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News of car scrappage schemes are seemingly plastered across every newspaper front page at the moment. Car companies are leaping, lemming-like, on to another band wagon in an attempt to boost flagging new cars sales.

I'm dead against the whole thing. Fact is, you can get exactly the same deal from your dealer by simply asking – there's absolutely no need to scrap older cars. All it means is that thousands of cars which you or I might regard as modern classics are being crushed. You can just picture the flock of Alfa 156s heading heavenwards right now.

It's all an attempt, supposedly, to rid the roads of polluting older cars. That should really read polluting *diesel* cars, since they're the ones that started the current hoo-hah. I've never been a fan of diesel. Ever since visiting France as a kid, it was obvious to me that diesel fuel equalled noxious fumes. And it's not just older diesels. I've recently been involved in some research for *Which?* that shows that some brand new Euro 6 diesels being sold today are so polluting that they wouldn't even pass Euro 1 standards.

Let's not panic, either, that the UK government intends all cars sold from 2040 to be electrified. That does not mean – as widely reported, incorrectly – that petrol and diesel will be banned. You will still be able to buy petrol and diesel at the pumps. Indeed, you will still be able to buy petrol and diesel cars after 2040, it's just that they will be hybrids.

Speaking of which, where are all the Italian hybrids and electric cars? I think there's just one on sale at present: the LaFerrari, hardly what you'd call an accessible choice. Watch this space, though, as there are set to be loads of hybrid developments coming out of Italy in the very near future.

One final happy birthday wish from me: the Fiat 124 Sport Coupé is celebrating its 50th anniversary, and I'm delighted to offer it our best wishes with a full feature on page 24. It still looks great, doesn't it? If only some of us humans looked as good at 50...

Chris Rees
Editor

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NEWS & VIEWS

ALFA ROMEO RETURNS TO BTCC



Alfa Romeo is to return to the British Touring Car Championship grid in 2018. Handy Motorsport will field an Alfa Romeo Giulietta in the UK's biggest motor racing series next year.

The Swindon-based Handy team is owned by former BTCC driver, Simon Belcher. The Giulietta will be driven by the well-known BTCC driver, Rob Austin, who will contest the outright championship and the Independents Trophy. Handy is supported by the UK Alfa Romeo Dealer Council.

"It has been a long project to bring Alfa Romeo back to the BTCC," says Belcher. "It's incredible to have brought everything to fruition and an honour to be running the Alfa Romeo marque. We have already started building our first bodyshell. Not only is this huge for Handy Motorsport, and fantastic for Alfa to have the latest Giulietta represented on the BTCC grid, it's also massive for the BTCC as a whole."

Alfa Romeo has been absent from BTCC grids since 2007. Alfa last won the BTCC title in 1994, when Gabriele Tarquini drove his 155

to victory. Alfa also won the title in 1983 with Andy Rouse at the wheel of an Alfetta GTV6.

"We want to win," adds Belcher. "In an Alfa Romeo we will have a car which is born from that same passion." Austin added: "Driving an Alfa Romeo in the British Touring Car Championship next season? It doesn't get much more exciting than that, does it! I genuinely love the Alfa Romeo brand, I had an Alfa when I was younger and I loved that car. The Giulietta is well suited to the BTCC regulations, we're going to build a work of art as much as a racing car."

PORTOFINO REPLACES CALIFORNIA T

FERRARI HAS UNVEILED ITS NEW ENTRY-LEVEL CAR, THE PORTOFINO, WHICH REPLACES THE CALIFORNIA T

A revised V8 turbo engine offers 600hp – up 40hp on the California T – thanks to new pistons and conrods, a new intake and a new exhaust (claimed to sharpen throttle response). The exact figures are 600hp at 7500rpm and torque of 560lb ft (760Nm) at 3000rpm. The 0-62mph sprint takes 3.5 seconds and the top speed is 199mph, some 3mph better than its predecessor. The V8 soundtrack has also been enhanced.



The chassis is all-new, featuring lower weight than the California T and increased torsional rigidity. Ferrari's third-generation electronic rear differential (E-Diff3) is adopted, while the Portofino also becomes Ferrari's first GT to be fitted with electric power steering, enabling a faster steering ratio. The damping system has been updated, too, reducing roll and improving bump absorption.

The Portofino is 16mm longer and 28mm wider than the California T, but 4mm shorter. The front end features new full-LED headlights with a more horizontal shape and air intakes around their edges to reduce drag. At the back, the lights are now sited further apart. An all-new retractable hardtop features a more lightweight design and can be raised or lowered at low speeds.

Inside is a new infotainment system with a 10.2in touchscreen, new air conditioning, new steering wheel, new seat backrest design, extra legroom for rear passengers and new wind deflector.



AVENTADOR S ROADSTER

The new Lamborghini Aventador S Roadster has been launched at the Frankfurt Motor Show. Based on the Aventador S coupe, the S Roadster is claimed to be the world's only mid-engined V12 roadster.

The same 740hp naturally aspirated V12 engine is fitted, enabling acceleration of 0-62mph in 3.0 seconds and its top speed of 217mph is the same as the Aventador S coupe.



The rear end has a distinctively different shape to the coupe's. An engine 'bridge' runs from the back window to the rear in a mix of body colour (optionally transparent) and matt black carbon-fibre 'blades'. The rear window is electrically operated.

The removable hardtop roof panels weigh less than 6kg and have a

convex shape to boost headroom. Matt black carbonfibre is the standard finish, with optional high gloss black, visible carbonfibre or 'Ad Personam' special order options. The roof panels can be stored in the front boot.

As with the coupe, the 'S' suffix denotes 40hp more power, four-wheel steering, adaptive damping and styling tweaks, while an active rear wing optimises the car's aerodynamic balance and efficiency.

Overall the S Roadster weighs 50kg more than the coupe.

The UK price is £251,462 and deliveries begin in February 2018.

Meanwhile, Lamborghini has announced that its new Urus SUV will be unveiled on 4 December 2017. It promises "unprecedented SUV performance, luxury and versatility."

FERRARIS BREAK SALE RECORDS

RM Sotheby's 'Leggenda e Passione' auction at Ferrari's HQ in Maranello has netted over £60 million.

Heading the bidding was a unique LaFerrari Aperta which sold for a record £7.3 million, all proceeds going to charity. Behind this came a concours-winning 1959 250 GT LWB California Spider at £6.9 million. A 1958 250 GT Cabriolet Series I Pinin Farina sold for €4.1 million, 1955 750 Monza for £3 million, 1994 333 SP for £2.5 million, 1973 365 GTB/4 Daytona Spider for £2.2 million and 2004 Enzo for £2 million.

Another striking result was a record £2,874,000 for a 1985 288 GTO with just 453 miles on the clock. Another record of £304,000 was set by a low-mileage 1983 Ferrari 400i once owned by Keith Richards of *The Rolling Stones*.

Eyebrows were also raised at the set of Dino Campagnolo wheels that sold for £13,750, while a toolkit for a 365 GTB/4 went for £20,620.





50 years of Alfa's 33 Stradale

Alfa Romeo is celebrating half a century of the 33 Stradale with a new exhibition at its Museo Storico Alfa Romeo in Arese, Milan.

The legendary 33 Stradale is renowned for its beauty. Designed by Franco Scaglione, it debuted in August 1967 at the Italian Formula 1 Grand Prix at Monza.

Alongside a prototype 33 Stradale, the display includes five of the six concept cars derived from the 33 chassis, including the Carabo, Iguana, 33/2 Speciale, Cuneo and Navajo. Also on display are the 33/2 Daytona, 33/3, 33 TT12 and 33 SC12 turbo racing cars. For more information, visit www.museoalfaromeo.com

NEW OPTIONS FOR GIULIA

Apple Carplay and Android Auto have been added to Alfa Romeo's Giulia range as part of an options list refresh.

The new Apple Carplay/Android Auto option costs £250, allowing you to access your smartphone apps directly on the car's touchscreen.



New 18-inch dual five-spoke diamond-cut alloy wheels are also now available on the Giulia Super, Tecnica, Speciale and Veloce, with a new 19-inch design exclusively for the Veloce. The Super petrol model is now also available with a dual exhaust for £150.

CELTIC GIULIA VELOCE HITS 320HP

Celtic Tuning has tweaked Alfa's new Giulia Veloce to produce 320hp, up 40hp on the standard car's 280hp. Turbo boost has been raised from 1.72bar to 1.88bar and power now peaks at 320hp at 6100rpm, with torque boosted to 321lb ft.

Celtic says: "The power difference between Dynamic and Normal mode is very notable now. In 'D' mode we have managed to remove the soft-cut limiter and installed a hard-cut limiter at 6200rpm, making it pull solidly to the red line."

For more info, contact Celtic Tuning, 3a Quintdown Business Park, Cornwall TR8 4DS. Tel: 0333 6000 669. Web: www.celtictuning.co.uk



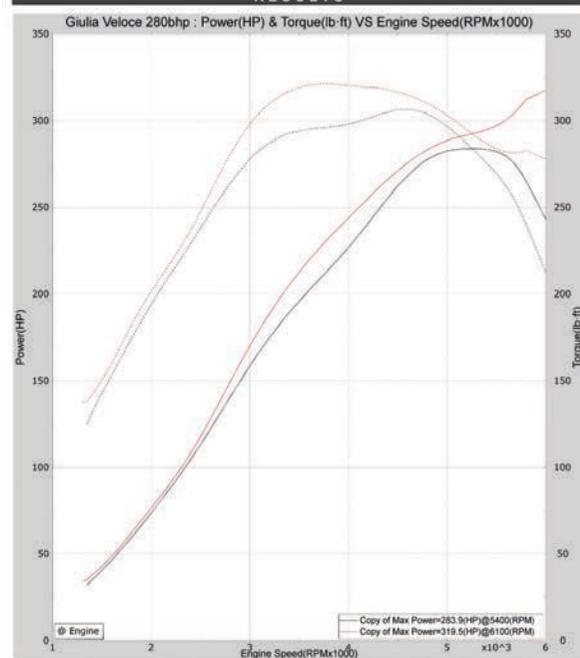
Session Report

CELTIC

H: 000000000 W: E:
2017 ALFA ROMEO GIULIA

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RESULTS



Color	Brand	Year	Make	Model	Year	Max HP	Eng HP	Max Torque	Eng Torque	Air Torque	CF	Description
Red	CELTIC	2017	ALFA ROMEO	GIULIA	VELOCE	283.9 HP	191.1 HP	305.4 lb-ft	305.4 lb-ft	254.9 lb-ft	1.05	Engine
Black	CELTIC	2017	ALFA ROMEO	GIULIA	VELOCE	319.5 HP	201.8 HP	321.2 lb-ft	321.2 lb-ft	272.5 lb-ft	1.05	Engine

NEC HAILS ITALIANS

The Birmingham NEC Classic Car Show in November is to celebrate several Italian car anniversaries.

The event marks 30 years of the Lamborghini Club UK, while the stand of the Fiat 500 Enthusiast's Club GB will celebrate 60 years of Fiat's Nuova 500 with a big display.

