engine to have. In its quickest form, it'll reach 60mph in a shade over six seconds and max out at 150mph.

Except in the case of the 3.2 V6s, there's no traction control or stability control, which means unadulterated fun. The V6 does understeer more than the TS, especially in the wet; the four-cylinder models handle with slightly more precision.

The beautifully weighted, communicative steering and tight manual gearbox are a delight to use. The

Early cars (above) contrast with the post-2003 'Phase 3' version which has a facelifted front end

ALFA ROMEO SPIDER 916



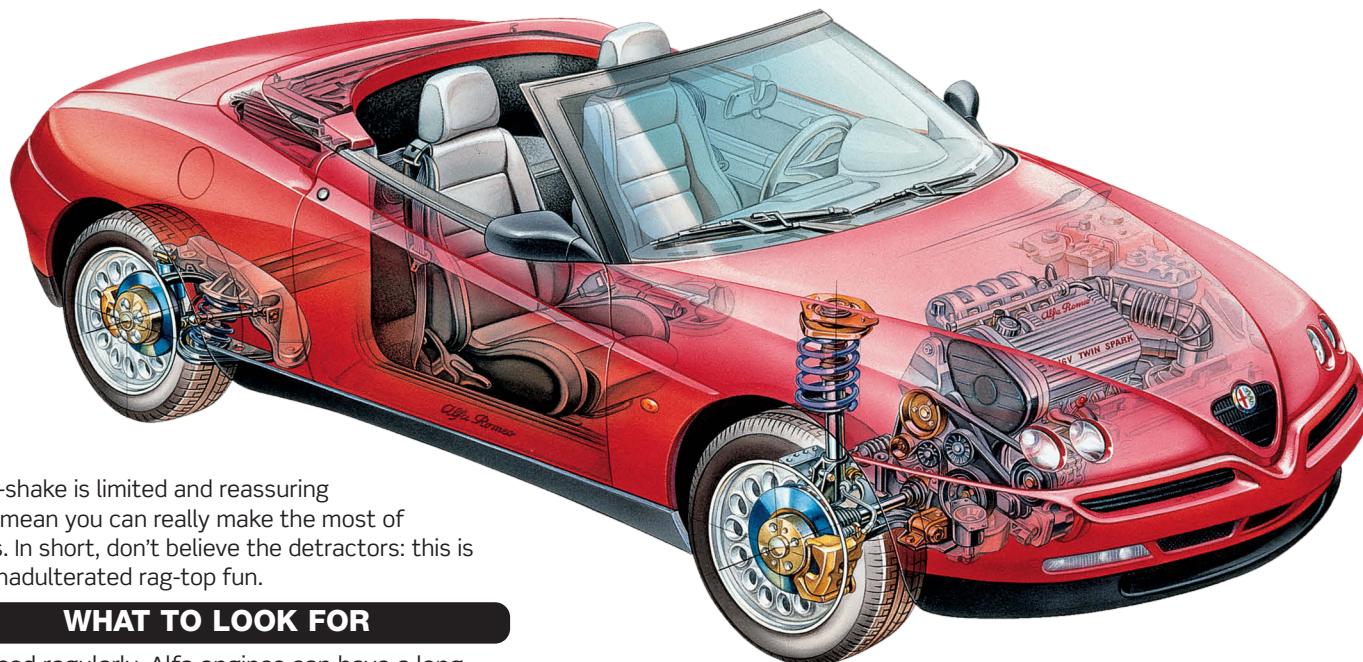
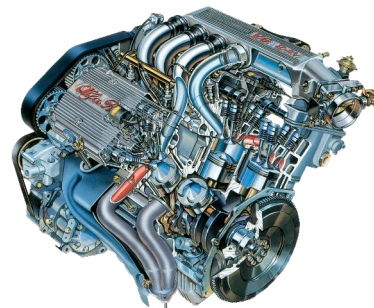
TECHNICAL SPECIFICATIONS

ALFA SPIDER 2.0 TS

3.0 V6

3.2 V6

ENGINE:	1970cc 4-cyl DOHC	2959cc V6 DOHC	3179cc V6 DOHC
BORE/STROKE:	83x91mm	93x72.6mm	93x78mm
POWER:	150hp at 6200rpm	192hp at 5600rpm	240hp at 6200rpm
TORQUE:	181Nm (134lb ft) at 3800rpm	260Nm (192lb ft) at 4400rpm	288Nm (213lb ft) at 4800rpm
TRANSMISSION:	Five-speed manual	Five/six-speed manual	Six-speed manual
BRAKES:		Vented discs front/solid discs rear	
SUSPENSION:		MacPherson front, multilink rear	
TYRES:	195/60 WR15	205/50 ZR16	225/45 ZR17
DIMENSIONS:		4285mm (L) 1780mm (W) 1315mm (H)	
WEIGHT:	1370kg	1420kg	1470kg
TOP SPEED:	130mph	140mph	150mph
0-62MPH:	8.4 secs	6.7 secs	6.3 secs



scuttle-shake is limited and reassuring brakes mean you can really make the most of corners. In short, don't believe the detractors: this is pure, unadulterated rag-top fun.

WHAT TO LOOK FOR

If serviced regularly, Alfa engines can have a long lifespan. Twin Spark engines need their cambelts changing every 36,000 miles, or three years, and it makes sense to change the variable cam-timing control at the same time (a failed variator sounds like a tractor). Flat spots may indicate a worn MAF sensor. Four-cylinder engines can consume oil at a relatively alarming rate, too.

The V6 engine is generally very reliable. The cambelt and tensioners should be changed every 72,000 miles, with many specialists recommending more frequent intervals – some say 40,000 miles, others 60,000 miles. A change of water pump is a good idea at the same time.

Transmissions don't generally cause any problems, although you need to check for clutch slip, especially on V6s – all that torque can take its toll after as little as 25,000 miles. Harsh use can also damage the synchromesh. Tyre life up front is low as the torque scrabbles away the rubber.

Perhaps the Spider's weakest link is its suspension. Front lower wishbone bushes gradually fail, leading to

premature tyre wear, but thankfully replacements are cheap. At the rear, four-cylinder models' bushes are made from rubber with steel inserts; as they wear, these rub on the aluminium subframe. V6 cars have spherical joints which are less prone to wear but if they're squeaking, cost a lot more to fix as the entire lower suspension arm will need replacing.

The leather interior is rather delicate, so check it carefully. The soft top is fairly robust and the electric mechanism is reliable but the Plexiglas rear window often needs to be replaced (around £400) because it scratches easily and tends to turn yellowish and opaque. If the side windows do not align properly or close jerkily, replacement is the best option (at a cost of around £200 each side).

PRICES

The years have been kind to the g16 Spider, which still looks fresh and original today. The days of 'bargain basement' cars are all but over and the Spider is now viewed as a desirable classic. Yet it's still possible to find Spiders – even Busso V6s – for reasonable money. Four-cylinder models are definitely cheaper and are unlikely to rise in value as much as V6 cars in the long term. The 3.2 V6 has rarity on its side, so values will always be higher for this model. Beware cars that are non-original, as the market very much prefers originality. ■■

The Spider was based on Fiat's Tipo 2 front-drive platform but had its own specific suspension

TYPICAL PRICES

2.0 TS, 2000, yellow, 135k miles, £2500
 2.0 TS, 1999, blue, 107k miles, £4000
 2.0 JTS, 2004, blue, 52K miles, £6995
 3.0 V6, 2001, red, 50k miles, £6995



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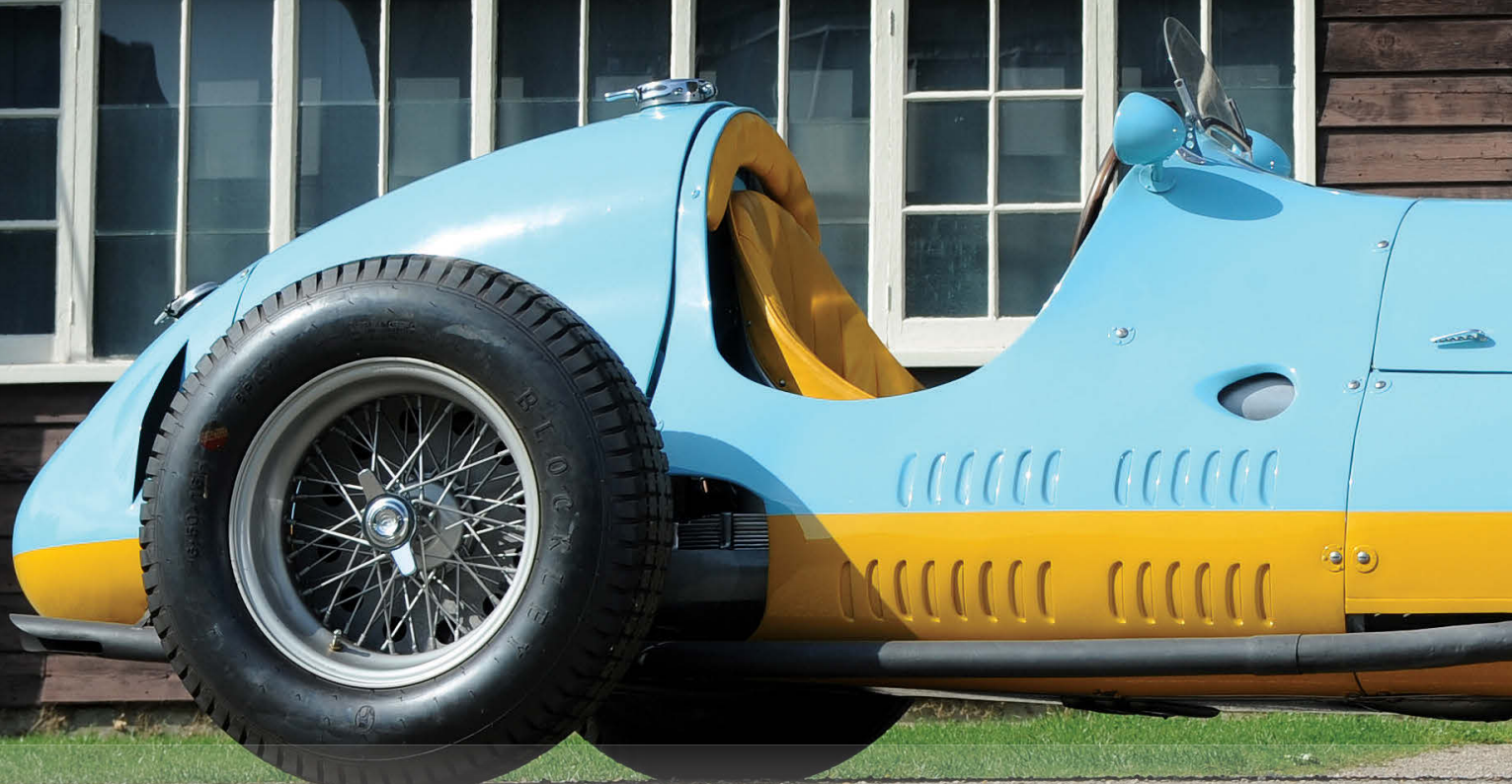
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70 YEARS OF FERRARI

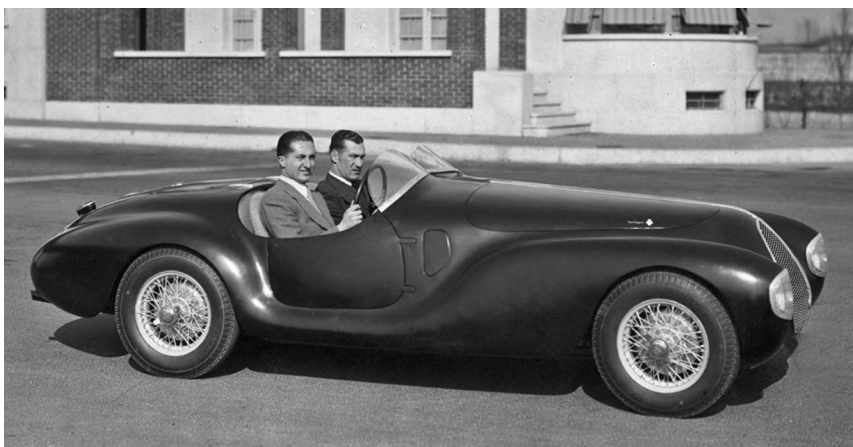
In Part One of our A to Z of Ferrari's illustrious 70-year history, we pick our favourite milestones, personalities and icons, ranging from Enzo's roots to competition glory



Story: Richard Heseltine

You may have noticed that Ferrari has a very big birthday this year. On 11th May 1947, the very first Ferrari – the 125 S – made its track debut at Piacenza. To commemorate this event, here at *Auto Italia* we're running a series of special stories over four issues to celebrate an exceptional 70th anniversary. So let's kick things off this month with Part One of our A to Z of Ferrari.

A is for Auto Avio. Having maintained Alfa Romeo's frontline involvement in motor sport via Scuderia Ferrari, only to see it effectively snatched from under him in 1939, Enzo Ferrari had bigger fish to fry – he would manufacture his own car. There was, however, one obstacle to him doing this: under the terms of his severance deal, Enzo was barred from building cars under his own name. Undeterred, but embittered, he established Auto Avio Costruzioni to create a new sports car in 1940. But as Europe descended into hell, the goal of taking on the world from Maranello suddenly seemed a long way off. Just two Touring-bodied Tipo 815s were made, using Fiat 508C chassis as a basis (pictured below). Both led the 1500cc class of the 1940 Mille Miglia, only to retire. Ferrari's dream would have to wait a while longer.



B is for Baracca, Francesco. Ferrari himself wrote: "The story of the Prancing Horse is simple and fascinating. The horse was painted on the side of the fuselage of the fighter plane flown by Francesco Baracca, a heroic Italian pilot who died on Mount Montello: the Italian ace of aces of the First World War. In 1923, when I won the first Savio circuit which was run in Ravenna, I met Count Enrico Baracca, the pilot's father, and subsequently his mother, Countess Paolina. One day she said to me, 'Ferrari, why don't you put my son's prancing horse on your cars? It would bring you luck.' I still have Baracca's photograph with the dedication by his parents in which they entrusted the emblem to me. The horse was black and has remained so. I added the canary yellow background because it is the colour of Modena."

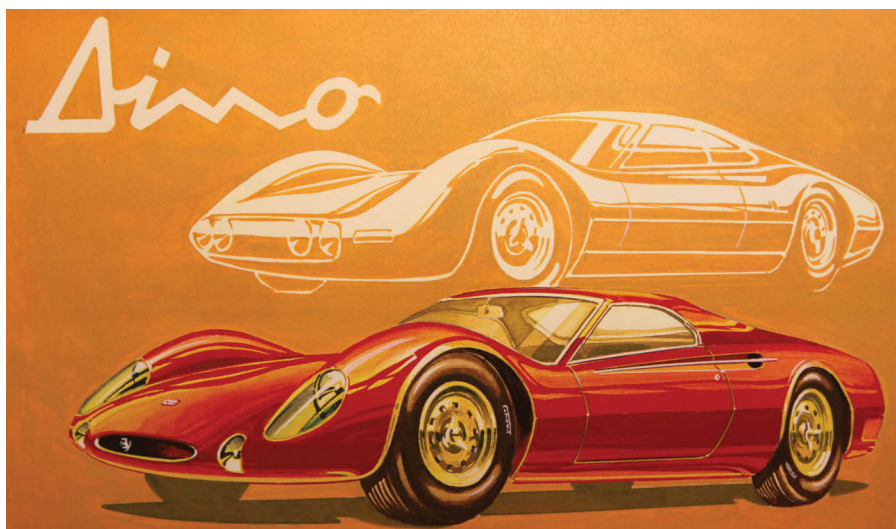


C is for Colombo, Giacchino (pic right). Enzo began work on a new car as soon as Milan was liberated after the war, and this time around it bore his name. A new 1.5-litre V12 was designed by Giacchino Colombo (whose earlier credits included Alfa's Tipo 159 unit) and tested in September 1946. In March 1947, the first prototype was running under its own steam.



Two months later, Ferrari scored its maiden race win as a marque in only its second start, as Franco Cortese triumphed in the Rome Grand Prix aboard a 125 Spider. Nevertheless, Colombo's tenure with Ferrari proved short-lived. According to his close friend and collaborator, Vittorio Jano: "He was a clever designer, who, too often, lacked the courage of his convictions." Colombo ended his career with MV Augusta and died in April 1987.



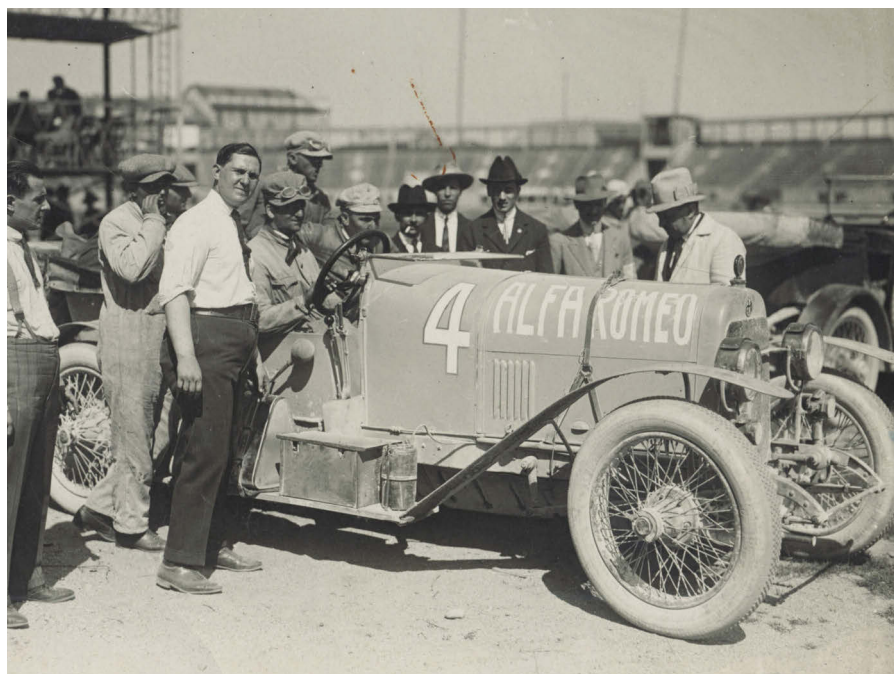


D is for Dino. In June 1956, Enzo's only (legitimate) son Alfredo – or 'Dino' – lost his battle against muscular dystrophy and suffered renal failure. He was just 24. The entire team went into mourning, and the subsequent line of Ferrari V6 engines became an epitaph with his signature cast into their cam covers. When Ferrari decided to create a sub-brand, only one name was ever seriously considered. Nevertheless, when the first-generation Dino 206 GT broke cover at the 1967 Turin Motor Show, there was much muttering among the marque faithful: how could Ferrari create something that had the engine in the middle? And a piddling six-pot at that. Except no Dino ever wore the Prancing Horse motif in period. This was a separate brand, one conceived to take the fight to Porsche and other sports car marques. The name may yet return...

E is for Enzo. The man who would in time be deified by the world's car lovers was



born into moderate wealth in February 1898. Enzo's father, Alfredo, had eschewed the family business (preparing and supplying delicatessen foods). Instead, he trained as a mechanical fitter and fabricator in Modena's railway workshops before setting up his own business. From a small workshop next to the family home, he supplied axles to the Italian railways and earned enough to become one of the first men in Modena to own a car; something that swiftly fired his young son's imagination. As did motor sport. In 1908, Alfredo took his youngest son to a race on the Via Emilia in Bologna, a move that would instil a lifelong obsession with speed. The rest, literally and figuratively, is history.



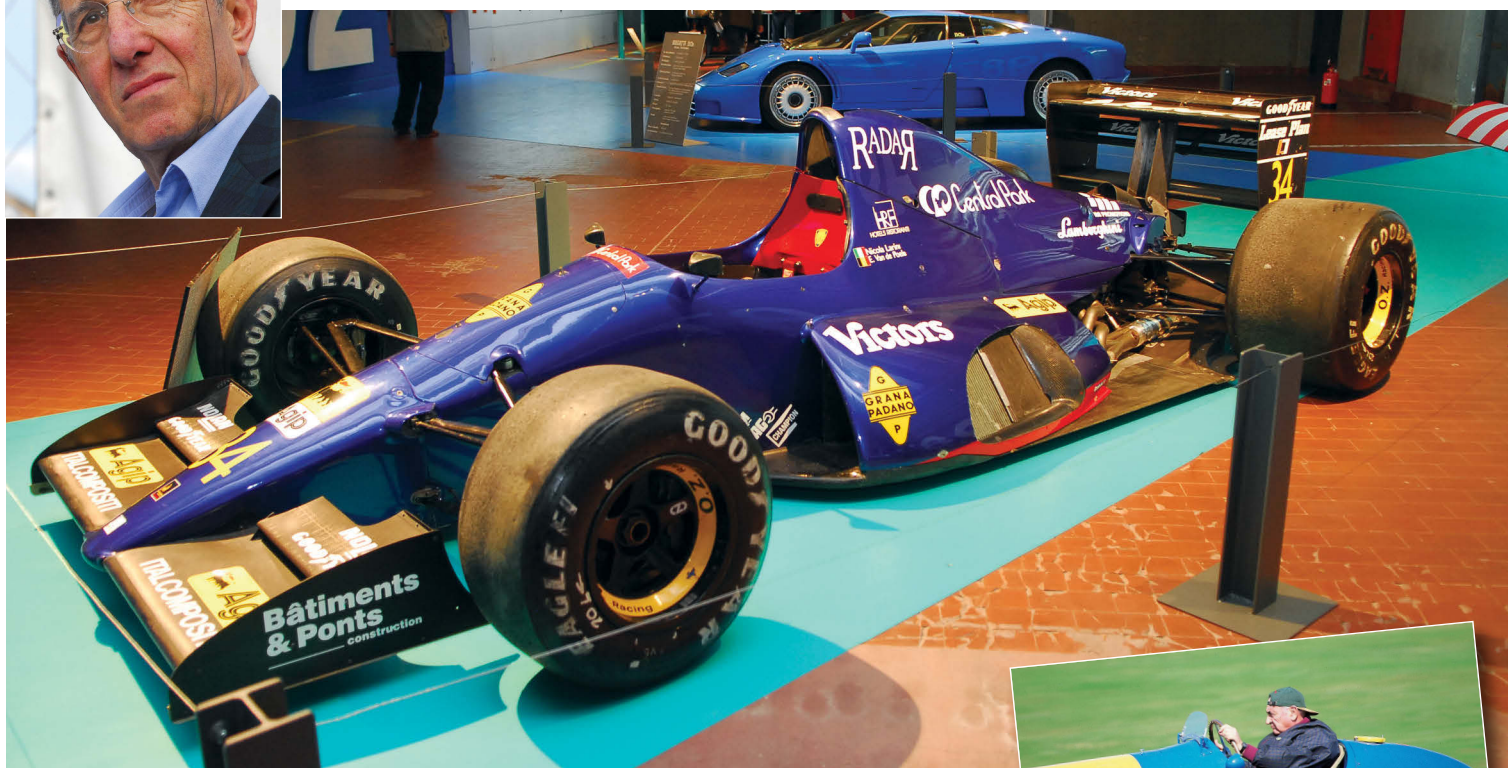
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F

is Forghieri, Mauro (pic right and below). This Modena-born engineer obtained a degree in mechanical engineering from the University of Bologna, initially with a view to working in aviation. After being introduced to Ferrari by his father, he became part of the racing team in 1962 and was thrust into the role of chief engineer at just 27 years old. He conceived the 312 series F1 cars and is famed for his flat-12 engines that helped power Niki Lauda and Jody Scheckter to World Drivers' titles. Forghieri left Ferrari in 1987 to join Lamborghini and was commissioned to design a new V12 engine, used by the Larousse GP squad in the 1989 season. After joining the reborn

Bugatti marque in 1992, he worked on the EB110 project before forming the Oral Engineering consultancy two years later.

**G**

is for González, José Froilán (pic below and right). As wide of girth as he was big in stature, González came to Europe in 1950 as part of the Argentinean government-sponsored Squadra Archille Varzi team and raced alongside Juan Manuel Fangio. 'Pepe'

is remembered for winning Ferrari's first ever World Championship Grand Prix at Silverstone in May 1951. After a spell at Maserati, he rejoined Scuderia Ferrari and won at the same venue in 1954. He also claimed the non-points International Trophy, the Bari GP and the Bordeaux GP. In sports car racing, he also excelled, winning the 1954 Le Mans 24 Hours alongside Maurice



Trintignant. The 'Pampas Bull', as the English-language media insisted on calling him, was injured during the 1954 Tourist Trophy race in Northern Ireland. He recuperated in Argentina and decided to stay, racing only in South America, save for a one-off drive in a Vanwall during the 1956 British GP.



H is for Hoare, Ronnie (pic right). Having become well versed in the motor trade, working as a salesman for University Motors, this fascinating character became a full colonel under General Montgomery in Africa and played a significant role in planning the invasion of Sicily. In peacetime, he was a Tory councillor, a prosperous Ford dealer and a sometime Formula Two entrant. He also owned several exotic road cars, Ferraris among them. In 1960, he visited Enzo Ferrari and, in response to Il Commendatore's question of "How many do you think you can sell?" responded "four". Ferrari was delighted as he had only sold four new cars in the UK in the previous decade. Thus Maranello Concessionaires was born. In addition to selling road cars, Hoare's equip also enjoyed great success trackside with a mouthwatering array of competition Ferraris.



I is for Indianapolis. Ferrari has conquered just about every conceivable form of on-track competition, but it has conspicuously failed on US oval circuits. Ferrari was first represented in the Indy 500 in 1952, and attempts at 'The Brickyard' continued until 1956, without success. It could be argued that Ferrari had little interest in this classic race, and you would probably be right, but it wasn't above using IndyCar racing as a bargaining chip. Following one of his regular spat with F1's governing body in the mid '80s, Enzo Ferrari threatened to change tack and enter the CART PPG series instead. The Type 637 was built and evaluated by Bobby Rahal and Michele Alboreto (pic below). It never did race – and you can gauge the seriousness of the project by the fact that the fuel-filler cap was on the wrong side of the car for ovals...



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is for Jano, Vittorio (pic right). Justifiably a legend in motor sport history,



Milan-born Jano's contribution to the evolution of the racing car is immense. After beginning his career at Fiat in 1911, he moved to Alfa Romeo 11 years later where he created the P2 single-seater and the 6C sports racing car that won the Targa Florio and Mille Miglia under Scuderia Ferrari. He left for Lancia in 1937 and lent his genius to numerous projects including the D50 Grand Prix car. After Lancia pulled out of racing in 1955, Ferrari adopted its design and Jano headed for Maranello along with it, remaining with Ferrari until 1965, during which time he co-authored the Dino V6 engine. After the death of his son Giorgio, and believing that he was terminally ill, he tragically took his own life that same year.



for Kimi (pic below). You know you have made it as a sportsman when everyone knows you from one name alone. Nevertheless, Kimi Räikkönen is widely considered to be an underachiever. This is the man that Ferrari famously paid to go on gardening leave, only to rehire him at monumental expense a few years later. A reputation for laziness persists – unfairly. Consider this: on his Ferrari debut, he was the first driver since Juan Manuel Fangio to win, set the fastest lap and claim pole position. He also joins Fangio and Jody Scheckter as one of only three drivers to win a world title during their first season with the Scuderia (2007). He also gave the team its 200th GP win, its 600th podium position and its 700th podium position. We could go on.



is for Le Mans. Ferrari and Le Mans were once inextricably linked. Winning the 24 Hours mattered to *Il Commendatore*. As the late, great John Surtees was wont to comment, not much development happened on F1 cars until June was out of the way. The marque bagged honours during the first post-war meeting in 1949, Luigi Chinetti claiming his third win as a driver. The 47-year old drove for almost 23 hours, with Lord Selsdon notionally his co-driver. Chinetti would also play a vital role in the marque's final win in the endurance classic. His NART squad fielded a 250 LM in the 1965 running for Jochen Rindt and Masten Gregory (pic below). While not expected to be in the hunt, it moved up the order after more fancied runners dropped out and scored Ferrari's ninth – and last – outright victory.



is for Mille Miglia. This legendary road race took place on 24 occasions from 1927 to 1957. Of the 11 post-war events, Ferrari would be the dominant player. Clemente Biondetti and Giuseppe Navone won in 1948 aboard their dumpy, Allemano-bodied 166S coupé. Then Biondetti claimed repeat honours a year later alongside new wingman Ettore Salani in a 166MM Barchetta and the die was cast. Ferrari would take home the silverware every year to the end, bar Lancia's win in '54 and Mercedes-Benz's triumph a year later. Ferrari also played a part in the event's downfall, Alfonso de Portago's crash aboard a 335S in '57 claiming his life and that of his co-driver Ed Nelson. The same accident also accounted for the lives of nine spectators, five of them children.