Claimed to be the biggest classic car show in the UK, the NEC Classic Car Show, held on 10-12 November 2017, houses over 2500 classic cars and bikes over one million square feet. Some 240 classic car and bike clubs will be represented, and it will host the UK's biggest indoor autojumble and a Silverstone Auctions sale



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Zagato has announced a new Iso supercar – kind of. A 1:1 scale model was partially unveiled at a recent event in Switzerland (above) but the car will be seen in full when it debuts in October 2017 – in the virtual world of Gran Turismo Sport on Sony PlayStation. However, Zagato says it has plans to create a real-life Iso GT car in 2018.

The Iso Rivolta Vision Gran Turismo was conceived for the PlayStation but is “shaped on the base of our experience in designing real cars,” says company boss, Andrea Zagato, whose wife and company Art Director, Marella Rivolta-Zagato, is the daughter of Piero Rivolta, who founded the Iso brand.

Meanwhile, two new Zagato Aston Martins have been announced: the Vanquish Speedster and the Shooting Brake. Based on the Vanquish S, the new Zagatos use Aston’s naturally aspirated 600hp 5.0-litre V12 engine. Adaptive damping is fine-tuned for each model and their top speed is around 197mph.

The Speedster’s ‘Speed Humps’ behind the seats echo Zagato’s classic ‘double bubble’ roof, while the Shooting Brake is a two-seater estate with a powered tailgate. The Shooting Brake will cost £650,000 and the Speedster just under £1 million. Only 28 Speedsters will be made, plus 99 Shooting Brakes.



MY2018 Maseratis

Maserati has overhauled its range for the 2018 model year. The Ghibli has been restyled and its line-up overhauled. It now has full LED matrix headlights, while aerodynamic efficiency has improved by 7%, reducing the drag coefficient from 0.31 to 0.29.

A power upgrade for the Ghibli’s 3.0-litre V6 petrol engine in the ‘S’ model means it now has 430hp and 580Nm of torque, up by 20hp and 30Nm. Top speed is 178mph and the 0-62mph time drops to 4.7 seconds.

A new Integrated Vehicle Control system (IVC) makes its debut, enhancing stability, while electric power steering is now standard. The revised Ghibli is available in GranLusso and GranSport trims, distinguished by different front and rear end styling and different interior treatments.

The Levante SUV has also been updated for the 2018 model year, with GranLusso and GranSport versions and electric steering also now standard. The Quattroporte, meanwhile, gains full LED headlamps, IVC and EPS, as well as a 430hp engine upgrade for the V6 petrol engine.

Salon Privé 2017

Italian cars dominated the prizes at the Blenheim Palace concours

Story by Chris Rees
Images by Michael Ward

The 12th Salon Privé returned to the opulent grounds of Blenheim Palace for the third year running for its Classic and Supercar Show and Concours d'Élégance. A total of over 7000 guests visited Salon Privé over three days, which saw Italian cars dominate proceedings.

70 YEARS OF FERRARI

The three-day event's all-new 2017 Concours Masters focused on a tribute to 70 years of Ferrari. Over 50 of Maranello's finest lined up on the lawns of Blenheim Palace.

Crowned the Owner's Choice was an ex-Walt Disney 1956 Ferrari 250 GT Berlinetta Tour de France which featured in the Hollywood movie, *The Love Bug*. Running it a very close second was the 1953 Ferrari 250 Inter Europa Coupe by Vignale, one of four so bodied.

The Ladies' Choice was a stylish 1952 Ferrari 342 America. A 2004 Ferrari Enzo took home the Chairman's Award. A 1961 Ferrari 400 Superamerica SWB Coupe Aerodinamico was presented with the Marquis of Blandford Award, while a 1964 Ferrari 500 Superfast took the People's Choice.

A definite highlight was seeing two 'book end' Ferraris: a 1949 Ferrari 166 Inter Coupe (the oldest-surviving UK-based Ferrari) and the latest Ferrari LaFerrari Aperta. Meanwhile five-time Le Mans winner Derek Bell entertainingly chatted about his time with Enzo Ferrari at the event's gala dinner.

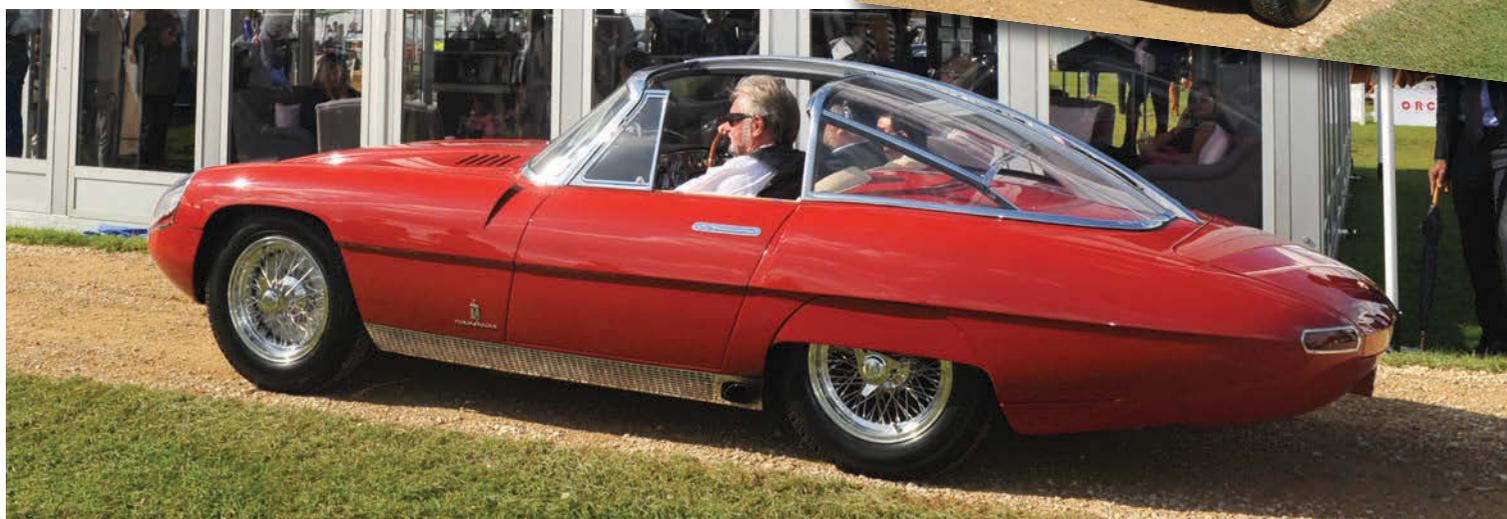
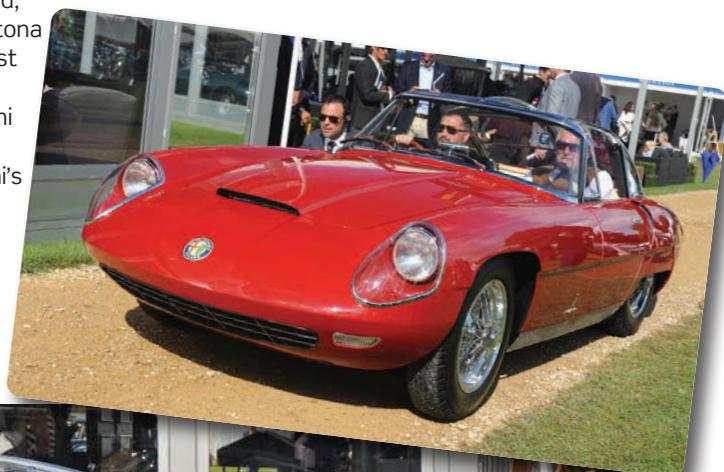
CONCOURS D'ELEGANCE

In the general Concours d'Élégance event, the stunning one-off 1960 Alfa Romeo 6C 3000 CM Pininfarina Superflow IV took top honours as Best of Show. Flown over specially from the USA, this amazing Alfa started off life as a racing car, driven Juan Manuel Fangio, taking second place in the 1953 Mille Miglia. Originally bodied by Carrozzeria Colli, it then became a mule for Pininfarina and was modified no fewer than four times – the last in 1960, when it was transformed into the Superflow IV with its stunning Plexiglas roof.

One of only 37 'covered headlamp' 1961 Ferrari 250 GT SWB California Spiders was the runner-up in Best in Show. The Chairman's Award went to a 1965 Ferrari 275 GTB/2 Shortnose.

A highly original 1973 Ferrari 365 GTS/4 Daytona Spider received the People's Choice Award. It was the last-ever UK-delivered, right-hand drive Daytona Spider, and one of just 122 ever made.

A 1967 Lamborghini Miura P400, freshly returned Lamborghini's in-house restoration team, Polo Storico, took top honours in the 'Evolution of the Supercar Pin-Ups' class.



ATS GT 2017

The ATS (Automobili Turismo e Sport) marque has been reborn with a new supercar making its global debut at Salon Privé. Exhibited alongside an original ATS 2500 GTS sports car from 1963, the new GT car is described as a “modern interpretation of its forebears.”

The chassis is described as “developed from a bought-in source” which is undisclosed, but would appear to be a McLaren MP4-12C. ATS has specified its own changes to the car’s suspension, wheels and tyres.

The McLaren 3.8-litre twin-turbo V8 has been tweaked by an Italian company to develop 650hp at 7250rpm and 678Nm of torque at 7250rpm in ‘homologation’ spec, but an upgrade can take that to 700hp and 750Nm. It’s mated to an Italian-made Graziano seven-speed dual-clutch gearbox. Its top speed is 205mph and it will do 0-62mph in 3.0 seconds using launch control. Three driving modes are selectable: Sport, Viaggio and Corsa.

Hand-built at a factory in Turin, the ATS GT has a carbonfibre chassis and weighs 1300kg dry. Much of the bodywork is in aluminium. The wheels are 20-inch front and 21-inch rear forged and machined alloy weighing 11kg.

Just 12 launch edition models will be made initially, priced at just over £1 million, with deliveries beginning in spring 2018. ATS says that evolved versions will follow, with a focus on bespoke and race-themed tweaks.

“This is a pivotal day for ATS and our new supercar,” said ATS owner, ex-racing driver Daniele Maritan. “We use words such as challenge, adventure, beauty and passion to represent the values that were shared among all the founders of ATS in 1962. Today we find the same values in the talented people bringing back this historically important brand.”

Emanuele Bomboi is ATS’s chief designer, an ex-Fiat and Bertone man. Bomboi penned the ATS GT to evoke the spirit of its predecessors. “I’ve given it a soft 1960s Italian style,” he says, “deliberately unlike a Lamborghini.”

The scissor doors are opened by touchless sensors hidden underneath small fins bearing the ATS logo. The side body highlight lines are highly distinctive, while the rear end is windowless and incorporates an active rear spoiler. The lights are all ATS designed, the rear ones incorporating engine air extraction units.

The interior is entirely free of plastic, using only high-end materials such as machined alloy and Nubuck leather and flex-carbon detailing. A unique Prima Orchestra sound system is fitted.