NEXT MONTH:
Ferrari A to Z Part Two



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Goodwood 75th Members' Meeting

Star names, packed grids, epic on-track battles and off-track spills ensured that the 2017 Goodwood 75th Members' Meeting was the most memorable yet

Report by Richard Heseltine
Images by Goodwood Motor Circuit



Italian cars featured prominently in the bumper Goodwood 75th Members' Meeting programme, but there would be only one win for a Latin marque. The new-for-2017 Varzi Trophy race for pre-WW2 Grand Prix cars and voituettes fell to Christian Glasel's wonderful Alfa Romeo Tipo B, but only after a four-way battle with Michael Gans (Maserati V8RI), Julian Majzub (Bugatti Type 35B) and Sean Danaher (Maserati 6CM). Gans survived a half-spin at Lavant and a full pirouette at Woodcote to claim honours by four seconds from Majzub.

Missing from the race, but attracting plenty of attention in the paddock, was the ex-Luigi Villosesi/Giuseppe Farina Maserati 8CL. This fabulous single-seater was built in 1940 and finished seventh in the Indy 500 six years later. Josef-Otto Rettenmaier drove the car in practice for the Varzi Trophy but withdrew it before qualifying began.

Attracting even more attention, however, was Duncan Pittaway's 1911 Fiat S76 which generally defied belief as much as description. This former Land Speed Record challenger was the undoubted fan-favourite during the SF Edge Trophy encounter for Edwardian cars. The 28-litre aero-engined 'Beast of Turin' had never ventured trackside before, and its owner wisely elected to start the race from the pit lane. He had climbed as high as eleventh aboard the fire-belching

Fiat, only for a misfire to drop the car down to 13th place by the time the chequered flag descended.

"I'd never used more than quarter-throttle before," Pittaway said. "I had no idea what to expect. It isn't an ideal racing car. I pumped the tyres up to 100psi... The straights are fine, it's the corners that are the tricky bits. Once it's going, it builds speed very nicely and goes like the clappers. It's really high-g geared and will do 70mph in first gear at 1000rpm. I feel very humbled that so many people want to see the car. I love it. I just wanted to try it on a track."

The highest-place Alfa in the final order was Christopher Mann's 1923 RLTF in a lowly 11th spot, with Tony Best's RLS 'Targa Florio' being classified in 17th place. Alfas also failed to shine in the crowd-pleasing Gerry Marshall Trophy touring car race which this year featured a new format: a one-hour Saturday evening mini-enduro and a full-blooded reverse-grid sprint race the following morning. Sports car ace Nicolas Minassian joined car owner Paul Clayson aboard his 1981 'Alpilatte' GTV6, but problems blighted their challenge on both occasions, despite a decent showing in qualifying.

One of the drives of the weekend came courtesy of DK Engineering's James Cottingham in the Graham Hill GT Trophy race. The 2016 winner, sharing a Ferrari 250 GT0/64 with Nicky Pastorelli, was on electrifying form as he tore through the order from 15th on the



Monstrous 1911 Fiat S76 (left) was simply spectacular; first-time-out Ferrari 250 LM (above) placed in the top 10

grid. Despite the small matter of the gearknob detaching itself, the historic ace anchored an eventual fourth place finish from 29 starters behind a TVR Griffith and a pair of Cobras. The Pearson brothers, meanwhile, rounded out the top 10 in their sublime Ferrari 250 LM, first time out. Sadly, the pair of Bizzarrinis in the same race didn't feature strongly, despite the best efforts of drivers Anthony Reid and Gregor Fisker.

The Derek Bell Trophy race for one-litre F3 'screamers' that raced from 1964-1970 witnessed a battle for second place as Michael Hibbert disappeared up the road in his ex-Chequered Flag Brabham. Sam Wilson finished second aboard his Tecno 69, albeit 38 seconds behind the winner, the Bologna marque enjoying something of a renaissance of late in this category. Engine builder James Claridge was unlucky not to round out the podium positions

aboard Geoff Richardson's similar car; his bright orange Tecno ran as high as third before retiring. Paul Waine, meanwhile, brought his De Sanctis home in sixth place from 24 starters.

The many non-racing on-track activities this year included a 'Minute of Noise', which was an appropriate way to remember the achievements of 1964 Formula One World Champion John Surtees. 'High-Speed Demonstrations' stretched to several classes, a particular highlight being those for sports-prototypes from the 1970s three-litre era. Alfas featured prominently, with Alexander Rittweger enthusiastically pedalling his Tipo 33/3, while Sam Hancock exercised a 1973 Tipo 33TT1.2 from the same stable. Ulrich Schumacher, meanwhile, braved his 1995 Ferrari F40LM in the GT1 demonstrations, only for Sunday's run to be curtailed after Nick Mason's McLaren F1 GTR connected with something immovable at St Mary's.



Obituary: John Surtees (1934 - 2017)



Everything he had done previously on four wheels paled by comparison. John Surtees' drive in the 1963 German Grand Prix helped confirm his greatness away from motorcycles. Having already conquered the Nürburgring with MV Agusta, *Il Grande John* followed through with victory in the 1963 1000km race alongside Willie Mairesse in a Ferrari 250P sports prototype. It was his maiden triumph for the Scuderia, the Briton having yet to become a Grand Prix winner, despite threatening to do so from the get-go. Shortly after, he broke his F1 duck in the best way possible on the Nordschleife.

Jim Clark had qualified his Lotus 25 on pole for the Grand Prix, but by the time the cars reached Breidscheid for the first time, it was the BRM of Richie Ginther in the lead from Bruce McLaren's Cooper. The sainted Scot now had Surtees glued to his tail, the scarlet Ferrari 156 moving up the order until it assumed the lead on the second tour. Clark had annexed the four prior Grands Prix and it soon became a two-way battle as he bid to make it five consecutive wins. By half-distance Surtees led by 5.3 seconds, Clark's Lotus by now alternating between seven and eight cylinders. When running properly, the green car was clearly quicker, Surtees' Ferrari also losing a pot for a brief moment, but this served only to give Clark false hope. With 11 of the 15 laps run, Surtees had 20 seconds in hand; by the flag he was some 1min 17.5sec ahead to claim the first F1 win for the

Scuderia since the 1961 Italian GP. He also became the first man to secure the Grand Prix and 1000km race in the same year. And, just to rub it in, he successfully defended his German GP win in '64 from pole en route to becoming that year's F1 World Champion.

This is just a thumbnail sketch of what Surtees, who died in March 2017 aged 83, meant to Ferrari. His seven world titles on motorcycles would have enshrined his immortality, but this remarkable man made the transition to racing on four wheels seem the easiest thing imaginable. Nevertheless, Surtees was a man of principle, famously falling out with Ferrari's team manager Eugenio Dragoni, who favoured his young charge Lorenzo Bandini to the point that the Briton had little choice but to walk part-way through 1966. The split probably cost Surtees and Ferrari their respective World Championships that year. Nevertheless, he managed to rub salt in Dragoni's wounds by winning the season finale in Mexico aboard a Maserati-engined Cooper.

His final points-scoring victory was for Honda, before a regrettable switch to BRM in 1969 which led to him forming Team Surtees. Sadly, there would be no F1 wins as a constructor, the squad folding at the end of 1978. Surtees' son Henry briefly brought the name back to the spotlight, only to perish in an accident at Brands Hatch in 2009. *Il Grande John* bore the tragedy with typical grit, remaining engaged and engaging to the end. **Richard Heseltine**



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Amelia Island Concours d'Elegance

STORMS WERE DODGED AT THE 22ND AMELIA CONCOURS EVENT,
WITH ITALIAN CARS IN A STARRING ROLE

Story & images by Keith Bluemel





The annual Amelia Island Concours d'Elegance took place at its traditional location on the 10th and 18th fairways of The Golf Club of Amelia Island, next to the splendid Ritz-Carlton Hotel. However, forecasts of storms brought the 2017 edition forward from its traditional Sunday to the Saturday. This proved to be a brave but wise decision: although the main bulk of the rain came overnight, Sunday was a very chilly, overcast and windy day. The weather on Saturday was perfect, with pleasantly warm temperatures and an abundance of sunshine. To accommodate the change of day, the 'Cars & Coffee' gathering, normally held on

the show field on Saturday morning, was transferred to the MotorXpo field across the street (a free-to-enter event run in conjunction with the main concours).

As a prelude to the main event, three major auction companies held significant auctions. The official auction company of the concours, RM Sotheby's, was on site at the Ritz-Carlton; Gooding & Company were at the nearby Amelia Island Plantation, together with Bonhams at the Fernandina Beach Golf Club, plus there were a couple of others in the locality. All reported healthy sale prices.

RM Sotheby's posted \$70.9 million in total sales, with a 90 per cent sell-through rate, with post-auction sales of two high-number

Ferraris boosting this figure further. This was a new benchmark for an Amelia Island auction, comfortably exceeding the combined totals of all the other auctions held over the weekend. RM Sotheby's had no fewer than 19 individual million-dollar-plus sales, the top spot claimed by a 1937 Bugatti Type 57S Cabriolet, achieving US\$7.7 million.

Bonhams reported an 87 per cent sell-through rate with a total sales figure of \$10.2 million, the highlight being a 1955 Ferrari 250 Europa GT alloy Pinin Farina Coupe, which achieved \$2,227,500. A 1986 Lamborghini Countach 5000S QV sold for \$335,500. Over at the Gooding & Company auction total sales reached over \$30 million with a 78 per





cent sell-through rate, and nine cars achieved over the \$1 million mark.

After all the auction action, let's get back to the show! Each year a motor sport personality is chosen as the honouree of the show, with a class dedicated to the cars that they have driven during their career, and 2017 was no exception, with the accolade going to American racing legend, Al Unser Sr, four-time winner of the Indianapolis 500, with numerous other race and championship wins to his credit, including the 24 Hours of Daytona. The gathering also featured a number of important milestones in automotive history, including the 50th anniversary of the Chevrolet Camaro, with a display of a range of competition and road variants produced over the years. Another class was a celebration of the 60th anniversary of the Jaguar D-Type's third and final Le Mans victory at Le Mans in 1957, with a variety of long-nose and short-nose examples, plus the XK SS roadgoing derivative, of which only 16 examples were produced, with movie legend Steve McQueen being one of the most famous owners. This year there was a class for Movie Cars, featuring the likes of the Aston Martin DB5 from the James Bond film Goldfinger, the Ferrari 275 GTS4 from The Thomas Crown Affair (which was also raced in the 12 Hours of Sebring with Denise McCluggage/Pinky Rollo), the Porsche 917 from Le Mans and the 1958 Chevrolet Impala from American Graffiti. There was also the first North American showing of one of Japan's first purpose-built race cars, the Prince R380 sports racing car

of 1965, courtesy of Infiniti, which appeared in the Japanese Prototype class.

Apart from the annually changing feature classes, every year the gathering attracts a wide variety of rare and desirable automobiles and motorcycles, numbering over 300 in total, and one never ceases to be amazed by the incredibly diverse and desirable selection of machinery that Bill Warner and his team assemble each year. It is no small wonder that the show has been awarded the EFG award for The International Motoring Event of the Year twice in the past four years – a real tribute, not only to the show and its organisers, but also to the ambience that they create for visitors.

ABOVE: Wild-looking 1971 Bizzarrini 128P prototype uses a Fiat 1.3-litre engine driving through a Colotti transaxle. The Glassfibre body was found in a field outside the old factory

Despite the last-minute change of day, which must have created logistical nightmares for staff and caterers, everything ran like clockwork. At the end of the day, the two major Best of Show awards went to the 1937 Alfa Romeo 8C 2900B Lungo Spider of the A. Dano Davis Collection, which took the Ritz-Carlton Concours de Sport trophy, with the Ritz-Carlton Concours d'Elegance trophy going to the 1935 Duesenberg SJ-582 Limousine of Terence E. Adderley.





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The Quattroporte Question





In a four-door face-off, we bring together the latest, facelifted 2017 Quattroporte 6 and a 10-year old QP5. Can the V6 twin-turbo QP6 rekindle the elegance and sportiness of its V8 predecessor?

Story: Chris Rees
Images: Michael Ward

Few things in life are as agreeable as smoking around in a Maserati Quattroporte. After all, the 'Four Door' Maserati has always been the flagship of the Trident range. Over six generations from 1963 to the present day, it's also been the one constant in an ever-changing range.

So here the question: which Quattroporte is the best? Certainly from a stylistic point of view, it's not just me who thinks that Maserati reached a pinnacle in design terms with the fifth-generation M139 model of 2003-2013. Pininfarina's achingly elegant sculpted shape was in stark contrast to Gandini's quirkily angular fourth-generation iteration – and the fifth-gen model (let's go with the popular contraction and call it QP5) has really stood the test of time.

So much so that design cues from the original shape are very clearly discernable in the latest sixth-generation Quattroporte: things like the prominent shark nose, the swage line rising dramatically over the rear wheels, the triple cooling 'port-holes' in the front wings and the coupe-like glasshouse. Maserati should be given credit for recognising the positive design vibes the QP5 has always exuded.

It's not just the look, though: there are so many more aspects of the QP5 that resonate today, from its creamy Ferrari V8 to its luxurious cabin. It's rightly regarded as something of a modern classic.

We've brought together two Quattroportes that are exactly a decade apart: a 2007 Sport GT and the very latest facelifted 2017 'S'. Although there are some clear dividing lines, as we shall see, the on-paper stats for this pairing are remarkably similar. For instance, at just over five metres long, they're both giants. They both have around 400hp to play with. And coincidentally they both cost the same new (circa £83,000).

So here we go with our four-door face-off, to answer this crucial Quattroporte question: which is the quintessential QP – fifth-gen or sixth-gen?



THE FAMOUS 'FIVE'

I've long had a hankering for a Maserati Quattroporte. Pininfarina's elegant shape, the driver-focused feel, the fantastically sybaritic cabin, the Ferrari V8 engine – as an ensemble, it's always struck me as a car with almost symphonic beauty.

So it was that I finally took the plunge last year and bought a 2007 4.2 Sport GT. I would ideally have liked a GTS with its lower, fixed-rate suspension rather than Sport GT's adaptive Skyhook system, but finding a GTS proved all but impossible. In fact, with only 667 4.2 GTS QPs ever made, it's no surprise that my hunt was so vexed; they are very few and far between. I even bid on a GTS at auction but it needed work, had higher mileage than I'd like and eventually sold for too much money – perhaps a lucky escape.

My QP is one of the earliest examples with ZF six-speed automatic transmission, as opposed to Maserati's Duo Select system. The latter is problematic: its self-shifting change quality is sluggish, low-speed progress is jerky and it munches clutches. The ZF six-

speed is far preferable in my book: smoother, easier to live with and all round more apposite in the QP. And it's the perfect accompaniment to the naturally aspirated 4.2-litre V8 – essentially a detuned Ferrari F430 engine.

Now let's turn to the sixth-gen QP, in facelifted 2017 model year guise. The sixth-generation Quattroporte, as launched in 2013, has proved very popular, selling over 24,000 examples in its first three years of production. That's almost as many as the QP5 sold in fully eight years on sale (25,236).

The 2017 facelift is subtle indeed. A new front bumper with a matt black profile is joined by a more prominent front grille, very much like the Levante's, with its vertical chrome strakes. Lurking behind them is an electrically adjustable 'Air Shutter' that improves cooling and helps reduce aerodynamic drag by 10 per cent. Other external changes are matt black side skirts, restyled door mirrors and a matt black rear diffuser. All very 'stealth'.

Inside, there's a new infotainment system, again shared with the new Levante. A huge 8.4in touchscreen provides Apple CarPlay and Android Auto

QP5 still looks fabulous today, inside and out. And it feels keen to drive, too. A true classic



smartphone mirroring. The tunnel console is new, too, to accommodate not only the touchscreen but also the redesigned climate control, storage trays and single rotary control. It all looks much simpler, even minimalist. Our test car has the new Driver Assistance Plus Pack option, consisting of adaptive cruise control, lane departure and forward collision warning, advanced brake assist, blind spot detection and surround-view camera – yours for £3100. Plush GranLusso and sporty GranSport trim levels are also now available for the first time – although our car is a simple ‘S’. And while you can buy a V8 Quattroporte (the 530hp 3.8-litre twin-turbo GTS), ours is the 410hp 3.0-litre V6. There’s even a 275hp diesel available, but we’ll skip on past that. As for pricing, the range currently starts at just over £70k, with our test V6 petrol ‘S’ costing £82,750 – almost exactly what the QP 4.2 V8 Sport GT cost 10 years ago.

GENERATIONAL SHIFT

Although the powerplants of the QP5 and QP6 are quite different – naturally aspirated V8 versus twin-turbo V6 – the power figures are remarkably close: 400hp at 7000rpm for the QP5’s 4.2-litre V8, and 410hp at 5500rpm for the QP6’s 3.0-litre V6 turbo. A hint of the difference between them is evident in the rev

limiter cut-off points: in the V6 it’s set at 6000rpm, in the V8 it’s 7500rpm. You could argue that high revs aren’t needed in a turbo V6 – and you’d be right. There’s just oodles of torque at low revs: the peak figure of 406lb ft comes at a diesel-like 1750rpm; in contrast, the QP5’s engine is spinning at fully 4250rpm when it reaches its peak of 339lb ft.

That all makes the modern QP feel far more eager at low to medium speeds. In real-world, everyday conditions, it’s considerably easier to drive: just tickle the throttle and it leaps forwards. In contrast, the QP5’s V8 needs high revs to extract its best. If you’re not mashing the throttle to the floor and exploring the upper reaches of the rev range, progress can feel somewhat muted.

However, while the QP6 is certainly easier to drive at pace, there’s something oh so alluring about the raw immediacy of that Ferrari-sourced V8. It sounds great, too. There’s nothing quite like a V8 at full howl, especially in Sport mode. Not that the QP6’s V6 sounds anything other than fantastic, especially when you press the ‘Sport’ button. Maserati has consistently conjured up sonic magic when it comes to exhaust notes and the V6’s has just the right mix of basso profundo and delicate soprano.

The power delivery in Sport mode is also more brutal





in the V6 than the V8. Floor the throttle from a standing start and the rear end weaves and dances away, even with the traction control engaged. The QP5, meanwhile, feels a little more reined in. And in raw performance terms, the QP6 does have the edge: it'll reach 177mph (quicker than the pre-facelift QP6, incidentally) and will accelerate to 62mph from rest in 5.1 seconds. The older car lags a little behind at 5.6 seconds and 168mph. Still no sluggard, though.

The transmission in both cars is smooth and satisfying. As mentioned before, I deliberately hunted down a ZF six-speed auto, as opposed to a Duo Select semi-auto, as it's so much smoother and faster-acting. The QP6 takes things to another level with its ZF eight-ratio 'box that offers an even creamier transition between cogs. Paddle-shift manual gearchanges are also possible – again these feel sharper in the 2017 car.

What about handling? My rule of thumb with large cars is how well they disguise their bulk. In both generations, the enormous QP performs this task brilliantly, shrinking around the driver to give the impression that it's much more compact and sporty than it actually is. Few beasts of this size and weight feel so engaging to drive, blessed as they are with perfect 50/50 front/rear weight distribution (OK,

actually 49/51 in the earlier car).

The QP5 does have a sporting edge. It feels very connected, at least in Sport mode with the Skyhook adjustable dampers in their stiffer setting (the standard setting is great for wafting but the body control is wobbly at best). Turn-in may not be the sharpest you'll ever experience but understeer is resisted to a remarkable degree. When oversteer arrives – as it inevitably does when you overcook things – the QP5's chassis signals what it's doing with exemplary clarity and the MSP stability control intervenes benignly to keep things in check; all very satisfying. In the QP6, the stability control is even less intrusive so that you can really slide the tail about but the feel is perhaps more 'digital' than 'analogue'.

The QP5's hydraulic steering offers plenty of feel, if not necessarily sports car sharpness. And while it's popular to decry modern electric power steering systems, I reckon the feel through the QP6's helm is lovely: 'connected' and offering good feedback.

Any luxury car lives or dies by its ride comfort and both QPs deliver mightily in this regard, with impeccable absorption of bumps and ruts. Once again, the 2017 car has a clear advantage: its ride quality over rough surfaces and its lack of suspension 'float' is

Latest QP is gargantuan. Twin-turbo V6 is easier to use than V8 and sounds fantastic in full flow

QUATTROPORTE 5 VS 6



TECHNICAL SPECIFICATIONS

MASERATI QUATTROPORTE 4.2 V8 ('07)

QUATTROPORTE 3.0 V6 S ('17)

ENGINE:	V8 petrol	V6 twin-turbo petrol
CAPACITY:	4244cc	2979cc
BORE X STROKE:	92mm x 79.8mm	86.5mm x 84.5mm
COMPRESSION RATIO:	11:1	9.7:1
POWER:	400hp @ 7000rpm	410hp @ 5500rpm
TORQUE:	460Nm (339lb ft) @ 4250rpm	550Nm (406lb ft) @ 1750rpm
TRANSMISSION:	6-speed auto, rear-wheel drive	8-speed auto, rear-wheel drive
BRAKES:	330mm vented discs (front), 330mm discs (rear)	345mm vented discs (front), 330mm vented discs (rear)
SUSPENSION:	Double wishbones front and rear, coil springs, anti-roll bars, Skyhook adaptive dampers	Double wishbones (front), multi-link (rear), coil springs, anti-roll bars, Skyhook adaptive dampers
TYRES:	245/35 R20 (front), 285/30 R20 (rear)	245/45 R19 (front), 275/40 R19 (rear)
0-62MPH:	5.6sec	5.1sec
TOP SPEED:	168mph	177mph
FUEL CONSUMPTION:	17.9mpg	29.4mpg
CO2:	370g/km	223g/km
LENGTH/WIDTH/HEIGHT:	5052/1895/1438mm	5262/1948/1481mm
KERB WEIGHT:	1990kg	1860kg
PRICE:	£83,302 (2007)	£82,750 (2017)



superior, as is the sense of body control at all times.

Living with a QP is a fantastic experience, as long as you accept that it's a big car – a very big car. I thought my QP5 was a leviathan of the road until I climbed aboard the QP6. The older car has a wheelbase of 3065mm and measures 5052mm long; the newer car dwarfs it, with a 3171mm wheelbase and stately pile-sized 5262mm length. It's also substantially wider and taller.

But while the QP6 may be more unwieldy to manoeuvre, its bigger dimensions do translate to much better interior space. The QP6 was designed in an era when the Chinese market was in the ascendancy, and the number one requirement for luxury cars in China is rear passenger space. As a result, the QP6 offers true limousine comfort in the back. The boot is enormous, too, stretching way back deep and able to fit 530 litres – big enough for a bike frame. The QP5, in contrast, is firmly in squashy bag territory, and rear seat passengers, while cosseted, don't have the same plutocratic sensation of space.

VERDICT

Over the 10 years that separate these cars, it's clear that things have moved on dramatically in a number of ways. The large-capacity naturally aspirated V8 has given way to a smaller-capacity twin-turbo V6 that's just much easier to live with. The technology on board has leapt forwards in leaps and bounds.

No question, the QP5 does now feel its age, as my esteemed predecessor, Phil Ward, told me in no uncertain terms. He's right; but old-school is not always bad, and I think the QP5's place as a classic is assured. There is ultimately something very appealing about a car that has one of the last naturally aspirated V8 engines on the planet, for one thing, and one of the last with hydraulic steering.

Make no mistake, though: the QP6 has very much moved the game on. Drivability, comfort, refinement and sophistication are all on a different level. And in 2017 facelifted form, it's very much at the forefront of the luxury car market. But does it have the same degree of magnetic appeal in the charm department as the 2007 car? Will it be a classic in ten years' time? I guess only time will tell. ■■





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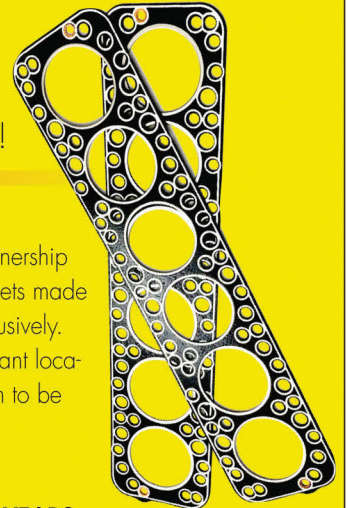
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Lancia Montecarlo Consortium
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International Association of Lancia Clubs
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Stratos Enthusiasts Club
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Maserati Club
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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

April 29
Auto Italia Italian Car Day
 Brooklands
www.auto-italia.net

May 4-7
London Motor Show
 Battersea Evolution, London
thelondonmotorshow.co.uk

May 14
Classics at the Villa
 Villa Scalabrini
 Shenley, WD7 9BB
www.classicsatthevilla.com

May 12-14
Great Northern Weekend
 (Lancia Motor Club)
 Lake District
www.beechhillhotel.co.uk

May 18-21
Mille Miglia
 Brescia-Padova-Rome-Parma-
 Brescia, Italy
www.1000miglia.eu

May 20
Abarth Day
 Rockingham Circuit
www.abarthcars.co.uk/scorpionship

May 28
Scottish Italian Car Day
 (AROC)
www.aroc-uk.com

June 4
Italian Car and Motorcycle Extravaganza
 Newby Hall, Ripon, N Yorkshire
www.italiancarsandbikes.co.uk

June 9-12
Sliding Pillar Rally (LMC)
 Saint Valery sur Somme
www.lancia.myzen.co.uk

June 16-18
22nd Vernasca Silver Flag
 Classic car hillclimb
 Castel'Arquato
www.vernascasilverflag.it

June 29 - July 2
Goodwood Festival of Speed
 Goodwood, Sussex
www.goodwood.com

July 9
National Alfa Day (AROC)
 Knebworth House
www.aroc-uk.com

July 16
Supercar Sunday
 Brooklands
www.auto-italia.net

July 28-30
Silverstone Classic
www.silverstoneclassic.com

August 13
Festival Italia
 Brands Hatch
www.festivalitalia.com

August 20
Midlands Italian Car Day
 Ragley Hall
www.aroc-uk.com

September 1-3
Monza Grand Prix
 Monza, Italy

September 2-3
Beaulieu Autojumble
 Beaulieu, Hampshire
www.beaulieu.co.uk

September 2-8
European Classic Touring Club Euroclassic
 Northern Spain
www.europeanclassicclub.co.uk

September 16-17
Best of Italy Race
 Closed road supercar event
 Castel'Arquato-Morfasso
www.bestofitalyrace.com

September 24
Southern Alfa Day (AROC)
 Royal Gunpowder Mills,
 Waltham Abbey, Essex
www.aroc-uk.com

October 8
Autumn Motorsport Day
 Brooklands
www.auto-italia.net

October 26-29
Auto e Moto d'Epoca
 Padova Fiere, Italy
autoemotodepoca.com

November 10-12
NEC Classic Motor Show
 Birmingham
www.necclassicmotorshow.com

December 2-10
Bologna Motor Show
 Bologna Fiere, Italy
www.motorshow.it

2018
September 6-9
32nd Alfa Romeo Montreal International Meeting
 Inveraray, Scotland
tcwd4p@btconnect.com

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ALFA ROMEO



Alfa Romeo Spider Veloce 2000 Pininfarina. 1990, 70,000 miles, green. Built for the American market, then converted to R/H drive by Bell and Colville. First registered 20.05.1993. Substantial history file available, acquired by present owner in 2015 but kept in storage owing to illness. The vehicle is equipped with automatic transmission, £11,500. During the late 70's I drove a 2000 Berlina Auto, what fun that was! Tel: 01452 770055. Email: juniperslad@gmail.com (Bisley, Glos). A256/018



1990 Alfa Spider S4. 51,000km, dark metallic red, black leather interior, black carpets, mohair hood and tonneau. Rare high spec, imported from Germany Dec 1996, converted to RHD by Bell and Colvill. Comprehensive service history, fine original condition, concours winner, long MOT, £13,500. For further details call AROC member. Tel: 01935 816822 (Dorset). A256/057

Alfa Romeo Alfasud Super. 1981, 75,000 miles, Bianco. Four door saloon, stored in garage last 20 years, heavy rust to front lower screen area and wings, repair or spares, buyer collects, £400. Email: agarnett60@gmail.com. A256/014