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RIP ALFA 156

Today I have disappointed myself. Just over a year ago, I bought an Alfa Romeo 156 from its long-term London owner, who had used it to do many trips to visit family in Italy. It was no longer used and parked for several years on the driveway. It was not high mileage, the metallic dark blue bodywork was very good and the blue cloth interior was excellent. All the electrics worked, including the glass sunroof. The wood-rim steering wheel and trim set it off. I felt good about rescuing it, but it needed £200-£300 of welding underneath (something never mentioned on old MOTs), a cambelt change and a service. I'm afraid that the costs involved just didn't make sense to me, as I have several other cars

on the road.

I have always loved the looks of the 156 and the driving. I have been an occasional Alfa driver for 40+ years and know I would like another. Unfortunately I have just done my bit towards the near-disappearance of a popular Alfa in its day. I advertised it for next to nothing, then offered it for free to enthusiasts but there were no takers, so I ended up selling it for scrap, or 'recycling' as it is now called. Such a shame.

Nick Smith

DEFENDING FERRARI'S 348

It seems that every time a Ferrari 348 is mentioned in magazines nowadays, the journalist automatically reverts to type, circa 1990 when, at its launch, it was rightly criticised for being



difficult to keep on track, and a bit lairy. But times have changed. It wasn't as easy to drive as the previous 308/328 and similarly the 355. However, anyone who now buys a car to be engaged, and rewarded from their input should consider a 348!

I admit that they have these traits, but anyone with any driving talent will find a sweet-steering, capable, last of the analogue Ferraris that gives you more, the more you put in.

Last year I took my 348 for a five-day, 2500-mile hard drive with a friend in a 355 to Italy. The car never missed a beat and was never outgunned by the newer model. In fact all drivers commented that the five-speed 'box was far more usable than the 355's six. I suggest that you revisit the 348,

especially the later GTS, and give one a good workout.

Anthony Gill

OZ BIGS UP FIAT 500'S 60TH

I have been reading your wonderful magazine for the last five years and supply copies to the Fiat Car Club of Queensland. We recently celebrated the 60th anniversary of the Fiat 500. The club met at Goodna Railway Station between Brisbane and Ipswich and did a run into the city of Ipswich.

We had a total of 16 Fiats at this meet and it was great to be part of this historic event. Fiats on display included six new Fiat 500s, two Fiat 500Xs, two Abarth 500s, one classic 500, one Abarth 695 classic, one Abarth 595 classic, two Fiat 124 Spiders and a Fiat Bravo. At our regular meets at Coorparoo, Brisbane, Italian marques such as Alfa, Lancia and Ferrari all attend. My pride and joy is an Abarth 500 SS.

Peter Berrill



Auto Italia 2018 Events

AUTO ITALIA ITALIAN CAR DAY BROOKLANDS MAY 5TH
 'SUPERCAR SUNDAY' BROOKLANDS JULY 15TH
 'AUTUMN MOTORSPORT FESTIVAL' BROOKLANDS OCTOBER 14TH



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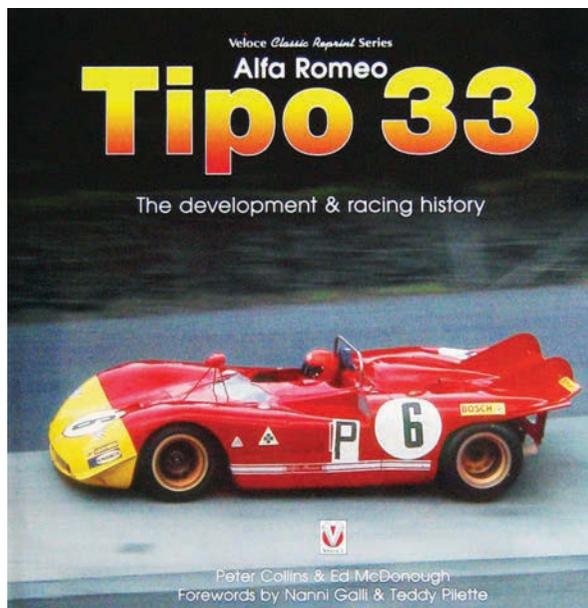
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Lancia 037: The development and rally history of a world champion
 By Peter Collins
 Veloce ISBN: 978-1-787111-28-8 £45.00

Written by *Auto Italia* founder and contributor, Peter Collins, this is the engaging story of Lancia's supercharged Rally 037, the car that succeeded the Stratos and was conceived to beat Audi's dominant Quattro.

This impressive book is finally available once again after a long absence. You get the story of how it was conceived and developed using testimony from the car's designer and chief engineer, Sergio Limone, and rally team members. The fascinating history of its rallying career,

There are lots of Limone's own photographs, among 250 rally action images that make up over 340 images in total. This 224-page large-format hardback is a



superbly detailed work and essential for fans of Lancia and rallying. **CR**

Alfa Romeo Tipo 33: The development and racing history.
 By Peter Collins & Ed McDonough
 Veloce ISBN: 978-1-787111-31-8 £45.00

Oh look, it's another Veloce Classic Reprint book by Peter Collins!

Once again, this is a volume that's long been unavailable but now makes a welcome return. It's so welcome because it tells the story of Alfa Romeo's World Championship-winning Tipo 33 like no other, mainly because the story was so hard to research – Alfa kept virtually no documents itself – that only these authors could produce such a work.

The Tipo 33 raced from 1967 to 1977 with great success, and the Carlo Chiti-designed racer went through many iterations. Collins and his co-author – another *Auto Italia* contributor, Ed McDonough – went to enormous lengths to track down and interview almost everyone who ever piloted a T33. We're talking names like John Surtees, Vic Elford, Arturo Merzario, Derek Bell, Jochen Mass and Nino Vaccarella. Their stories and memories really bring this book to life – it's a true masterwork.

CR

Il Grande Libro dei Motocarri Italiani
 By Sergio Puttini & Giuseppe Thellung
 Giorgio Nada Editore
 ISBN: 978-8879115827
 £39.00

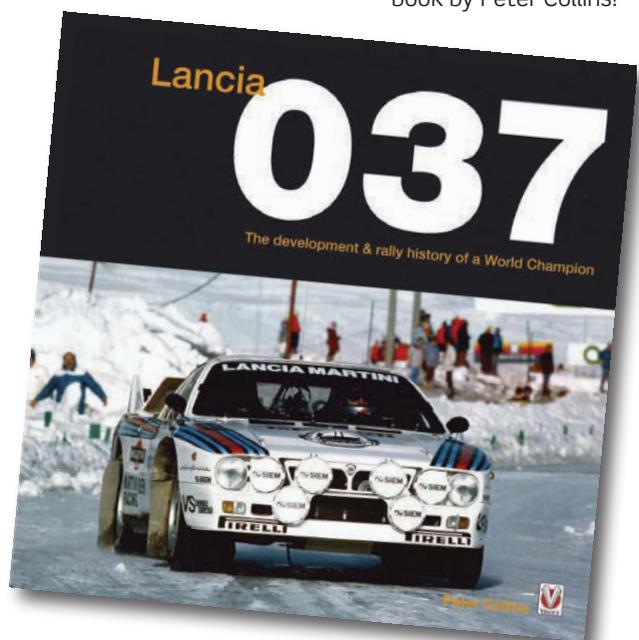
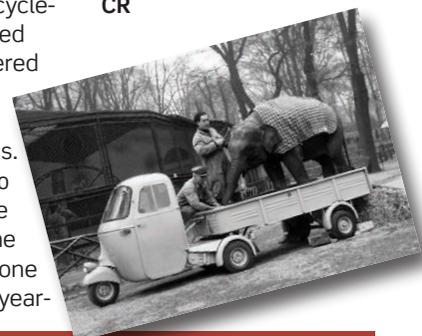
As anyone who's ever seen Piaggio Apes phutting around Italian city centres and hilltop town squares will attest, Italy has a long-standing love affair with three-wheeled 'motocarri'. Now there's a definitive book on them – and it's utterly brilliant.

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by-year, telling the surprisingly fascinating story of this means of transport. Famous names like Benelli, Ducati, Gilera, MV Agusta and Moto Guzzi all made them, as well as the real stars of Italian motocarri, Lambretta and Piaggio.

It's written in Italian – sadly there are no English subtitles – but within its 168 pages, the copious quantities of amazing photos (over 700 of them) are the real stars of the book, so it's never really an issue. Highly recommended.

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The Moor the Merrier

Alfa's latest Giulia Veloce has an extra 80hp to play with. Now it's finally arrived in the UK, where better to test it than Exmoor, on some of Britain's most challenging roads?

Story by Chris Rees
Images by Michael Ward





So far, all the hoo-hah in the press has been about the Quadrifoglio version of the Giulia – and rightly so, since Alfa’s 510hp super-saloon delivers epically on petty much every front. And that includes deliveries to customers: a remarkable one in five Giulias sold in the UK so far has been a Quadrifoglio – way above expectations.

But with its £61,595 price tag, the QF is hardly what you’d call an everyman machine. Which is why, ever since I heard about the new Veloce version, it’s been top of my list of must-drive cars this year. With all the current controversy over diesel, the Veloce’s 280hp petrol powerplant – a hike of 80hp over the regular 2.0-litre Giulia – puts it at the top of many drivers’ lists, too.

It certainly looks the part, with its Quadrifoglio-esque front bumper with enlarged side air intakes, bigger brakes, diffuser on the rear bumper, chrome exhaust tips, gloss black window surrounds and bi-xenon headlights. ‘Our’ car is painted dark Montecarlo Blue; I can’t help feeling a little disappointed that it isn’t the lighter Misano Blue which is unique to the Veloce and looks sensational on this car. Our test car is also wearing standard 18-inch 10-spoke ‘Turbine’ alloys – and again it’s a shame that UK buyers don’t get the option (as continental customers do) to order those fabulous 19-inch teledial wheels from the Quadrifoglio.

So does the Veloce represent the sweet spot in Alfa’s Giulia range? The best way to find out is to tackle some of the most challenging roads that Britain has to offer. We’re taking it on a loop across Exmoor, starting in Porlock on the north Somerset coast. The challenges start immediately: Porlock’s narrow streets give way, as soon as you head west on the A39, to the affront to gravity that is Porlock Hill. At 25% – one-in-four in old money – it’s one of Britain’s steepest roads. Absolutely no problem, though, for the eager 2.0-litre turbo ‘four’ of the Veloce. From cold, the engine sounds surprisingly diesel-like. It can feel diesel-like to drive, too, as its redline is set at a mere 5500rpm. That’s not necessarily a bad thing though: the engine has effortless mid-range pull thanks to its generous 295lb ft of torque, delivered at a mere 2250rpm.



Once atop Porlock Hill, you're on Exmoor, replete with its fantastic views out to sea, and inland across the moor. Enjoy the twisty and rapid 11-mile run along the coast on the A39, all the way to the fabulous approach to Lynmouth, at Countisbury Hill. Here be vertiginous cliffs, sweeping beaches and tenacious trees. It's worth stopping for a break at this point, but rather than the hoi polloi of bustling Lynmouth, I'd recommend ascending the 25% hill to its superior-feeling neighbour, Lynton. You can either drive the hill or take the Victorian water-powered funicular railway. Once in Lynton, there are some fabulous eateries to enjoy, such as The Vanilla Pod, where I tried my first ever savoury cream tea (date-and-walnut scones with cheese – yum).