1973 2000 Alfa GTV 105. This was to be my last Alfa and has been totally rebuilt to a standard as high as any. A photo history of the build will come with the car. Most parts to complete are with the car, £16,000. Options to purchase just shell if wanted. Tel: Ed, 07973 711948. A256/059



Alfa Romeo Spider S4. Sea King RHD, hard top, 1991, 2.0 injection engine, power steering, full beige leather in excellent condition, 82,000 miles with full and extensive service records, absolutely rust free as spent most of its life in my summer home in Athens, Greece. £11,950, part of a private collection, email for more info if needed. Email: lamb0500@hotmail.co.uk. Tel: 0030 6938 132311. A256/062

Alfa Giulia Spider. 1963, RHD, for sale, offers. Tel: Antonio, 01173 820970 or 01275 842674 (Bristol). A256/064



Alfa Spider S4. Right hand drive conversion by Bell and Colvill. This car is an absolute beauty, it has done just over 60,000 miles and has been loved all its life. The car has recently had over £5000 spent on it and is now in really sound condition. The car comes with all the extras you would expect of the Series 4 including the hard top, as you can see. This Spider represents a really good investment opportunity that will give you far more pleasure than watching your money earn 0.5 % in the bank. Offers in the region of £12,000. Tel: Jamie Porter, 01763 244441. Email: jamie@alfaworkshop.co.uk. A256/058



Alfa 145. 1747cc, registered 30/11/99, acquired 24/11/11, mileage 98,673, MOT until 5/12/17, full history since purchase with Alfa specialist. Tyres, new battery, belts all fine, status SORN, £550. Tel: 01384 484701. Email: dennislodge@outlook.com (West Midlands). A256/002



Alfa Romeo 147 GTA. 2003, 115,000 miles, MOT November. Comprehensive history file with recent history as follows: new Q2 diff fitted @ 113K £900; new front wiper assembly and coil pack £350; new grooved and drilled discs and pads all round. Full exterior Rosso Red respray, chrome shadow wheel refurb, cambelt service at 103K, full service history with latest at 110K, all handbooks and fully stamped service history. Bilstein shocks and springs and top mounts replaced at 103K. Full handbooks, any inspection welcome, £6999, sale due to looking for a Brera or Spider. Tel: Carl, 07758 951725 (Coalville, Leicestershire). A256/009



Alfa Romeo 147 2.0 TS. 1991, 68,500 miles, red. Track day prepped car, heaps of fun and very capable according to instructors. Many modifications, contact for more info, £2099 ono. Tel: 07855 996434. Email: timquest40@gmail.com. A256/012

1998 Alfa Romeo Spider convertible. Bright red/black leather, lovely condition, FSH, new MOT. New cam belt fitted March 2016. This has even the original garage receipt when purchased from new, she has covered only 72,000 miles. Reason for sale is due to age related problems, looking for a good home, a real eye catcher at £2650 onvo. Tel: 01273 271078 home or 09786 465536 mobile. Email: grayjac@ntlworld.com. A256/065



Alfa Romeo 155 Twin Spark 1.8. 1996, 126,000 miles, not cambelt, chain. MOT passed in Oct 2016, £4500. Email: babsymalone@hotmail.com. A256/015



Alfa Romeo 156 2.0 Twin Spark Lusso 4 door. 1998, 70,384 miles, red. MOT on Oct '16, both top and button front suspension arms replaced, polyurethane bushes to rear suspension arms, brake discs replaced with better ones. All brakes have steel braided Teflon brake hoses. Secondary air box removed and an air intake fitted, air filter is an Autodelta one, Lambda sensor fitted. Cambelts have been done recently, a new thermostat was fitted, air con was fitted with a new tube and was serviced, air flow sensor was fitted, £1350 ono. Tel: 01527 524634. A256/011



Alfa Romeo GT 3.2 V6. 2005, 58,000 miles, low mileage, great condition, black leather interior in exceptional condition, rear parking sensors, paintwork/bodywork in good condition, full service history, cambelt changed at 36,000 miles 2010, due to be changed because of time not mileage, the car is for sale due to change in circumstances, MOT July 2017, £5750 ono, more than welcome to come and drive and view. Tel: 07715 609315. Email: dave.c.champion@gmail.co. A256/017



Alfa Romeo GTV Cup No 60. 2001, new MOT, 97,000 miles, 5 owners, all standard apart from custom made stainless steel exhaust which sounds amazing. Service history and lots of receipts including cambelt and water pump change @ 93K miles. New MOT. Very reluctant sale of this appreciating modern classic, good investment, £7900 negotiable. Tel: 07908 498351 (North London). A256/003



2003 Alfa Romeo 156 GTA. 87,000 miles, standard from factory, except for Raggazon tailpipe and 330 calipers. Service history stamped up until 2016, cambelt changed 2014, full service in 2016, MOT until August 2017. The car is in excellent condition, I am selling my much loved GTA as I am taking delivery of a Giulia, the car has been serviced by probably the best Alfa service garage in Cornwall, £8650. Tel: 07836 611905. Email: b.sharp13@virgin.net. A256/061



2009 Alfa Romeo 159 1.9 Lusso 16v JTDM. 84,000 miles, metallic grey, black leather, air and all the usual Lusso spec. Cambelt done at 60K, newly serviced, MOT'd, and new battery. Full service history dealer/specialist. A nice car, typical for its age, £4750. 'Sensible' family car forces sale. Tel: Richard, 07973 726591. A256/063



2008 Alfa Romeo 159 1.9 16v JTDM Lusso Sportwagon. 113,300 miles, Stromboli Grey, dark grey leather. Registered 28/03/2008, MOT 22/04/2017, FSH, excellent condition throughout. Current owner (AROC member) since May 2009, gearbox rebuilt 2016, new clutch (Alfa Workshop), recent OE upper suspension arms, front brakes, handbrake cables, 2 keys. Recent Clarion VX402E multi-media head unit (will reduce price if prefer standard), £3950 ono. Tel: 07539 379707. Email: phil.gotts@btconnect.com. A256/060



Alfa Romeo 159 Sportswagon 2.2 JTS Turismo. 2006, Autodelta remap, replaced all 4 springs, upper front wish bones, rear driver's hub, 4x discs/pads, battery, 18" Brera wheels with good tyres (new in 2016), wheels have a bit of kerbing, front rear subframe and chassis with Bilt Humber Dynax S50 2016, MOT until July, 126,000 miles, 1 key, missing rear headrest, rear window doesn't work, £2600. Tel: 07855 427382. Email: wellroberts_gwyn@hotmail.com. A256/016



1996 Alfa Romeo 164 Super Twin Spark. Metallic grey in VGC, complete new exhaust system (incl cat) just fitted, Speedline wheels. Recently serviced with MOT to Sept 2017 showing no advisories, £1000, as original with insurance valuation of £2500. Tel: Alun, 07836 643237 or 0151 327 2711. A256/017



Alfa Romeo GT V6. 2004, 71,000 miles, red. One owner, full service history. 2106 respray, tyres, 2017 engine rebuild including head gaskets, liner seals, cambelt, new exhaust, battery, brakes. Looks like new! £6950. Tel: 01243 430173. Email: abrayo506@gmail.com. A256/008



1998 GTV 2.0 T Spark. 83,500 miles, 3 months MOT. New cambelt in January. No rust anywhere, new exhaust, Autolusso intake, Bluetooth stereo, service history, £2000 ono. Tel: 07818 880126. A256/055



Alfa Romeo GT 2.0 JTS Cloverleaf. 2008, 57,000 miles, MOT Aug 2017. Well cared for in lovely condition, recent belts, meticulously maintained, £4250 ono, please contact for more details/photos. Tel: 07789 390892. Email: x1ger@yahoo.com (Scottish Borders). A256/056



Mrspeedlux



1978 Alfa Romeo 2000 Spider V6. Race Body rebuild and repaint, new brakes, low mileage factory RHD £19,995



1961 Alfa Romeo Giulietta Sprint New interior, bumpers and service. Lovely. LHD. £44,995



1966 Fiat 2300S Coupe 1 owner 42 years rare factory black, quite superb £44,995



1973 Lancia Fulvia 1.3 S Coupe 2nd series, 1 owner 40 years beautiful £17,995



1958 Alfa Romeo Giulietta Spider Rare 750D model with matching numbers, new paint, trim, engine, Weber, 3 owners, sensational. £69,995



1968 Lancia Fulvia 1.3 HF Rare original car, matching numbers £49,995



1969 Fiat 124 Spider Superb Italian delivered example, full body and engine rebuild, Cromodoras, new hood etc., LHD and sensational! £24,995



1973 Lancia Fulvia 1.3S Coupe 2nd Series, excellent body, new floors £17,995

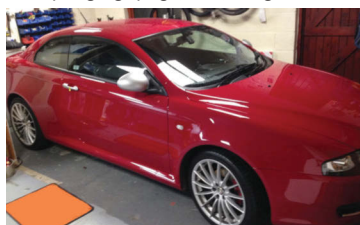
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ITALIAN CARS FOR SALE CLASSIFIEDS



2009 Alfa Romeo GT Cloverleaf (170) Q2. 72,600 miles, black. A 2 previous owner car, that I have owned for approx 5 years. Full service history from Alfa main dealers/Alfa specialists. Cambelts and water pump were done at approx 60,000 miles/2 years ago, oil cooler and pipes and suspension bushes all replaced in the past 12 months. MOT to end March 2017 and (small) annual service due end March 2017, £3750. Tel: Paul Dunne, 07903 834530 (East Sussex). A256/067

Alfa Romeo GTV Cup. 2002, 46K miles, two owners, MOT until Sept, needs minor work hence £3000, ring for details. Tel: 07825 232725 (Wilts). A256/001



Alfa Romeo GT 1.9 JTD (170bhp). 2010, 49,800 miles. Reluctantly having to sell my Alfa GT, it's one of the last ones made in Alfa Red with 170bhp and Q2 diff. Black leather interior, Bose with subwoofer in boot. Recently professionally refurbished 18-inch alloys with new centre caps. This car is probably one of the best around, I've just done rear pads and discs, had it Waxoyled and serviced/MOT'd in Nov 2016, offers. Email: simon@directcarparts.co.uk. A256/010



Alfa Romeo MiTo 1.6 JTD Veloce. 2009, 61,500 miles, Etna Black. Reluctant sale of our MiTo, needing a 4 door one. Alfa Owners Club member from new, service history plus cam belt, water pump changed at 50,000 miles, just had oil and filter change, 17" wheels, has a spare wheel, a Brinks towbar for bike, has a small scrape n/s front bumper edge, see photo, MOT 16 July, 1.6 diesel, 120bhp, 50+ mpg, £4000. Tel: 07776 205431 (Sheffield). A256/013



2006 Alfa Romeo 3.2 Brera Quattro. 60K, FSH, £Es spent, owned for 4 years as second car, stunning car, £5995. Tel: 07255 832746. A256/006



Alfa GTV 2.0 Twin Spark. 1999, V-reg, metallic silver with red Momo leather interior, great driving car with lots of history, over 30 invoices from 2006 till today (every penny that's been spent on it), 1st owner Alfa dealer for 2 months then a doctor from then. It's mileage is 137,848, a new timing belt and water pump and variator was fitted less than 400 miles ago, it has had very little use over the last 2 years. I have just bought my 4th GTV hence it's up for sale. Tyres all round are good and the alloy wheels are in good condition. The bodywork is quite good with only 2 paint blisters at rear wheel arch areas, just fitted new battery after winter storage. This would make an ideal first Alfa for anybody, £1100 no offers. Tel: Euan, 07774 672757 daytime or 01382 775494 after 6pm for any other details (Dundee). A256/070



2010 Alfa Romeo Giulietta Veloce M-Air TB. 36,000 miles, metallic red. Panoramic glass sunroof, half leather half cloth interior, rear window sunshades, boot liner. MOT September 2017, FSH by dealers and specialist Alfa. One previous owner, second owner since 2013. AROC members, £6750. Tel: David, 01242 242066 or 07790 037097. A256/071



2008 Alfa Romeo Spider 2.4 diesel. 62,000 miles, black, average condition. Cambelt service by Perrys, Dec 2013 @ 51,000 miles, garaged and SORN at present but will be taxed and MOT tested from April and available for viewing in Rickmansworth, Herts. We have owned it since pre-registration by an Alfa dealer. Arrival of twins forces sale of our much loved car, £7250. Tel: Anne Haynes, 07880 678994. A256/069

FERRARI

Classifieds are free! Just email your text and photograph to liz.solo@ntlworld.com



Ferrari 355 Spider manual 1997. Rosso Corsa with Nero leather in stunning condition. Only 24,000 miles with comprehensive and photographic service history. I have owned this car for 12 years and always kept in heated garage, full Capristo exhaust system and performance wheels, I have the original exhaust and wheels to go with the car, priced to sell at £105,000. Tel: 07834 571734. A256/029



Ferrari 355 F1 GTS. 1999, final production year. 27,500 miles, in classic Rosso Corsa and Crema leather with coded removable roof and protective cover. Recent meticulous cambelt service/FSH and detailed, Tubi exhaust, red calipers, BluTooth radio/CD/iPod plug + remote control. Alloy 1/2 spare wheel/jack/tools, carbon sills, soft garage cover. No garage space so available for £119,000. Tel: 01367 252433 or 07786 021761 (South Gloucestershire). A256/030

Ferrari F355 Spider manual. 1996, RHD Giallo with Nero leather, 32,000 miles, in excellent condition very well looked after and all bills and documents from new. Just 2 previous owners, excellent service history, mainly Ferrari dealer with 2 independent services a few years ago. Recently serviced by Lancaster Ferrari, completely clear health check, £82,500. Tel: Russell, 07971 205869. A256/027

Ferrari 308 GTB fibreglass. Fibreglass race car for sale, 1977, red. Known club car raced for many years in Marenello challenge. Very powerful modified dry sump engine, period brake upgrade, roll cage, plumbed extinguisher, cut off etc, race exhaust manifold/exhaust. This is a front running car in the right hands, road registered, £125,000, please phone 07594 186560 for further details. A256/028

FIAT



Fiat Seicento Sporting MPI. 2003, silver, black and grey interior, sunroof, new tyres and exhaust, FSH, long test. Only 11,000 miles from new! Virtually as new underneath and underbonnet, £2195. Tel: 01684 892906. A256/051



Fiat 124 CS1 Spider. 1978, LHD, manual gearbox. UK registered, 99,895 miles, less than 1000 miles since last UK MOT. All rusty panels and sills replaced. Overall nice condition, leather upholstery, new mohair hood. Drives faultlessly, good mechanics and disc brakes, S/S exhaust. Car in S/W France, open to offers around £8000. Tel: 0033 553 562219. Email: robinabrey@btinternet.com. A256/068

2000 Fiat Coupe 20 valve Turbo. 83K miles, two owners, timing belts at 36K and 72K, very original, August MOT. Bought in Reading, located in N. Ireland since 2006, £7500. Email: alilizrowan@aol.com. A256/066



Gorgeous Fiat Barchetta. 11 months' MOT. Perfect Italian leather heated seats with orange stitching, fog free headlights, new tyres and unmarked alloy wheels, lovely clean rust free bodywork, perfect roof. Recently serviced, ready for spring summer months. Tel: Aldo, 07841 777155 (Edenbridge, Kent). A256/053



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'96 Model Ferrari 456 GT
 6-speed manual



Metallic Blu Swaters with Beige hide and carpets. 17" alloy wheels with Black callipers. Detailed history from new. One of only 141 cars originally officially imported. **£59,990**

1995 Ferrari 456 GT
 6-speed manual



White with Beige hide and carpets. 17" alloy wheels with Black callipers. Left hand drive. UK registered since 2004. Only two owners with full history from new. **£49,990**


1970 Ferrari 365 GT 2+2



Metallic mid Blue with Tan hide. Alloy wheels, air conditioned, power assisted steering, self-levelling rear suspension. History from new. **£235,000**

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LANCIA



Lancia Beta Coupé. This rally-prepared Lancia evokes car '12' on the 1975 Lombard RAC Rally of forty-two years ago, £9000 ono, details from: ianboyles53@btinternet.com. A256/007



Lancia Delta Integrale Evo 1 (Waterspray version) 1991. Owned since 2002 (at 76,000km/47,000 miles), currently on 97,000km (60,000 miles), imported by previous owner from Italy in 1998. Modifications include: Techno 2 tubular manifold, Supersprint SS exhaust, front mounted intercooler, roller bearing T38 turbo, Auto Integrale 'Fast Road' cams, 630cc fuel injectors and uprated fuel pump, rebored cylinders to 84.6mm, custom remap by FC Performance: boost pressure increased to 1.45 bar, BC coilover suspension kit with adjustable top mounts. The car underwent the majority of the modification work in 2010, while the work was carried out all mechanical and electrical components, electrical sensors, bolts, washers etc, were refurbished or replaced with OEM parts or uprated items. The car is in exceptional condition, unfortunately due to a serious knee injury, I have to consider selling this car, to say I am saddened is an understatement! £37,500 ono. Tel: 01981 580068. A256/072



Lancia Zagato Fulvia 1.3S. Series One. 1970. Alloy bonnet, roof, doors, superb engine, clutch, gearbox, Konis, braided hoses, Fulda tyres, superb body, trim etc, £30k. Tel: 01932 953435 or 07710 393864 (Surrey). A256/073

MASERATI

Maserati Coupé 4200 GT Cambiocorsa. LHD, 2003, 2nd owner. Burgundy red metallic with beige cream leather interior, Maserati info center, includes GSM telephone (extra), five disc boot mounted CD player (extra), Xenon headlights (extra), rear mounted parking sensors (extra). Good car, extreme low mileage 37,387 km (23231 miles), complete maintenance records. Email: jvanbohemmen@enscoplc.com. A256/054



2005 90th Anniversary Maserati Spyder. The most exceptional example of an 90th Anniversary Spyder in Britain if not Europe, 8890 miles only, only 1 previous owner. Annually serviced by Graypaul Nottingham, garaged in a bubble at all times, never driven in the wet. Full service history with all documents available for scrutiny, £56,450. Tel: Darren, 07957 541894. Email: darren@darrenbywater.co.uk. A256/045

PARTS



Ferrari 308 rear apron panel. This is a full rear panel which includes both right and left side wheel arches as per the original part. This part is no longer available from Ferrari, made from fibreglass same as the original. Will fit Ferrari 308 GTB/GTS, part name: Rivestimento posteriore inferiore, part no. 60728600, £1500 or best offer. Please call or text me: 07711 764768. Email: kevinvester@adm-group.co.uk (part located at SY5 6RL). A256/037

Exhaust parts from Alfa 164. Powerflow rear box, £30; front pipe, £15; catalytic converter, £30; centre section, £25. Tel: Alun, 07836 643237 or 0151 327 2711. A256/019

Rare NOS and lightly used parts. I have for sale a significant quantity of rare NOS and lightly used Alfa Romeo parts covering all models from circa 1960 through to 1987, including 105, 115, 116, Sud/33, 75 and 164. All ex-dealer stock and dry stored since the late 1980s. If you have any requirements for present or future use, no matter how large or small, contact me on 07527 051415 or email: alextwitchell@hotmail.com with part numbers and photos if possible. A256/022



Ferrari F430 steering wheel. All buttons and technology working, no air bag included. The wheel has been in storage as I replaced it with a suede Scuderia for my F430. It's like new, £650, for more information or any questions please contact me, P&P/insurance to be paid by purchaser. Email: chrisapowell77@gmail.com. A256/035



Ferrari 355/348 bonnet hinges. 355/348 bonnet hinges #62062600, new and unused. Dealer price £288 each, £576 a pair. £250 the pair, save £326. Free postage UK. Email: richardweaver101@gmail.com. A256/034



Ferrari 360 modular wheels. I have recently sold my 2004 360 Modena and so no longer need my spare set of wheels. They are the optional modular alloys that were ordered with the car, the tyres have good tread. Email: g11hammad@googlemail.com. A256/038

Alfa 105 Giulias S2 parts. Brake master cylinder (requires seals), front n/s bumper s/s top, windscreen s/s top trim, fuel pump, door grab handle, window winder, offers. Tel: 01635 248394 (Berkshire). A256/023

Hot cams for 105 engines. AR 120.292s/AR 120.312c, virtually unused (less than 30 miles each), £200 per pair. Tel: Andrew Cole, 01480 212955. Email: hotcole@tiscali.co.uk. A256/025

Snap exhausts. 2 original snap exhaust tips for a Ferrari 250 such as the GTO. Incredibly hard to find now. The outsides are good with bright chromework but not perfect and the writing has worn a bit as expected with the age of them. The inside has unfortunately rusted through but could probably be refabricated. Email: harry57b@gmail.com for more information. A256/033

Alfa Romeo Spider hard top. In silver, good condition but will require rear glass. Tel: 07790 732337 or 01254 812151. A256/020



Original Abarth Competizione exhaust system (NOS) for Fiat 850 Coupé/Spider and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com (Netherlands). A256/005



Maserati car parts for sale. The following parts believed to have come from a Maserati 3500. Borrani bi-metal wheels, 16x5.00, 5 off. In undamaged but scruffy condition, no cracks, gouges etc. Only in need of cosmetic refurbishment, tyres will be disposed of prior to shipping. Steering column assembly, inner and cast aluminium outer. Front suspension corners, RH and LH includes uprights, hubs, discs, calipers, wishbones and road springs. Flywheel with clutch pressure plate, all offers considered. New Lancia Auelia bi-metal Borrani in 165x400, have been remade by Borrani at £992 each, but no Maserati wheels are available new. Much nicer than spoked wheels, easier to clean and probably lighter! Please contact Martin Cliffe at Omicron Engineering. A256/046



Ferrari 360 alloy wheels. Full set of 360 alloy wheels in anthracite c/w Continental 275/40 ZR18 tyres fitted to the rear wheels (5mm tread) and Pirelli 215/45 ZR18 Cinturato P7 tyres fitted to the front wheels (as new). The wheels are in virtually unmarked condition having been refurbished, only one very small mark on one of the rear wheels. Would look great on any 360, 355 or 348, £1395, collection only. Tel: 07784 458411. Email: chrismcgaughey@hotmail.com (I live in a village 10 mins from Luton airport). A256/031

Borrani wire wheels. A set of 4 genuine Borrani wire wheels with polished alloy rims with chrome spokes and centres, 2 are 15"x9" (RW4300) and 2 are 15"x7" (RW4075). These wheels were manufactured by the original Borrani factory in the late 1970s. They have never been used and are in original new condition. This set would be a perfect fit for either a Ferrari 365/512BB or a Daytona 365GTB/S/4, POA. Tel: Steve, 07508 616667. A356/036

Bertone dials. 1x speedometer in mph with heating and generator lights, 1x rev counter with oil pressure gauge, 1x water temp gauge angled setting, 1x fuel gauge also in an angled setting. They all have the original connectors, and dashboard fitting except the fuel gauge, whose fitting is regrettably missing. The chrome is good, but could do with some polishing. Email: benemryroberts@yahoo.co.uk. A256/024

Ferrari 360 star alloy wheels set. Genuine set of Ferrari 360 alloy (magnesium) wheels, will fit Ferrari 360, 355 and 348. One rear and one front completely refurbished, other rear in very good condition. Second front in need of paint refurbishment only. No dents or rim scraps on any of the wheels. Part numbers: rear: 164175 : 10J x18; front: 164173 : 7.5J x18, £895. Also available part worn set of Bridgestone Potenza S02A tyres. Tel: Andy, 07850 560250. A256/032

All sorts Alfa 33-166. Parts from all models from 33-166 (except GT), the majority being from 155s and 156s, as I've broken more of those than any others. Still some 147/156/GTV/166 to break so other bits will become available. Mail order/courier available. Tel: 07976 384980. A256/021

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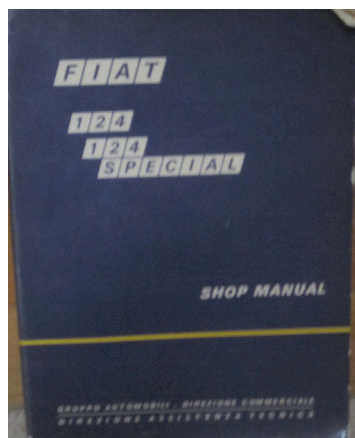
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Maserati books for sale. Recently 'reviewed' my extensive library of Maserati books and discovered duplicates of some 35 books ranging from *Maserati, a History* by A Pritchard to *Birdcage to Supercage* by W Oosthook. Contact for a full list of the books which are for sale is available. Michael Miles, The Paddock, Abbots Ann, Andover SP11 7NS. Email: michaeljmiles@me.com. A256/047



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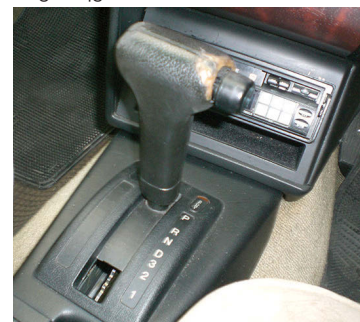
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Wanted: 4.9L Indy. I'm looking for a 4.9L Indy in any condition though preferably a runner. Any colour combination, green would be great, orange amazing and black brilliant, but grey is good and red is perfect. Not white thanks! Price depends on condition but I am Scottish. Tel: John, 01620 895256. A256/048

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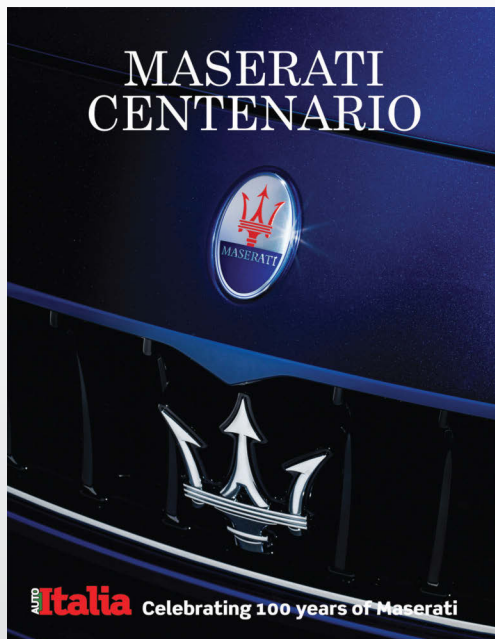
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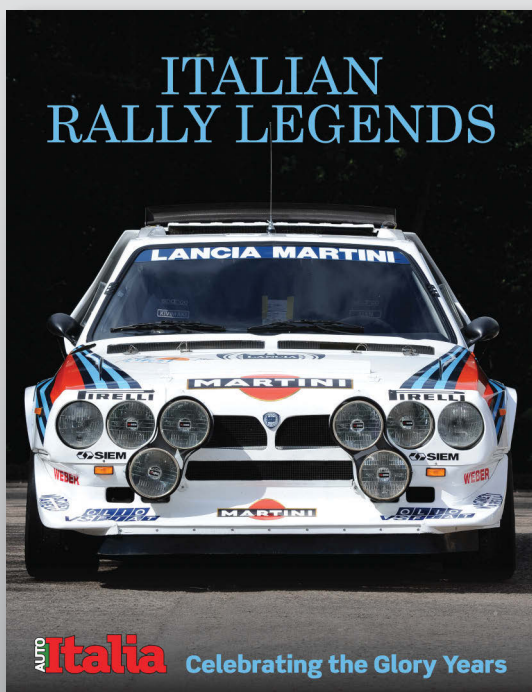
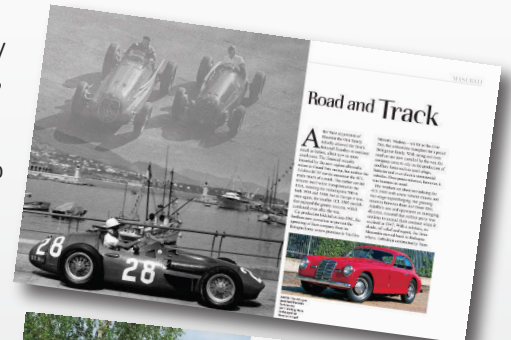