Whilst here, don't miss the Valley of Rocks, along which the River Lyn used to flow (it's now dry). The spectacular form of Castle Rock beckons you to it, where you can park and do an easy circular walk along the Coastal Path, mixing with goats doing impossible leaps across the rocks. Improbably, we also mix it with a theatre troupe doing a clifftop performance of *The Importance of Being Earnest*.

Head out of Lynton on the B3234 to Barbrook, where there's a handy petrol station, one of very few on Exmoor. Then head east on the A39 until a right turn on a left-hand hairpin, signposted to Simonsbath. This is the B3223, one of the finest

roads in the whole of the southwest. It climbs steadily up on to the moor, and as soon you're over a cattle grid you're in proper open moorland replete with purple heather, sheep and ponies.

Take time to savour the B3233. It's twisty but wide enough to exploit, and has enough visibility to set yourself up for some challenging corners – crucially, avoiding wildlife as you do so. This is a great chance to sample the Veloce's handling. It's every bit as incisive as other models in the Giulia range. Grip from the 225/45 front and 255/40 rear rubber is unerring in the dry conditions of our test. The steering is direct and precise, and there's very little body roll, inspiring plenty of confidence – even if it ultimately lacks the pure thrills of the Quadrifoglio.

If we had the optional £1950 Performance Pack fitted (sadly we don't), then switching the DNA driving mode dial to 'Dynamic' would stiffen the synaptic active dampers. As it is, there are no variable damper settings, which feels a little miserly given the car's £38k price tag. The Performance Pack also adds a limited-slip differential, by the way, which should increase your confidence exiting bends. As it is, the standard Veloce offers impressive 'real world' performance, with pleasingly dynamic sharpness from a fundamentally well-sorted chassis.

Occasionally you can find a straight on the B3223 where you can extend the full beans of the engine's



ALFA ROMEO GIULIA VELOCE

280hp. There's little reward in revving the 2.0-litre turbo engine hard, though: as I've already intimated, high-rev fireworks are not on the menu and the Veloce's punch is really found in the mid-range. The soundtrack is pleasingly fruity when you're in 'D' mode and fully on song, even if it doesn't approach the drama of the Giulia QF's exhaust note.

Like all UK Giulias, the Veloce comes with a slick ZF eight-speed semi-auto gearbox, which is ideally matched to the 280hp engine. Manual paddle shifters are standard, too, and fantastic in use, with a chunky milled aluminium feel and sharp action. I can't help feeling that UK buyers have been a little short-changed in only being offered the rear-wheel drive auto model, though – continental customers can also opt for manual transmission and Q4 four-wheel drive.

Back on Exmoor, eventually the B3233 delivers you into Simonsbath. It's definitely worth stopping here, where the valley of the River Barle offers blissful, easy walking. Back in the driver's seat, follow the B3223 past Exford and do a short deviation at Liscombe to Tarr Steps – an ancient bridge that looks like it was built using leftovers

from Stonehenge. Following the B3223 to its end, you emerge into Dulverton, a pleasant town with a few tea shops and pubs to tempt you.

From here you can hop over and join the A396, heading north up the Exe valley – a road that would offer plenty of driving thrills were it not for the fact that pheasant farming is such a big industry here. Dull-witted kamikaze fowl lurk around every bend, and unless you want your car to be plastered with plumage, extreme caution is required.

At least this gives you the opportunity to appreciate the Giulia's refinement. The ride is firm but pleasant, the leather-trimmed cabin feels just luxurious enough and there's plenty of standard equipment, including electrically adjustable seats with excellent bolstering, a 'Sport' leather steering wheel, ambient LED cabin lighting and aluminium pedals. My one criticism, though, is the lacklustre touchscreen, easily the weakest link in the car: it's too small and not at all intuitive to navigate.

Before you finish the loop, it's worth making a detour (on a clear day, at least) up to Dunkery Beacon, the highest point on Exmoor. Take care, though: the roads

Sweeping moorland roads offer the perfect test of the Veloce's sharp chassis and torquy turbo motor



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA VELOCE

ENGINE:	1995cc 4-cyl petrol
POWER:	280hp at 5250rpm
TORQUE:	400Nm (295lb ft) at 2250rpm
TRANSMISSION:	8-speed semi-automatic
SUSPENSION:	Double wishbones (f), multi-link (r)
BRAKES:	Vented discs all round
TYRES:	225/45 R18 (f), 255/40 R18 (r)
DIMENSIONS:	4643mm (L), 1860mm (W), 1436mm (H)
WEIGHT:	1429kg
MAX SPEED:	149mph
0-62MPH:	5.7 secs
CONSUMPTION:	46.3mpg (claimed)
CO ₂ :	141g/km
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are very narrow as you head northwest out of Wheddon Cross, winding up to the top of the moor. Your reward is truly spectacular views, north over the Bristol Channel to the Brecon Beacons, and south all the way to Dartmoor. It's a short walk from the road to the beacon itself, where we spot ponies and deer.

Continue north on the minor road down the other side of the moor and follow signs for West Luccombe. This brings you back to the A39 just east of Porlock, where you can enjoy another easy but spectacular coastal walk at Bossington to celebrate the end of an adventurous drive.

VERDICT

My expectations of the Veloce have been high in the build-up to driving it. After all, here's an Alfa with a peachy 280hp petrol engine, rear-wheel drive and a chassis that's proven itself in other Giulia models.



Over the moors of Somerset and Devon, the Veloce has proved itself to be an impressive companion. It's effortless to drive quickly, with its expanse of torque in the mid-range and highly rewarding handling; this is a very fast cross-country machine. Its engine is creamily smooth, too, and on the motorway journey back from the west country, it proved both refined and luxurious. Drivers of German machinery will find nothing to apologise about in the Giulia Veloce, yet it has so much more character than its Teutonic rivals.

Highly talented though the Veloce is, though, for me personally its considerable charms are overshadowed by the looming presence of the Quadrifoglio. Yes, the QF is £23,335 more expensive than the Veloce, but I'm just looking at that as a challenge. How the hell do I get my bottom into a Quadrifoglio? Um, OK I'll get back to you on that one... 



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Good Sports

Is it really 50 years since Fiat launched the 124 Sport Coupé? We celebrate a true classic, comparing each of the three generations from 1967, 1972 and 1973

Story: Ruoteclassiche/Marco Visani
Photos: Wolfango



In 1967, Fiat declared war on Alfa Romeo. In just two months, the Turin manufacturer pulled two exceptional new models out of the hat: the 125 - a sports saloon designed to tackle Alfa's Giulia - and the 124 Sport Coupé, which had not only Alfa's Bertone GT in its crosshairs, but the Lancia Fulvia Coupe as well.

In actual fact, Fiat's new coupe was named '124' purely for marketing reasons, since the Sport Coupé and the 124 saloon, launched the previous year, had surprisingly little in common. While the Sport Coupé retained the saloon's 242cm wheelbase, its transmission had a higher ratio to push the car's maximum speed up to 106mph; the engine was also different; and while the 124 saloon had non-

servo brakes and 155 13 tyres, the Sport gained servoed brakes and larger 165 13 tyres. Design-wise there was only a vague hint of the 124 saloon. Both models came out of the Fiat's Centro Stile in Mirafiori, headed by Giampaolo Boano.

The Coupé borrowed its toothed-belt twin-cam engine, designed by Aurelio Lampredi, from the 124 Spider. Initially it was a 1430cc unit with square dimensions, giving 90hp. What the 124 saloon and coupe did share was the same suspension, consisting of a longitudinal rear axle, Panhard rod and coil springs - quite a modern design, as cars were still predominantly equipped with leaf springs in those years - and four disc brakes. One extra detail - and a first for Fiat - was

the fact that the windscreen and rear window were glued in place, rather than using a rubber gasket.

EVOLUTION OF THE SPECIES

The Sport Coupé was produced in Fiat's modern Rivalta factory in Turin. In the early years, its evolution followed that of the saloon: in particular, from autumn 1968, it adopted the 124 Special's five-link axle (four longitudinal links, one transverse) in place of the original three-link design, and it could be ordered with a fifth gear as an option.

After 113,869 examples of the first 'AC' series had been made (the most successful of the three series), it was replaced by the second series (codenamed BC) at the Turin





FIAT 124 SPORT COUPÉ GROUP TEST



Motor in November 1969. Significant changes were visible: the bonnet was wider, the wheelarches changed shape, there were now four headlights, the grille adopted a honeycomb pattern, thin indicators were located below the bumpers, the rear windows became larger and a reversing light was added. Inside, the dashboard was now in black plastic rather than fake wood, there were extra instruments (located centrally), the seat upholstery changed to a fabric centre and leatherette sides, the steering wheel became adjustable and new air vents were located centrally on the dashboard.

The biggest change was a new 1.6-litre engine. Derived from the 125 Special's 1608cc unit, it had 110hp (versus 100hp in the 125, achieved through a higher compression ratio and twin carburettors). A five-speed gearbox was standard, too. The 1.4 engine continued in production but only 30 per cent of buyers ever chose it. The second series sold some 99,500 units.

In August 1972 came the third series (codenamed CC), again significantly restyled, focusing mainly on the exterior rather than the cabin. In addition there were important mechanical changes, arising mainly from the need to standardise supplies. In May 1972, the 125 had been replaced by the 132, with a slightly smaller 1.6-litre engine (1592cc), as well as a new 1756cc option. The 124 Sport Coupé CC received both these engines, with 108hp and 114hp respectively. However, this was only in five-speed form; you could now opt for a four-speed gearbox once again, in which case the power was reduced to 104hp and 110hp respectively. In reality, almost no one bought a 124 with four speeds.

Aesthetically speaking, the CC got a new nose and tail (now with vertical lights), the rear windows were profiled and black bands below the doors made the car look slimmer. Inside, the instrumentation framing was now

in aluminium, the steering wheel featured a black boss, the dashboard and door panels were redesigned and the seats were now in fabric with leatherette sides. The Sport Coupé was withdrawn from the market in March 1976, after 66,303 examples of the third series had been manufactured.

HOW DO THEY COMPARE?

To celebrate the 50th anniversary of the Sport Coupé, we've gathered together excellent examples of all three series. The dark green Series One is probably the oldest Sport Coupé in existence: with chassis number 4222, it was registered in Turin on 12 March 1967 – in other words, while the car was still making its debut at the Geneva Motor Show (9-19 March). Its first owner was drawn by images he'd seen in the press and placed his order before even seeing the new car in the metal.

Our silver Series Two 1600 was registered in March, 1972 – a few months before it handed the baton to the third series. The Cromodora light alloy wheels are a practically universal option, since most customers ordered them in place of the 1967-style steel wheels. The car's radio is an aftermarket item. Finally, the red Series Three was registered in April 1973 and, apart from some light repainting 20 years ago, is exactly as it emerged from the factory.

On all three models, the driving position is exemplary. The wrap-around seats offer the right amount of support for your thighs, the pedals are adequately spaced and the steering wheel is comfortably upright. The gear lever is placed slightly further behind and is shorter on the second and third series models. One big advantage of the Sport Coupé is its huge glazed area, offering a bright cabin and superb visibility.