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TORQUE AUTOMOTIVE

Words by Phil Ward Photography by Michael Ward

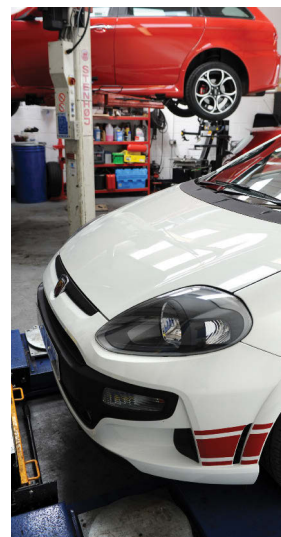
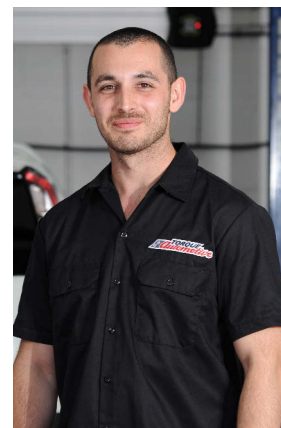
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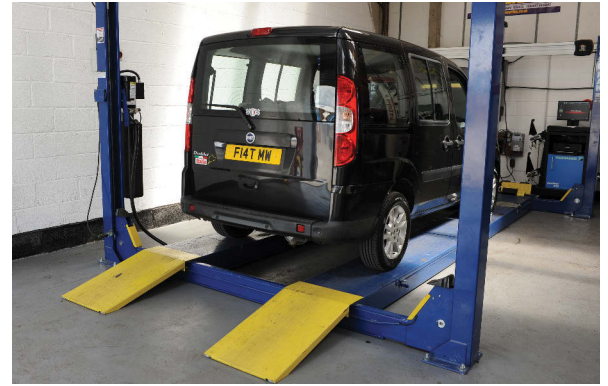
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	ISSUE		
Abarth '1600 OT'	235	History Pt4 1991 - 2010	170
Abarth Biposto	229	P3 and Disco Volante	173
Simca 1150 SS Corsa	222	P3 v Montreal v 8C Competizione	149
205A Coupe	220	Alfetta 159 Track Test	087
Dino 'Abarth' 206	220	2900 A	083
Abarth T140	201	6C 2300 Pescara - Ex Mussolini	127
Abarth T139	197	6C 1750 SS	117
Abarth 750 Zagato	196	6C 1750 James Young (Park)	225
Stilo Trofeo	193	6C 1750 SS (Corliss)	189
Abarthisti	191	6C 2500 Competizione	243
Abarth Trackday	191	6C 2500 SS Aerlux Coupe	187
A112 Abarth	170	6C 2500 S (Cabriolet)	156
750 Zagato, 124 Abarth, 1000TC	168	6C 2500 V12 by Castagna	134
Fiat Abarth 1000 Berlina Corsa	167	8C 2300 Spider & 8C Competizione	163
Abarth Simca 2000	167	8Cs in Europe rally	172
Abarth 2000 SP	166	6C 2300B MM Gran Premio Nuvolari	155
Abarth 2200 Spider	147	8C 2900 (Simon Moore)	142
Abarth 1000 TC	145	1900 CSS	176
Osella Abarth PA2 - Nordschleife	144	1900	236
Abarth Osella PA2	089	1900 TI	202
Unique Abarth Racer	141	1900 B.A.T. Prototypes	146
Formula Fiat Abarth Single Seater	138	1900 Disco Volante	230
Fiat Abarth FIA Rally Report	134	2000 Sprint	212
Abarth X1/9 Prototipo	130	Tipo 33 Daytona The Story: Part One	109
Abarth Simca 1300	119	Tipo 33/3 The Story: Part Two	111
Abarth 595SS Pocket Rocket	118	Tipo 33 TT12 The Story: Part Three	113
Abarth 1000TCR Radiale	106	Tipo 33 Concept cars	124
Fiat Abarth 850TC	103	Tipo 33 Stradale	164
Abarth 1300 OT	093	Tipo 33/3	189
Abarth Formula Italia	090	Tipo 33/2 Daytona AMJ279F	194
Abarths at Silver Flag	085	Tipo 33 (Peter Collins)	204
Fiat 131 Abarth (San Remo)	081	Tipo 33 Stradale	252
Fiat 131 Abarth Diesel	231	Montreal (Modified)	081
Fiat 131 Abarth	215	Montreal v Fiat Dino Spider S	
Fiat 124 Spider Abarth	214	v Maserati Spyder	159
Fiat 124 Abarth Rally	197	Giulietta 50th (model review)	097
Fiat 124 Abarth Rally triple-test	145	Giulietta Sprint Goccia Michelotti	094
Fiat Strada Abarth	132	Giulietta Sprint Veloce v GT 1.9 JTDM	147
Fiat Stilo 2.4 Abarth	092	Giulietta 1956 Elaborazione Bertone	228
Abarth Grande Punto	149, 148	105 Coupe, Berlina, Spider	208
Abarth Grande Punto SS	162	105 Duetto, 2000 & S4 Spiders	079
Abarth Grande Punto v Strada Abarth 130 TC	158	105 GT Junior, Fulvia, Fiat 124 Coupe	147
Abarth Grande Punto	143	105 Coupes, 1300, 1600, 1750, 2000	082
Abarth Punto (VBH) v MiTo	171	Giulia TI Super, GT Junior, S4 (AROC)	159
Abarth Punto Evo and 500C	173	Giulia 101 Spider rally car (Wheeler)	167
Abarth Punto Evo v MiTo Cloverleaf	177	Giulia 105 Spider (Time Machine)	193
Abarth Punto	197	Giulia TI Super (Arese museum car)	196
Abarth Grande Punto	138	Giulia TI, TI Super, Nuova Super	076
Abarth 500 SS	182, 167	Giulia Super (2-litre) 'Carabinieri' racer	129
Abarth 500 Trofeo	181	Giulia TI Super HSCC Racer	098
Abarth 500 Trofeo GB	175, 171	GTA (105) v 155 GTA	197
Abarth 500 Zing Trofeo	170	GTA (105) Silverstone Classic 2013	203
Abarth 500C and Abarth Punto	175	105 series Twin Cam engine feature	137
Abarth 500	148	'Romeo 2' van (105)	165
Abarth 500 (new)	156	Aguzzoli - GTA Prototype	136
Abarth 500 Forge Motorsport	179	Canguro	205
Abarth 500 'Polizia'	204	Giulietta SVZ	195
Abarth 595 by Oakley	218	TZ 1	179
Abarth 595	216	TZ 2	135
		TZ 3 Stradale	183
		Spiders: S4 105 v 916 v 939	221
		Alfasud Trofeo	219
		Alfasud: Landmark Engines	177
		Alfasud Sprint 6V	172
		Alfasud group test	151
		Alfasud: Golden Oldie	110

ALFA ROMEO

History Pt1 1910 - 1940	167
History Pt2 1941 - 1970	168
History Pt3 1971 - 1990	169

Alfasud Bimotore	150
v Lancia Beta Coupe (Covill)	138
Alfasud Sprint - Triple Test	097
Alfa 6	102
Alfa 90	160
Alfa 6 and 90	095
Alfetta GTs	210
Alfetta (Modified) GTV6	237
Alfetta GTV Turbodelta	231
Alfetta saloons	198
Alfetta GT road and race	086
Alfasud Sudsprint Racer	094
Giulietta Sprint Michelotti	140
Giulia SS	123
Giulietta 116 Turbo	231
Giulietta 116 berlina	128
Junior Zagato	084
75 Classic Choice	093
75 At the 'Ring	175
75 Turbo	157
75 (mod) and GTV6 3.5	237
75 Turbo Evolution	100
SZ x 3	136
SZ - Supercharged 24V with 340bhp	160
33 1.7 16V	172
33 Time Machines	189
164 Time Machines	153
164 v Fiat Cromia v Lancia Thema	142
164 Pro-Car	158
Alfa V6 saloons 164, 166, 159	218
V6 saloons 164, 166, 159, 156, 155	143
155 2.5 V6 ti	150
155 4 car group test	231
155 BTCC	218
V6 saloons 155, 166, 159, 156, 164	183
155 2.0, 156 2.0 159 2.2 Triple Test	160
145 1.6TS	180
145 Cloverleaf v Fiat Bravo HGT 155	198
145 Buyers Guide	081
156 Superturismo Track Test	082
156 GTA Bridgestone tyres	079
156 GTA	082
156 V6 vs 2.4 JTD (Remapped)	083
156 2.0 JTS	084
156 Giugiaro Facelifted	089
156 Uprated Diesels + GTA	093
156 2.4 JTD M-Jet	091
156 ETCC Track Test	103
156 2.0TS suspension tweak	112
156 GTA by Monza Sport Tuning	128
156 3.7 V6 (South Africa - not GTA)	103
156 SW 2.4JTD, 147GTA,	183
156 TI 2.0 TS, GT 2.0 JTS	215
156 2.0 JTS	145
156 GTA Ultra (Autodelta)	234
156 Twin Spark engine feature	085
156, GTV, 146 Club racers	
GTV (916) LMAl/AROC Racers	153
GTV (916) v Fiat Coupe v Lancia Delta integrale	221
Spider (916) v (939) v S4 (105)	086
147 Rally Car SS1600	087
147 GTA Road Test	090
147 JTD 16v M-Jet	101
147 Facelift	102
147 GTA 3.7 Autodelta	131
147 Dubai Endurance Racer	105
147 2005 Facelift	092
147 GTA Cup	132
147 'Collezione'	145
147 Collezione and GT Blackline	163
147 GTA AM Super Autodelta	136
147 Sport Q2 & GT Q2	183
147 Group Test	127
147 & GT Q2 diffs	140
GT 1.9 JTDM Novitec	099
GT M-Jet	110
GT Novitec's X-Supero	147
GT 1.9 JTDM meets Giulietta Sprint	233, 168, 095, 094, 089
GT & 147 Q2 diffs	127
166 Facelift (2003)	088
166 Facelift road test (2004)	094
166	148
166 V6 Supercharged - Q Car	133
V6 saloons 166, 164, 159	158
V6 saloons 166, 159, 156, 155, 164	218
159 Sportwagon Geneva Launch	118
159 3.2 JTS V6 Q4	141
159 TI	139
159 Arrives in the UK	117
159 and GT Back-to-Back	120
159 SW 3.2 V6 Q4 & 2.2 JTS	122
159 2.0 JTDM	166
159 1750Tbi	167
159 2.2 JTS	183
159, 109, 108, 105	
159, GT and Brera modified by Autodelta	166
GTV (916) Club Racer Track Test	112
GTV (916) 3.2 v Brera V6	
v Alfetta V6	153
GTV (916) 3.2 Revised	092
Brera International Launch	113
Brera - A Concept Realised	119
Brera Triple Test	120
Brera V6 Q4 - UK Arrival	124
Brera 3.2 V6 Q-Tronic	133
Brera - On track at Brooklands	130
Prodrive Alfa Brera - 'S' for Special	146
Brera v GTV6 (916)	181
Brera	227, 091
Brera Mega Test	139
Spider (939) 2006 Launch	123
Spider (939) 2.2JTS v 1600 (105)	152
Spider (939) Autodelta J6	144
Spider (939)	131
Spider (939) v S4 105 v Spider 916	221
8C Spider	161
4C v 8C	223
8C Competizione	139
4C	234, 214, 211, 184
MiTo Marangoni	153
MiTo 1.4TB Veloce v 145 v 33	160
MiTo Cloverleaf	170
MiTo TwinAir	197
MiTo	146, 164, 155
MiTo QV-Line	230
MiTo & Abarth Punto (VBH)	170
MiTo Cloverleaf v Abarth Punto Evo	177
MiTo 5 car group test	193
Giulietta G430 by Marangoni	183
Giulietta TCT	194
Giulietta TCT	196
Giulietta triple test	197
Giulietta (new)	170
Giulietta (new) buyers guide	216
Giulietta Sprint	227
Giulietta Cloverleaf	175
952 Giulia launch	235
BRSCC Alfashop Championship	123
SEO 48 V10 Le Mans prototype	106
'Renault Dauphine'	141
ATS	
ATS GTS Allemano Coupe	163
BRISTOL	
Bristol 400 Zagato	207
BUGATTI	
Bugatti EB 110 SS v Ferrari F40	
v Lamborghini Diablo Roadster	176
Bugatti Veyron	243
Bugatti Veyron v LaFerrari v F35	249
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 156 F1	093
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 GT v 250 LM	102
Ferrari 250 GT (3505)	231
Ferrari 250 GT	200
Ferrari 250 GT	169
Ferrari 250 GT	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 599 GTO	097
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 Giannini	160
Fiat Twin Cam engine	149
Fiat 124 Abarth group test	145
Fiat 124 Abarth Rally	168
Fiat 124 Abarth Rally	196
Fiat 124 Twin-Cams	222
Fiat 124 and friends	215
Fiat 124	147
Fiat 1400 B Junior	215
Fiat 125 Group 1	211

Fiat 125	095
Fiat 125	220
Fiat 125 Samantha (Paul Chudecki)	105
Fiat 125 Samantha (Matt Zollo)	210
Fiat 125 S	161
Fiat 127	129
Fiat 128	163
Fiat 128 Restoration	110
Fiat 128 Rally	227
Fiat 130 and Lancia Gamma	151
Fiat 131 Abarth Diesel	231
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 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 Cromia (Time Machines)	178
Fiat Cromia	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
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LAMBORGHINI