Although nominally a four-seater (which Fiat's ad campaign strongly emphasised), it is



Earliest cars had a fake wood dash and cruder three-link rear suspension





FIAT 124 SPORT COUPÉ GROUP TEST



more realistically a 2+2. Fiat was perhaps over-generous with the back seat padding, so although it's comfortable and well finished, it really robs precious space for the rear passengers' legs.

The three cars have surprisingly different characters. The 1.4-litre AC has only gohp and feels smooth but rather lazy in a straight line. The engine revs without urgency and the car really doesn't like steep mountain roads. Gear changes need to be frequent, which is fine since the gearbox is wonderfully precise. The steering is light, keen and predictable and the rear-drive chassis enables bends to be taken with great agility.

The BC's 1.6-litre engine has 110hp and two twin-choke carburettors instead of one. As a result there's plenty of torque at low revs, yet a great vibrancy as you reach up towards 7000rpm. It also has the distinct benefit of five-speed transmission. It doesn't feel as comfortable in terms of ride quality but there's a greater feeling of control in corners, enabling you to increase the pace, bend after bend. That's partly a result of the later car's much improved rear axle location.

The CC has a little less power (108hp) and conventional wisdom has it that it's a disappointing car compared to the second series, but we detected no significant

difference in performance between the two. The torque curve is a little stronger, it still has a beautiful roar and the braking is excellent. However, it does have softer suspension. Our example doesn't have the optional limited-slip differential.

To conclude, these sporty Fiats are still brilliant 50 years on, and such a lot of fun to drive. Indeed, they are surprisingly close to the Alfa Romeo GT in terms of ability, and perhaps a little more reliable. With the hindsight of half a century, it's clear that Fiat really did get it right. 🇮🇹





TECHNICAL SPECIFICATIONS

FIAT 124 SPORT COUPÉ AC (SERIES 1)

BC (SERIES 2)

CC (SERIES 3)

ENGINE:	1438cc four-cyl DOHC	1608cc four-cyl DOHC	1592cc four-cyl DOHC
BORE X STROKE:	80mm x 71.5mm	80mm x 80mm	80mm x 79.2mm
COMPRESSION RATIO:	8.9:1	9.8:1	9.8:1
INDUCTION:	Weber 34DFH carb	2 x Weber 40IDF carbs	2 x Weber 34DHS carbs
POWER:	90hp at 6500rpm	110hp at 6400rpm	104hp at 6000rpm (108hp with five speeds)
TORQUE:	80lb ft (108Nm) at 3600rpm	101lb ft (137Nm) at 3800rpm	101lb ft (137Nm) at 4200rpm
TRANSMISSION:	4-speed manual	5-speed manual	4- or 5-speed manual
BRAKES:	Discs all round		
SUSPENSION:	Independent wishbones, coil springs (front), rigid axle, Panhard rod, coil springs (rear), anti-roll bars		
TYRES:	165-13	165-13	165-13 (185-13 option)
0-62MPH:	12.8sec	10.6sec	9.9sec
TOP SPEED:	106mph	112mph	112mph
LENGTH/WIDTH/HEIGHT:	4115 mm (L), 1670mm (W), 1340mm (H)		
DRY WEIGHT:	960kg	995kg	995kg



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The Final Curtain

The legendary De Tomaso marque finally closed its doors in 2004. We track down the last three models to bear De Tomaso badges: the Nuova Mangusta, Guarà and Nuova Pantera 2000

Story & images: Matteo Grazia



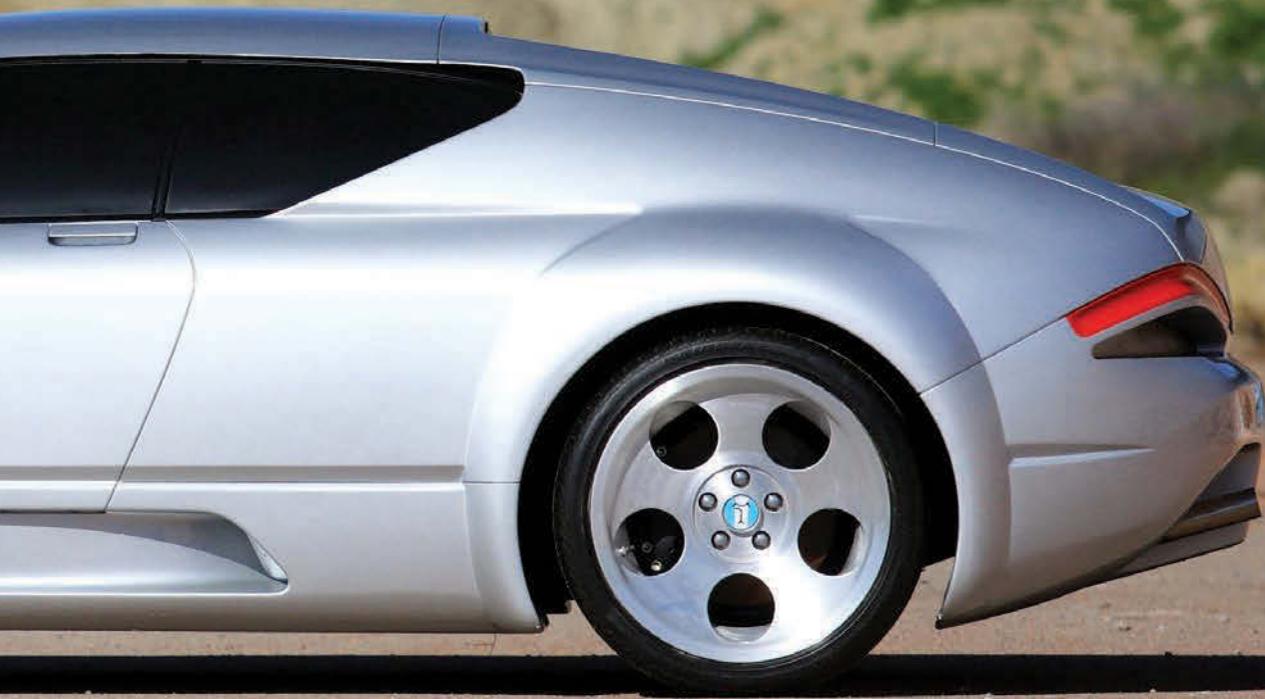
What I'm going to write here is an extraordinary tale, a little adventure in the Italian 'Motor Valley' of Modena, where you can still meet interesting people and find cars that you thought had disappeared forever. Like a trio of unique De Tomaso prototypes.

The story starts when I had a visit from my friends, Gabriele Candrini and Paul Kopp, the owners of the Maranello Purosangue dealership situated close to the Ferrari factory in Maranello. They alerted me to not one but three incredibly rare pearls. Gabriele is not

unaccustomed to hosting unique and prestigious cars in his showroom but little can compare to the triplet we have here: the De Tomaso Nuova Mangusta, Guarà mock-up and Nuova Pantera 2000.

These three cars represent the final chapter, productively speaking, of the Italo-Argentine brand. They are the last cars that are 100 per cent linked to the creative and entrepreneurial verve of the company's founder, Alejandro De Tomaso.

Gariele's passion and hard work led him to buy two of the three cars from Matteo Panini (of the famed Panini Collection, himself a Maserati collector) who bought



them at the auction following the brand's bankruptcy and the closure of its Modena factory. It would take months of restoration to return the Guarà mock-up and Nuova Pantera 2000 to good order, having been left abandoned for many years in company sheds. An abandoned brick factory on a beautiful sunny day became the ideal location to move our 3 wonders outside for the first time in a very long long.

Gathered here are the last of the De Tomaso line in Modena, from 1993 to 2001. The first of our trio chronologically is the Guarà, a name taken from a breed of hunting dog in Argentina. The project was

secretly born in 1992 and completed in January 1993. It started as an idea to make a dedicated racetrack sports car, built in the 'Barchetta' style and designed by Carlo Gaiotto of Synthesis Design, the same man who had traced the lines of the famous Maserati Barchetta of 1991.

Presented at the 1993 Geneva Motor Show, the Guarà immediately generated great interest and admiration. The mechanical side was state-of-the-art, with push-rod independent suspension all round, adjustable dampers, anti-roll bars and bodywork made of glassfibre, Kevlar and other composites, all mated to



a backbone honeycomb chassis. Two different mid-mounted engines were used at different times. From 1993 to 1998, the Guarà was equipped with a BMW 4.0-litre V8 engine with power outputs varying from 286hp to 304hp, mated to a Getrag six-speed manual gearbox. From 1998 to 2004, the engine was changed to a more economical Ford 4.6-litre V8, now matched to a six-speed ZF manual gearbox. With the Ford engine fitted, the Guarà's weight increased by more than 200kg so the performance noticeably worsened, even though it had 320hp. As a result, a supercharged variant was considered, with something between 375hp to 430hp, but sadly that evolution never saw the light of day.

The number of Guaràs built was likely between 40 and 50, around 10 of which were a Barchetta style with no roof or proper windscreen; the remaining cars were coupes with a fixed roof, glass and a more luxurious interior. It's also thought that around five examples of the Guarà Spyder were made by an external coachbuilder, using the coupe as a base. The yellow mock-up in the pictures is an early (1993) realisation, lacking any mechanical components – only its bodywork and cockpit featuring racing seats and dashboard.

Next up in De Tomaso's history came the Biguá, shown as a prototype at the 1996 Geneva Motor Show and which remained in gestation for several years, while Alejandro DeTomaso attempted to find the capital to put into production. He achieved this via Kjell Qvale, the American entrepreneur and founder of Qvale Automotive Group, which was for over 40 years the US importer of many prestigious European GT and sports cars. Finally, De Tomaso had the money to begin production.

Between 1999 and 2001, about 270 units were built under the name Nuova Mangusta, or 'New' Mangusta, echoing De Tomaso's first mid-engined model of 1967. It appears that perhaps a handful of examples were sold under the De Tomaso brand name, but most had Qvale badging. That's because there were misunderstandings between Alejandro De Tomaso and the Qvale family, and the American company took the rights to build the cars, adopting the Qvale brand for the Mangusta.

Marcello Gandini's design looks like a modern reinterpretation of classic Italian shapes. Its well-proportioned shape has typically Gandini cross-cut rear wheelarches, of the style so dear to fans of



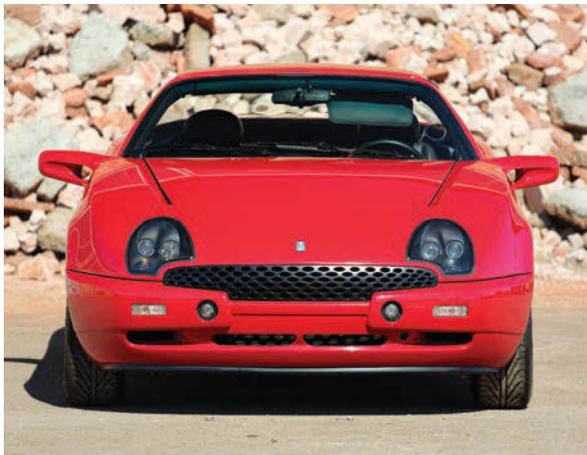
Lamborghini. The sporty black front grille and rear lights, the showy side air intakes and the aerodynamic mirrors are all charismatic in their own way. The interior design is classic, using exquisite two-tone leather, a sporty gearknob sited close to the driver and all-white dials in the dashboard.

In another important respect, the Mangusta recalls a formula that Italian manufacturers have successfully followed in the past: mixing Italian style with the reliable mechanics of a Ford V8 engine – one can think not only of the Iso Grifo and Bizzarrini 5300 GT, but also De Tomaso's own mid-engined Pantera. The mechanical format for the Mangusta was a 320hp 4.6-litre V8 engine fitted up front and driving the rear wheels via a BorgWarner T45 five-speed manual gearbox or a four-speed automatic.

The red Nuova Mangusta here is, according to Candrini's research and mine, probably the original De Tomaso prototype. As such, it's not a perfectly finished production series unit. Analysing the car you notice very many differences compared to the production model. We understand that the original Biguá one-off was destroyed in an incident involving a kerbstone by a Ford test driver in the Modena area. The red Nuova Mangusta here has a different chassis number to all other Qvale-produced cars, consisting of an impressive number of zeros with a sole number '2' at the end. If, as we think, the only Biguá model had chassis number '1' and was dismantled after its crash, the red car is probably the first 'real' Nuova Mangusta built.

Backing up this possibility, we discovered a different engine plate; the front and rear lights, wheels and dashboard clock are De Tomaso-branded and not Qvale; the external mirrors are fixed; also the door handles and fuel filler cap are different. Examining the car carefully reveals a rather rudimentary construction that could never be seen on production cars. For instance, the doors don't close perfectly. The rear seats are absent – in their place there's just a plain coating that shows the electrical wiring and lacks any kind of sound-proofing material. The removable roof looks like a prototype of the Qvale models, but doesn't fit properly. It's obvious that we are in the presence of a prototype, with all its burrs and imperfections. It's interesting to note that, looking at the car's official certification, it's road-registered as a "Qvale Mangusta type 98M" – all adding to the sense of mystery and charm.

The De Tomaso story never ceases to amaze, like a



movie full of twists – rather like its founder. So we move on to the next chapter. It's Sunday 5 September 1999. At De Tomaso's Modena factory, we're at the culmination of celebrations for the brand's 40th anniversary. The place is full of guests, journalists and fans from all over the world. In front of everyone, Alejandro De Tomaso reveals his next ambitious car project: the Nuova Pantera 2000.

The prototype had a modern and clean design, once again the work of Marcello Gandini. His shape was a sizeable GT coupe. Certainly the name immediately conjured up the allure of the most successful De Tomaso model of all time: the Pantera, over 10,000 of which were made in 21 years of production (from 1971 to 1992). But the Nuova Pantera 2000's style was very much a modern interpretation, masking a very long wheelbase with well-balanced proportions. Following the format of the original Pantera, it was supposed to come to production with a powerful, centrally mounted Ford V8 engine but the car never received any mechanicals. Nor did it ever get an interior or windows. Over the years, even the folding side mirrors and front lights have been lost.

If we look at this last project more closely, we realise

that De Tomaso probably had in his hands a concrete idea that might have changed the fate of the company. Unfortunately, it never got a chance to happen. Sadly, Alejandro De Tomaso died in 2003 and the company passed into the hands of his widow, Isabel Haskell, and his son Santiago. One year later, in the summer of 2004, the company was put into voluntary liquidation.

The brand's story and its vicissitudes certainly did not end at that point but I want to stop here and remember with affection the last of Alejandro's cars – the three models gathered here. As a car enthusiast, it's great to bring to light an important piece of one of Modena's great automotive brands, too long forgotten and more often linked in recent times to sad financial stories.

Very special thanks go to Gabriele Candrini and Paul Kopp for allowing us access to the cars, and for their tireless determination to save the Guarà mock-up and the Nuova Pantera 2000 prototype. At the very least, these cars represent an idea of what De Tomaso could have become, and certainly a tribute to the long line of supercars made in Modena. And of course, one is also the very last car built that bears the legendary Pantera name. 🇮🇹

Had Alejandro de Tomaso not died, the Nuova Pantera might have marked a new era for the marque



De Tomasos for sale

At a recent RM Sotheby's auction in London in September 2017, the two De Tomaso prototype models featured here came up for sale. The Nuova Pantera sold for £19,200, while the Guarà mock-up sold for £4200. As for the red Nuova Mangusta prototype featured here, it's currently on sale at the Maranello Purosangue dealership in Italy – for more info, visit www.maranellopurosangue.com





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ALFA ROMEO

F12

Furgon Conclusion

For decades, Alfa Romeo made commercial vehicles as well as cars, including the Giulia-engined, front-wheel drive F12. We tell the story of a restored Furgone van that's made its way to the UK

Story by James Wheeler
Images by Michael Ward

Few people realise that Alfa Romeo – a company best known for its charismatic and beautiful cars – also made a competent range of hard-working commercial vehicles over many years. In fact, it used to be the oldest commercial vehicle manufacturer in Italy, after the mighty Fiat.

Alfa Romeo produced its first commercial vehicle in 1914 with a lorry based on the 20/30hp car chassis. Many lovely trucks followed and were produced with Alfa Romeo's typical Italian design flair, but by the late 1940s the car and commercial vehicle production lines at Alfa Romeo's Portello factory on the outskirts of Milan began to trip over each other, so the company expanded its production facility in southern Italy at Pomigliano d'Arco near Naples (where it manufactured aircraft engines) and relocated commercial vehicle production there in 1948.

The Alfa Romeo Camion (truck) range offered trucks in all shapes and sizes to suit the varied needs of the commercial vehicle purchaser, some bodied by the factory and others by creative coachbuilders who were able to produce whatever the client required. Some of the specialist body styles were just as beautiful as the exotic cars of the time, as could only be achieved in Italy.

Alfa Romeo really needed a smaller commercial vehicle so in early 1954 it launched the 'Romeo' alongside the larger Alfa Romeo trucks, made at the Pomigliano d'Arco factory. Amazingly, this vehicle in all its derivatives and models would be produced right up until 1983.

The Romeo was extraordinary in sharing its



twin overhead camshaft 1290cc aluminium petrol engine with the Giulietta road car. If that wasn't unusual enough, the engine's 37 horsepower was delivered through a four-speed ZF gearbox to the front wheels. A diesel engine was also offered – equally unorthodox in being a supercharged two-cylinder unit – but it proved to be unpopular. Numerous body styles were offered by the factory but if something more tailored or elaborate was required then carrozzerie (coachbuilders) could provide minibuses, car transporters, advertising units and mobile market stalls, to name just a few.

In 1956 the Romeo was replaced by the Romeo 2 which was visually identical except for the badging, and the model range was also unchanged. In 1966 the third series of the Romeo was introduced, and although it really should have been called the Romeo 3, it was in fact just known as the Romeo. Production lasted for only about six months or so and differences between it and the Romeo 2 were mainly the adoption of an adjustable driver's seat and a hydraulic clutch rather than a cable one.

In 1967 the front panel of the Romeo 3 was updated with a wider chrome and mesh grille

and became known as the A12 (A for 'autocarri' – truck cab version with open chassis) and F12 (F for 'furgoni chiusi' – closed van version). The 1290cc engine now had 52hp and in 1973 a four-cylinder Perkins diesel engine was also offered (as fitted to the Giulia saloon).

Between 1967 and 1971 two models were available alongside the A12 and F12, named the A11 and F11. These were visually identical to the A12 and F12 but had a lighter

payload and a lower engine horsepower. Some Italian cities stipulated the carrying capacity and horsepower of commercial vehicles had to be below certain amounts for them to be allowed into the city centre, and therefore 11s were allowed into places that 12s were not.

The final incarnations of the A and F series vehicles were launched in 1977 and featured black plastic grilles instead of the chrome-and-metal ones of the earlier models, and the chrome badges were replaced by black stickers. Production sadly ceased in 1983. However, available from the late 1970s was an Iveco Daily-based Alfa Romeo called the AR8 (a joint venture with Fiat, Iveco and OM). Its early 1980s replacement was based on the Fiat Ducato and the result of a collaboration between Fiat, Peugeot, and Citroen. Badged the AR6, it was also the last Alfa Romeo commercial vehicle; following the Fiat Group's purchase of Alfa Romeo in 1986, production of the AR6 finally stopped in 1988.

The Romeo and later A12/F12 ranges were also manufactured in Spain by a company called FADISA (Fabricacion de Automoviles Diesel SA) under licence from Alfa Romeo.





The early Romeo variants manufactured in Avila from 1959 were badged as 'ROMEO' (as were the Alfa-produced ones), and when Alfa Romeo replaced it with the A12 and F12 in 1967, Fadisa changed its name to Ebro and launched the Ebro F100. In 1971 the F100 was replaced by the F108 and featured oblong headlights, as opposed to the round ones fitted to the F100s, A12s and F12s. Production would continue until 1976 when Ebro replaced the F108 with a Nissan-derived van.

Your author has a great passion for Alfa Romeos, having grown up surrounded by products of the marque, so it was inevitable they would feature heavily in his life. Always seeking out the unusual, after learning many years ago that Alfa Romeo produced commercial vehicles, it was not long until ownership occurred of an AR51 'Matta', a Romeo 2 van and an A12 car transporter, as well as parts of the F12 van you see here.

In August 2014 I received a telephone call from someone in Italy offering me an F12 Furgone (van) which I purchased and transported to England. Soon the reality of restoring another Alfa Romeo van soon began to sink in. The F12 was duly advertised for sale and purchased by the charming proprietor of Como Lake Classics, a classic car garage in Lugano, Switzerland, specialising in Italian cars.

A few months previously, Como Lake Classics had purchased another F12 at the request of an Italian car collector in Northern

Ireland. This F12 was an unusual one as it had been found in Spain – normally Ebro F100 territory. The collector has a particular passion for Alfa Romeos and has owned virtually every derivative made since the late 1970s, as well as many rare Lancia and Maserati cars. His list of past garage occupiers makes for envious reading, as well as the wonderful machines he has now.

Como Lake's Spanish-sourced F12 was in reasonable condition but still required a restoration and the replacement of many missing mechanical and trim components. Although 'my' F12 had a very poor body, it yielded the almost impossible-to-find mechanical and trim components to fill the gaps in the Spanish-sourced one. The restoration was a complex and exhausting process for all involved, especially in the search for parts, and it took just over three years to complete. The body was separated from the heavy and sturdy chassis and sent to Italy to be restored, with the chassis and running gear dispatched to a restoration company in Holland. The beautifully restored body and chassis were reunited in Switzerland some time later and reassembly of the van was completed in May 2017.

The F12 was then taken by truck across Europe to Jamie Porter's highly regarded Alfa Workshop in Hertfordshire. Jamie and his team set about giving the van a thorough post-restoration inspection and noticed that the front brake callipers had developed leaks since the van had left Switzerland. As can be



A front-wheel drive, Giulia-engined Alfa Romeo-badged van – what more could an Alfa fan ask for?



expected, finding brake calliper seals for a very rare Alfa Romeo van in the Hertfordshire countryside proved a bit of a challenge until one of Jamie's team sourced a seal repair kit for a Dodge Viper, itself quite a find outside of America, which surprisingly was a perfect match. Jamie was happy that all was well and the owner and his friend in their Alfa Romeo 156 support car set off with the adventurous intention of driving the van back to Northern Ireland.