Lamborghini 350 GT	152
Lamborghini 3500 GTZ	210
Lamborghini Islero S	177

Lamborghini Islero	096	Lancia Gamma	151	Maserati Gran Turismo	144	Alfa Romeo GT	176
Lamborghini Miura	145	Lancia Beta Coupe (rear engine)	150	Maserati Quattroporte GTS	175	Alfa MiTo Group Test	189
Lamborghini Miura	111	Lancia Beta	139	Maserati Quattroporte Sport GT S	156	Giulietta (new) buyers guide	216
Lamborghini Miura	106	Lancia Trevi Bimotore	237	Maserati Quattroporte S	149	Fiat 500 (classic)	173
Lamborghini Miura Jota	120	Lancia Montecarlo Consortium	197	Maserati GranTurismo & Whisky	195	Fiat 128 3P	177
Lamborghini Jarama S	141	Lancia Stratos	234	Maserati GranTurismo Alpine Test	137	Fiat Dino Coupe	175
Lamborghini Jalpa	162	Lancia Stratos Evolution	152	Maserati GranCabrio	180	Fiat Dino Coupe	239
Lamborghini Jalpa	094	Lancia Stratos Stradale	117	Maserati GranCabrio	194	Fiat X1/9	157
Lamborghini Silhouette	094	Lancia 037 Rally	230	Maserati GranCabrio Sport	189	Fiat Spidereuropa	164
Lamborghini Urraco	094	Lancia 037	210	Maserati GranCabrio	169	Fiat Barchetta	151
Lamborghini Countach LP400		Lancia LC1	207	Maserati Grand Tourers	186	Fiat Multipla	113
v Gallardo LP560-4	156	Lancia LC2 Martini	096	Maserati Quattroporte VI	204	Fiat Multipla	202
Lamborghini V12 triple test	198	Lancia Thema 8.32	220	Maserati Quattroporte VI in Venice	214	Fiat Nuova Panda	149
Lamborghini Diablo Roadster	176	Lancia Thema	153	Maserati Quattroporte Sport GT S	172	Fiat Stilo	145
Lamborghini Gallardo	145	Lancia Thema	110	Maserati Quattroporte Sport GT	125	Fiat 20v Coupe	153
Lamborghini Gallardo	204	Lancia Delta HF integrale	212	Maserati Quattroporte 'QP3'	123	Fiat Coupes	137
Lamborghini Gallardo	194	Lancia Delta S4	211	Maserati Quattroporte 'QP2'	122	Fiat 500 (New)	181
Lamborghini Gallardo	186	Lancia Delta S4 Stradale	222	Maserati Quattroporte 'QP1'	121	Fiat Panda 100HP	149
Lamborghini Gallardo	182	Lancia integrale Giallo Ginestra	164	Maserati Quattroporte Automatica	130	Fiat Panda Schumacher	208
Lamborghini Gallardo LP570-4	171	Lancia Delta 40th Anniversary event	161	Maserati Quattroporte GT S	140	Fiat Bravo (2014 model)	207
Lamborghini Gallardo LP550 Balboni	163	Lancia Delta integrale	155	Maserati QP Evo	196	Fiat Grande Punto	184
Lamborghini Gallardo LP560-4	146	Lancia Delta (new) & Ypsilon	174	Maserati Quattroporte	096	Fiat Croma (2006)	210
Lamborghini Gallardo	143	Lancia Delta integrale 16v rally 001	182	Maserati Quattroporte	091	Lancia Beta Montecarlo	161
Lamborghini Gallardo LP560-4 Spyder	162	Lancia Reunion: Biasion	180	Maserati Quattroporte GT	119	Lancia Delta integrale	156
Lamborghini Gallardo Spyder	116	Lancia Delta Integrale Rally	118	Maserati Quattroporte 'QP5'	103	Lancia Delta HPE	169
Lamborghini Gallardo	081	Lancia integrale (Modified)	095	Maserati MC12	105	Maserati 3200GT	162
Lamborghini Gallardo	094	Lancia integrale (Steve Berry)	093	Maserati MC12 Corse	141	Maserati 3200GT	140
Lamborghini Gallardo	084	Lancia Magia	173	Maserati MC12 v Ferrari Enzo	158	Maserati GranSport	220
Lamborghini Gallardo		Lancia Musa	105	Maserati Ghibli (new)	211	Ferrari 365 GTBB	179
by Reiter Engineering	139	Lancia Ypsilon (Revised)	089	Maserati in Monaco	203	Ferrari 365 GTBB	236
Lamborghini Gallardo GT3	130			Maserati Snow Driving Course	193	Ferrari 308 GT4	219
Lamborghini Murciélago R-GT1	142	MASERATI		Maserati Trofeo	189	Ferrari Dino 246GT	238
Lamborghini Murciélago LP640	136	Maserati 8CM + 6CM	082	Maserati Club	181	Ferrari 308 GTB & GTS	241
Lamborghini Murciélago R-GT	129	Maserati 150S	234	Maserati GT Driving Course	154	Ferrari 328	147
Lamborghini Murciélago LP640	121	Maserati 150 GT Spyder	204	Maserati GT Master Course (Varano)	088	Ferrari 348	243
Lamborghini Murciélago	083	Maserati 450S (Recreation)	084	Landmark Engines Maserati V8	152	Ferrari F355	154
Lamborghini Murciélago LP 670-4 SV	165	Maserati 450S at Spa	091	Maserati historian Adolfo Orsi	147	Ferrari 360 Modena	240
Lamborghini Aventador SV 750-4	235	Maserati Tipo 61 at Spa	089	Maserati and Powerboats (Naples)	142	Ferrari F430	242
Lamborghini Aventador LP760-2	200	Cameron Millar 250F	215	Maserati A6GCS - Monaco Auction	132	Ferrari Mondial	197
Lamborghini Aventador	195	Maserati 250F v Ferrari Dino 246F1	172	Maserati Classic F1 Race Transporter	112	Ferrari 400	112
Lamborghini Aventador	185	OSCA Maserati Tipo 4	203	Maserati at Silver Flag	104	Ferrari 412	190
Lamborghini Blancpain Super Trofeo	166	Maserati Birdcage	102	Maserati in Switzerland	105	Ferrari 456 GTA	183
Lamborghini Blancpain Super Trofeo	159	Cooper-Maserati T61P	154	Maserati 90th Anniversary	102	Ferrari Testarossa	244
Lamborghini V12	147	Maserati 300S	209			Ferrari F40	247
Lamborghini LMA	133	Maserati 300S Spa Track Test	110	PAGANI		Ferrari 550 Maranello	209
Lamborghini Huracán	236	Maserati 5000 GT (Frua)	085	Pagani Zonda R	158	Ferrari 550 Maranello	237
Lamborghini Huracán HM 680-4	230	Maserati 5000 GT	191	Pagani Zonda F	115	Ferrari 612 Scaglietti	246
Lamborghini Huracán	222	Maserati 5000 GT (Variations)	081	Pagani Zonda Roadster	104	Ferrari 599 GTB	245
Lamborghini Egoista	209	Maserati 5000 GT Allemano	093	Pagani Zonda S 7.3	095		
		Maserati A6G54 Zagato	202	Pagani Huayra	201	COACHBUILDERS	
LANCIA		Maserati 3500 GT	099			Carrozzeria Scioneri	218
Lancia Theta	102	Maserati 3500 GT R.Giordanelli	201	OSI		Carrozzeria Pinin Farina Pt 1	216
Lancia Lambda	186	Maserati 3500 GTi & Speedboat	210	OSI 1200S	216	Carrozzeria Pinin Farina Pt 2	217
Lancia Lambda	211	Maserati 3500 GT Vignale Spyder	080	Carrozzeria OSI	215	Carrozzeria OSI	215
Lancia Astura by Pinin Farina	185	Maserati 3500 GT Vignale Spyder	167	Michelotti / OSI Ford Anglia Torino	141	Carrozzeria Stabilimenti Farina	212
Lancia Astura	088	Maserati Ghibli SS	199	SUNBEAM		Carrozzeria Scaglietti	211
Lancia Dilambda	184	Maserati New QP & Ghibli	218	Sunbeam Venezia	214	Carrozzeria Michelotti	210
Lancia Dilambda	143	Maserati MC Trofeo	212			Carrozzeria Ghia	209
Lancia Astura MM Sport	203	Maserati Ghibli v Ferrari Daytona	127	TRIUMPH		Carrozzeria Siata	208
Lancia Appia Convertible	194	Classic Maseratis	211	Triumph Italia by Michelotti	211	Carrozzeria Zagato	207
Lancia Appia Furgoncino	180	Maserati Mistral Spyder	144			Carrozzeria Touring	206
Lancia Appia Zagato	138	Maserati Bora v De Tomaso Pantera	154	BUYERS GUIDES		Carrozzeria Boano	205
Lancia Ardea	096	v Ferrari 512Bi	194	Alfa Giulia 105 series	208	Carrozzeria Vignale	204
Lancia Aprilia	166	Maserati Bora	194	Alfa Romeo Spider S4	104	Carrozzeria Frua	203
Lancia Aurelia B20	200	Maserati Merak v Ferrari GT4	149	Alfa Romeo GTV6	178	Carrozzeria Fissore	202
Lancia Aurelia	154	v Lamborghini Uracco	107	Alfa Romeo Montreal	174	Carrozzeria Siata	195
Lancia Aurelia B20	107	Maserati Biturbo - Classic Choice	171	Alfa Romeo 33	111	Carrozzeria Moretti	191
Lancia Aurelia + Aprilia	100	Maserati Biturbo: Landmark Engines	084	Alfa Romeo 75	170	Carrozzeria Italdesign Pt 1/2	232/234
Lancia Spider Aurelia	190	Maserati Coupe Trofeo	094	Alfa Romeo SZ ES30	167	Carrozzeria Fantuzzi	224
Lancia Flaminia 3C 2.8 Speciale	218	Maserati Coupe/Spider Spain launch	086	Alfa Romeo 164	105	Carrozzeria Allemano	198
Lancia Flaminias GT 2.5 3C		Maserati Spyder (Jodie Kidd)	126	Alfa Romeo 156	152	Carrozzeria Castagna	199
& Coupe 2.8 3B	172	Maserati GranSport	120	Alfa Romeo 156 TS	203	Carrozzeria Bertone	200
Lancia Flavia	170	Maserati GranSport - at Silverstone	111	Alfa Romeo 156 TI	182	Carrozzeria Francis Lombardi	219
Lancia Flavia	123	Maserati GranSport Trofeo Drive	108	Alfa Romeo 156 GTA	160	Carrozzeria Motto	221
Lancia Fulvia	232	Maserati GranSport	101	Alfa Romeo 147	150	Carrozzeria Viotti	222
Lancia Fulvia v Delta integrale	181	Maserati GranSport	101	Alfa Romeo 147	114	Carrozzeria Fantuzzi	224
Lancia Fulvia Prototype	204	Maserati Gran Turismo	101	Alfa Romeo 147	114	Carrozzeria Allemano	198
Lancia Fulvia 50	212	Maserati MC Trofeo	209, 176, 172	Alfa Romeo 147	114	Carrozzeria Castagna	199
Lancia Fulvia	147	Maserati GranTurismo Sport	198	Alfa Romeo 147	114	Carrozzeria Bertone	200
Lancia Fulvia SO5	092	Maserati GranTurismo Corse Stradale	177	Alfa Romeo 147	114	Carrozzeria Francis Lombardi	219
Lancia Fulvia	146	Maserati GranTurismo	189	Alfa Romeo 147	114	Carrozzeria Motto	221
Lancia Fulvia 2C	103	Maserati GranTurismo MC	161	Alfa Romeo 147	114	Carrozzeria Viotti	222
Lancia Fulvia	083	Maserati GranTurismo S Automatic	160	Alfa Romeo 147	114	Carrozzeria Savio	223
Lancia Gamma Coupe	206	Maserati GT v 3200GT v Spyder 4.2	157	Alfa Romeo 147	114	Carrozzeria Boneschi	225
Lancia Gamma	189	Maserati GranTurismo S	146	Alfa Romeo 147	114	Carrozzeria Colli	226

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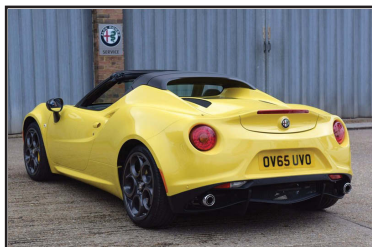
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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Murena 429GT

V8 MUSCLE MEETS SKI WEEKEND WAGON VIA AN ITALIAN COACHBUILDER

Story by Richard Heseltine

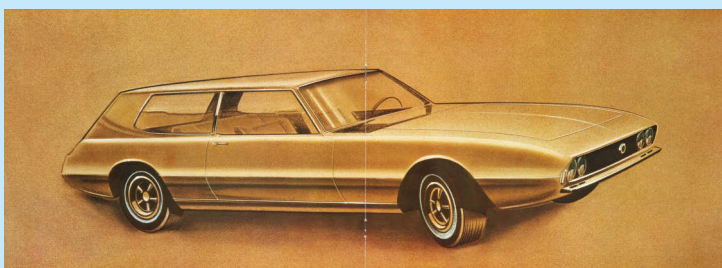
It was conceived by two New Yorkers, built in Italy by a Turin-based, Hungarian-born Canadian, and named after an eel indigenous to Sardinia. The Murena 429GT was nothing if not cosmopolitan. This intriguing supercar-cum-shooting brake was conceived by Charlie Schwendler, whose father Bill was co-founder of the Grumann Aircraft Engineering Corporation, and marketing consultant, Joe Vos. The latter recalled in Andrew McCreddie's book, *Intermeccanica: the Story of the Prancing Bull*, that they were: "two nutty guys who wanted to drive around New York in fancy cars and pick up girls." That, and go on skiing trips. He went on to add: "Charlie had a station wagon and a Porsche, and it was a compromise, no matter which car we took into the mountains. In the wagon, you had lots of room for gear but not a very enjoyable ride. In the Porsche, the drive was great but we couldn't fit much into it, so we thought it would be a great idea to build a car that did both."

Which ultimately led them to Frank Reisner of Automobili Intermeccanica, Vos cutting short a skiing holiday in the

Swiss Alps in February 1968 to scope out the Torinese concern. A deal was struck in short order whereby ten cars would be made on the grounds that, since the ski buddies were going to the trouble of building two cars, they may as well make ten and recoup their investment by selling the other eight. However, by the time the prototype had been completed and displayed at the 1969 New York Auto Show, the scheme had changed out of all recognition to the point that the 429GT was set to go into series production.

With a list price of \$14,950 (at a time when a bargain bucket Ford Pinto cost \$1919), the Murena was egregiously expensive. Nevertheless, the brochure talked up a storm, boasting of such features as: "custom-made self-levelling shock absorbers which require a test ride to appreciate; cube lighting control panel with aircraft design and performance; built-in picnic tables; a serving pantry and bar with crystal service and a cruising range of 450 miles so you can have some time to enjoy driving."

The beautiful people flocked to buy 429GTs.



By all accounts (and accounts are hard to come by), Elvis Presley bought two cars. Legend has it that Frank Sinatra and Sammy Davis Jr were also early adopters. It is known that a member of rock band Iron Butterfly acquired one straight off the showroom floor from Murena Motors' West Coast agent in Beverley Hills, only to purchase another shortly after connecting with something immovable in the first one.

The Murena also received a significant boost after the Ford

Motor Company agreed to provide running gear at favourable rates. Unfortunately, the scheme began to unravel thereafter. Vos and Schwendler may have had a full order book, but they lacked a reliable supplier. Italy was in the midst of political and industrial turmoil, and Intermeccanica was not immune. The stop-start nature of manufacturer had knock-on effects and, with nothing approaching a production schedule in place, the partners threw in the towel. The tenth and final 429GT was shipped to the USA in March 1970.





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