You can imagine the quizzical reaction from road users at the sight of a beautiful old van travelling sedately up the M1, especially when trying to work out what it was – doesn't that grille look very much like an Alfa Romeo sports car one?

Sadly, the poor old van was having to cope with one of the hottest days of the year, which was a demanding request after spending a period of idle retirement in Spain.

Perhaps not unexpectedly, the F12 cried enough about a third of the way to Cairnryan Port in Scotland, where the ferry departs for Belfast. Following an after-hours call to Steve Smith of Walkers Garage, the Lancia integrale specialists in North Yorkshire, the helpful AA man deposited the F12 on the Walkers forecourt late at night, after which the owner and his friend set off for the ferry in the 156.

The brilliant team at Walkers set to work on the F12 the following morning. After curing the cooling issues, they delivered the F12 to Birkenhead docks near Liverpool the following evening. A friend of the owner's local car restoration company, Torque Flyte Engineering of Ballygowan, was an employee of Stena Line Ferries and arranged for a space to be reserved on one of its ferries at very short notice. After arriving on Northern Irish soil the following morning, the well-travelled van was trucked to Torque Flyte

Engineering where Auto Italia magazine was due to take the wonderful photographs seen here. It arrived with just 20 minutes to spare!

The owner is enormously grateful to all involved in allowing the long-held dream of owning an Alfa Romeo F12 to become a reality. Emilio Colombo of Como Lake Classics and his partners in Holland did an incredible job on the restoration, the workshop teams of The Alfa Workshop and Walkers were so generous with their time in the owner's time of need, and Stena Line and Torque Flyte Engineering were greatly helpful too.

Congratulations and thanks must also be given to the owner for several reasons. As well as owning one of the finest-looking and best-engineered small vans ever made – one that could only ever be a product of Italy – he has also saved an incredibly rare vehicle that can be marvelled at by many generations into the future. 🇮🇹





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Happier the Appia





The Lancia Appia is compact, rapid, fine-handling and superb quality. Gathering all three series of saloon together has simply increased our respect for this underrated masterpiece

Story by Martin Buckley
Images by Michael Ward

Appias are addictive. I almost caught the bug myself a couple of years ago after a brush with a Series 3 and I'm already feeling the urge to revisit them.

I am talking about the saloons here, I should add; the various coachbuilt variants of these delightful V4 Lancias are both fascinating and desirable but the factory Berlinas are, for my money, the best of the bunch. Chief among their many virtues are a superbly engineered pillarless body (the rigidity of which defies logic when you see it with all four doors open) and a beautifully conceived and constructed drivetrain that makes these baby Lancias the most refined 1.1-litre cars of their era.

In the UK, one would have to say that Don Cross is the Godfather of these cars, having owned many examples since buying his first Series 3 Appia "virtually on a whim" for £350 in the early 1980s.

Don, who has an engineering background (and ran the 60-strong Appia Consortium from 1986 until last year), had a Lancia Aurelia B20 at the time but today emphatically prefers the smaller car. "I still rebuild starter motors for members and I look after the consortium's Appia Van. In fact, I still have that first S3 saloon which my wife Margaret used for many years."

Today, however, Don's attentions are focused on his maroon S1 from 1953, the very first year of Appia production. This early car has arguably the prettiest body shape of all, and at 820kg (1808lb) it's certainly the lightest thanks to its alloy doors, boot lid and rear wings.

As the smallest car in the Lancia range, the Appia replaced the Ardea and supplemented the Aurelia, although it only shared basic principles with those cars, maintaining the tradition of sliding pillar front suspension and right-hand drive as standard.

Its narrow-angle V4 had pushrods (rather than overhead cams) and an alloy head that could be parted from the iron block without disturbing the valve timing. Its short crank ran in two white metal main bearings and with 1089cc (the same as the Fiat 1100), it made a very decent 38hp at 4400rpm.





If the S1 Appia is the prettiest of the saloons, then the 1956-1959 Series 2 is perhaps the best compromise of aesthetics and technical features, embodying some important improvements in a new three-box body, left-hand drive as standard but still with the classic Lancia shield grille.

The S2 you see here belongs to Christo Smal, another long-term Appia fancier, although of somewhat more recent vintage than Don. Christo owned an S3 Appia saloon for 24 years and also has a Fulvia HF and an Augusta.

"I saw my first Appia in South Africa," he remembers. "My S2 was actually built from a knock-down kit in South Africa, where they were priced in the MkII Jaguar/ Mercedes 'fintail' class but were popular because of their fuel economy." Christo has subsequently owned coupe and convertible versions and has bought, and driven, Appias all over Europe.

In many ways the Series 2 was a genuinely new car. The alloy panels and polished alloy brightwork had gone and the S2 ran 14-inch wheels rather than 15-inch. Most important of all, it had a more robust engine with modern shell type bearings, full-flow oil filter and a new design of cylinder head and valve gear that helped to extract a further 5.5hp.

The magazine *Quattroruote* did a 100,000-kilometre drive around Italy (100 times around the Mille Miglia course) to prove the ruggedness of the Series 2's revised engine. Stripped for inspection afterwards, the test car showed negligible wear; bearing in mind that neither Fiat or Alfa were willing to subject cars to this exhaustive test, the positive publicity boosted Appia sales and paved the way for a third and final variant introduced at the Geneva show in 1959.

The S3 had the same body outline as the S2 but a new Flaminia-style rectangular grille that gave a family resemblance with the bigger car and updated the appeal of what was easily Lancia's most commercially important model. With the mid-range Flavia still well over a year away, the Appia was really the only mass-market product Lancia offered. Sales had topped 55,000 units by the time production ended in 1963, making the third series Appia by far the most popular of the saloons (almost 98,000 of which were made in all). It was also the most technically accomplished, with dual-circuit brakes and 48hp.

This S3 belongs to Charles Shelton, perhaps better known for his fetish for the Lancia Gamma. "I wanted an Appia ever since I was twelve years old, when I happened to be in a garage in Dover one night for

Arguably the earliest car is the prettiest. It's also the lightest thanks to aluminium panelling

repairs to my parents' Jaguar and I saw an Appia with the bonnet up and the rocker covers off. I was fascinated by the little square box of an engine."

Charles saw this S3 on eBay in 2007. Originally assembled in South Africa in 1960, it was imported to the UK some 26 years later. "It was in good shape mechanically," says Charles, "but the body needed a bit of tidying, part of which involved removing the rear wings, which are bolted on. Most of the bolts are in the wheelarch and covered in 50 years' worth of salty mud, so I was really surprised when they all came undone without difficulty because they were all zinc-plated. It is this understated quality and precision which is so pleasing about the car."

To be honest, I am not by nature drawn to small cars but there is something about the Appia which transcends that prejudice; you don't have to spend long in the company of one to realise that they offer everything their faster, more glamorous V6 siblings give you in terms of 'feel' and engineering quality.

You could spend half a day just admiring the detail of the Appias. Having marvelled at the impeccable finish of the narrow-angle V4, reminded yourself about the

reason for the plunger on the brake fluid reservoir (it allows you to bleed the brakes single-handed) and appreciated the mysteries of the oil tank (it lubricates the front suspension) and then examined thermostatic radiator shutters, you finally feel qualified to open a door and get in. However, even the doors catch your attention. They latch strongly top and bottom and, unlike most other 'pillarless' attempts (rear-hinged back doors), they don't have to be closed in any particular order; owners of Facel Vegas please note!

Once inside, you look out over a short bonnet from a fairly upright driving position, operating typically Lancia floor-hinged pedals while noting that none of the switches is labelled – again typically Lancia.

Don's S1 has the most 'interesting' dash with its cream instrumentation and steering wheel and the characteristic Lancia grey cloth seats (what *Road & Track* magazine called "pre-Mussolini Italian broadcloth." The Second and Third Series have much the same twin instrument arrangement but have a padded dash top and key start – rather than the S1's cable start – and a tiny glovebox.

In all cases, shoulder room is at a premium but there





is plenty of legroom and the general aura of luxury that comes from the use of top-class materials deployed in a tasteful, practical way. Christo's car has the vinyl seats typical of South African-built Appias (as well as no heater), while Charles Shelton's S3 has rare optional leather. The batteries of all three saloons live in the generously sized boot, although only in the S1 do you lift the boot lid to get to the fuel nozzle.

These cars conduct themselves with all the dignity of an Aurelia or a Flaminia. Once underway, they impart a feeling of refined and willing agility that gives them a lively flavour and encourages you to drive them energetically. Don's car is a little down on power, pending an engine rebuild, but still has a

healthy vintage-sounding exhaust note and a smooth-spinning willingness to its acceleration that gives it a nifty sense of purpose. The Second and Third series cars have brisk, assertive acceleration that's out of proportion to their 1090cc, greatly assisted by well-plotted gear ratios in a superb column change that you can whip swiftly and sweetly around its nifty gate; even those unfamiliar with column shifting would quickly warm to it. There is a slight whine from the 'crash' first gear while third takes you handily to well over 50mph.

Charles says that 75mph cruising in his S3 is a breeze, so long distances hold no fear for the Appia driver. You can depend on 30mpg at the very least, not

Series 2 model exudes quality and engineering detail. Clap-hands doors seem to defy physics



to mention powerful oversized drum brakes with a surface area that would put many much bigger, faster contemporary cars to shame.

The same could be said of the ride which has a serenity about it that is out of the Appia's class, yet you could never call it soft or soggy in any of the three. They are quiet, too, with none of the rattles you would expect from a vehicle with doors that latch together and a humble live rear axle on leaf springs.

The engines in all three are very smooth, with instant throttle response and no flat spots. While there is every encouragement to rev the V4s hard – because they sound so lusty and feel like they would never give up – you don't have to because there is ample torque.

On paper, the steering's 3.25 turns lock-to-lock sounds fairly low-g geared but the lack of slop in the mechanism and the neutrality of the handling leaves you with the opposite impression. There is modest body roll, ample grip and a sense that you could press on across country maintain your speed through corners in a way that would have amazed drivers of most other 1950s cars. As *The Autocar* said of the Appia S1: "For a cross-country run over the winding roads of Great Britain it would be difficult to imagine a more suitable car and one capable of putting up a better performance."

Appias are certainly light cars to handle and in their day they made compact yet prestigious transport in the hustle and bustle of Rome or Milan. I think they still would today, and yes, I still want one. I suppose the good news there is that Appia saloons are rare examples of true value for money in a market focused on rarer, sexier models. As usual with almost anything with four doors, buyers are either indifferent or ignorant of the charms of these cars, making them the best value of all the thoroughbred Lancias of the pre-Fiat era. 🇮🇹



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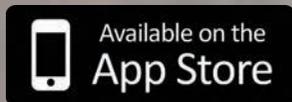
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Mythical Creature

Discovered after 40 years hidden away in Japan, this remarkable 1969 Ferrari Daytona is unique – the one and only alloy-bodied road car ever built. It's just found a new owner...

Words: Chris Rees
Images: RM Sotheby's





We wouldn't blame you if your first reaction to news of a hitherto unknown and unique 'barn find' was to raise an eyebrow. Or possibly both eyebrows. After all, when it comes to unearthing unicorns of the variety you see before you now, chicanery is not unknown, especially when the prancing horse badge is involved.

So when the classic car world got wind of a previously unknown alloy-bodied Ferrari 365 GTB/4 Daytona found in a barn in Japan, it was only natural that there should be some scepticism. Many people thought such a car could not exist – and indeed did not exist. But rather wonderfully, it does. It's the real deal. There's no smoke here, no mirrors – and no doubts.

This is a unique machine – and fabulously so. Road-going Daytona coupes – of which some 1284 examples were built from 1969 to 1973 – were hitherto thought to be all steel-bodied. Ferrari did build some Daytonas with aluminium bodies specifically for racing, but only a tiny handful: just five official 'Competizione' Daytonas in 1971, plus one earlier one-off racer for NART (see separate panel). What we have here is the one and only alloy-bodied Daytona ever built for road use. This largely unknown alloy Daytona means that the total number of alloy-bodied Daytonas built can now be stated to be seven.

Photographed here is Ferrari 365 GTB/4 Daytona chassis number 12653, which would make it approximately the 30th Daytona ever built (its assembly sequence number is in fact 46). Crucially, it was bodied by Scaglietti in 1969 with alloy panels, and its body number is 32. The car was completed in June 1969 to the Plexiglas fixed-headlight spec that's so highly desirable in collector circles.

The paint finish is Rosso Chiaro and the car has a Nero leather interior. In September 1969, this unique 365 GTB/4 was dispatched to the Bologna dealer, Motor SpA, which sold it pretty much straightaway to Luciano Conti, the founder and publisher of *Autosprint* magazine. Conti was a personal friend of Enzo Ferrari and owned a number of special Ferraris in the 1960s, including a 250 SWB and a 275 GTB. Conti kept the car for just one year, selling it on in September 1970 to Guido Maran of Verona, who resold it almost immediately to Carlo Ferruzzi of Ravenna.





Less than a year later, in July 1971, the Italian authorities cancelled the car's registration and it was exported to a Japanese dealer some three months later. The Japanese magazine *Car Graphic* featured this very car in its January 1972 issue. In May 1975, ownership passed to Goro Guwa of Gifu, and then in April 1979 to Tateo Ito of Nagoya, and the following year to Makoto Takai. It was he who squirreled the car away for the next 37 years.

This car has been speculated about for many years. Many Ferraristi refused to believe that such a car existed. A very small band of people did know about it, and a few even offered to purchase it. But it remained

resolutely hidden away until this year, when it resurfaced in time to come up for sale at the 'Leggenda e Passione' RM Sotheby's auction in Italy in September.

I do hate the phrase 'barn find' – it's the very definition of overused – but this is unquestionably one of the ultimate barn finds of all time. Our photographs show the GTB/4 as found, in a dreamlike, half-forgotten state. Dust, dirt and mould has gathered all over the car, from the engine bay to the cabin. Having lived in Japan for the last 46 years, it's clearly been mouldering away for most of that time. The auction catalogue describes it as being in "remarkable unrestored condition" but you might be

Discovering any early Plexiglas headlight Daytona is special – but this one is utterly unique

FERRARI 365 GTB/4 DAYTONA



37 years of stasis have left their mark but the car is remarkably original and unmolested as a result

tempted to rephrase that as “a bit of a state.” That’s not necessarily a bad thing, though. Unrestored cars are where it’s at currently, and the fact that it’s not been significantly restored is a major benefit in Ferrari collector circles.

It has 36,390 kilometres on the clock, which we suspect might well be genuine. The auctioneers’ notes state that 365 GTB/4 number 12653 retains its authentic and original door panels, sun visors, rear-view mirror, seats, carpeting, gearshift knob and headlining. It’s got electric windows and even has a toolkit in the boot. Not that it’s entirely unmolested, though. While in Japan, a number of modifications were clearly made,

quite possibly in period. Unusual features include the air con, which appears to be an aftermarket system, not a factory one – air con is considered compulsory in Japan and is likely to have been fitted there. The door panels also show signs of speakers having been fitted. And unusually, it has 205/70 VR15 tyres – the Daytona would normally wear 215/70 rubber.

In June 2017, this unique car was evaluated by the well-known marque expert and concours judge, Marcel Massini. He confirmed its ‘matching numbers’ status throughout, including the engine, and the transaxle (number N 32), which correlate to factory build records. He also noted that the aluminium panels are

extensively stamped with matching Scaglietti '32' body numbering, commenting: "I unscrewed several trim pieces on the car and found the body number 32 everywhere." Massini also noted that the original spare wheel appeared to have never been used. He concluded: "What a super scarce Daytona barn find, the only remaining aluminium-bodied production GTB/4, sold new to Luciano Conti, a close friend of Commendatore Enzo Ferrari."

This car has just been auctioned at RM Sotheby's 'Leggenda e Passione' auction at the Ferrari factory in Marenello (9 September 2017). It was put on sale without a reserve, and estimated to sell between €1.4 million and €1.7 million. Bidding broke through the upper estimate, though, topping out at €1,807,000 (£1.65 million). That's way over the going rate for a Daytona in perfectly restored condition (around £700,000 for a Plexiglas headlamp example) – but that evidently reflects this car's unique status. Indeed, for the buyer, that's the main attraction: it represents something unique, a car that no other collector can ever boast.

What will happen to it, we wonder? Perhaps the buyer will be tempted to restore to it concours condition. We hope not; we love it just the way it is. 

THE 365 GTB/4 COMPETIZIONE

While this is the only road-going alloy-bodied Daytona, a handful of alloy 'Competizione' racers were also built. The very first all-aluminium Daytona was built as a one-off for Luigi Chinetti's North American Racing Team in 1969. NART's car (chassis number 12547) entered the 1969 24 Hours of Le Mans but sadly crashed in practice.

Only five official competition cars with lightweight alloy bodywork were ever built by the Assistenza Clienti department at Modena, all in 1971 (chassis numbers 14407, 14429, 14437, 14885 and 14889). The Competizione was developed from the regular road car and featured flared wheelarches, wider wheels, aerodynamic tweaks to the front wings, a small front spoiler and no quarter-bumpers. Two further series of Competizione racers were made in 1972 and 1973 but these had steel bodies. Only 16 official Competizione cars were made in all, plus a further eight converted unofficially for the North American Racing Team, and for Garage Francorchamps in Belgium. Together with the 1969 NART car, that makes 25 racing 365 GTB/4s in all.

The Daytona was highly successful in the GT racing. It dominated the 24 Hours of Daytona, achieving second overall as late as the 1979 Daytona race, some six years after the GTB/4 had ceased production. At the Le Mans 24 Hours in 1972 Daytonas took all top five positions in their class, and repeated Le Mans class wins in 1973 and 1974.





Ferrari 365 GTB/4 "Daytona"

The Ferrari 365 GTB/4, more commonly known among Ferrari enthusiasts as the "Daytona", was first introduced to the motoring press and public at the 1968 Paris Salon de l'Automobile.

The Daytona is fitted with a front-mounted 4390cc V12 engine, featuring six twin Weber carburetors, making for a top speed of 174mph and 0-60mph in 5.4 seconds.

The two-door sports coupé bodywork was styled by Pininfarina. Early-series models featured fixed headlamps set behind a transparent Plexiglass cover. In 1971, these were replaced by a pop-up twin headlight system, to meet the US new road safety regulations.

Today, the Daytona is prized among collectors worldwide, proudly wearing the prancing horse badge. Nice examples can fetch upwards of £500,000.

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Images courtesy of James Gardner collection



Vernasca Silver Flag

Italy's very own 'Goodwood' returned for the 22nd time to Vernasca for a hell of a historic hillclimb

Story & images by Clive Alcock



Those who've seen it say heaven is a garden, but for any Italian car enthusiast yet to cross that threshold, the sunlit square of Vernasca, high above the Arda Valley and crammed with fabulous cars, must run it pretty close. This year's 22nd Silver Flag hillclimb was heaven indeed.

At 30-second intervals from the start line in Castell'Arquato, 220 historic cars hit the road safe in the knowledge this road was closed to traffic. The road behind Lugagnano becomes a severe uphill and piling one upon another all the way up to Vernasca, the hairpins provide a fantastic challenge. These days, the Silver Flag is run as a 'rolling concours' event but many of the piloti succumbed to the temptation to give it plenty of gas.

Often described as an 'Italian Goodwood' (but suffering far less crowding, rain or barriers), it's a feast of Italian legends. Discreet appearances from top drivers are commonplace. In previous years we've seen Stirling Moss, Clay Regazzoni, David Piper

and Henri Pescarolo. This year, Miki Biasion (the last Italian to win the World Rally Championship) gave a scorching demonstration in his 1986 Rally of Argentina winning Lancia Delta S4. When he passed the tape-bedecked speed camera on the long straight to Lugagnano, you could feel the shock wave.

Ex-Ferrari F1, former Abarth and works Alfa Romeo driver, Arturo Merzario, was also there in his signature Stetson and flowing white locks, driving the 1968 Alfa Romeo 33/2 Daytona that's usually exhibited in the Museo Storico Alfa Romeo.

The historic 'Turismo' class included every kind of Alfa Giulia, whilst a new Quadrifoglio made an impressive course car. Giulias were simply everywhere: screamer 1300 GTAs like Nieri Filippo's; a more conventional lightweight 1600 belonging to Jean Dirix's Scuderia Portello; and spectacular wide-bodied GTAm examples of Valerio, Vittorio and Bakker.

Amongst clouds of Fiat-Abarth 850s, engine covers properly propped up, we saw

an ex-Jean Claude Andruet Fiat 131 Group 4 rally car being chased by the famous ex-Bettega, Fiat Ritmo Group 2 rally car, both resplendent in Martini colours. Also present was the high-riding ex-works integrale of Carlo Digrandi in its original East African Safari Rally rig. Everyone loved the authentic but unusual 'Nord'-engine, turbo Alfa 75 circuit racer brought over by John Clonis's Essex-based team. And when the official Polizia di Stato entry arrived – an immaculate maroon Alfa Romeo 1900 saloon complete with 'prisoner' – handcuffs were waved out of the passenger window!

The long black bonnet of Giuseppe Lambri's red Alfetta GTV 2.5 Group 4 was another magnificent sight. On the start line, Giuseppe's youngest son Eugenio hopped out of the passenger seat to commemorate his art college design winning the competition for this year's official poster.

Saturday's late substitution for a missing Ferrari was a superb Lancia Stratos Stradale in red. At Sunday lunchtime's award



ceremony in the citadel of Vernasca, its owner fittingly received a World Cup-sized trophy. Competing in the same GT Class were yet more Giulias and Giuliettas, plus some lovely HF Lancia Fulvias. Stefano Macaluso's genuine Fiat X1/g 'prototipo', complete with distinctive 'periscopio' air intake, spent the weekend mixing it with hordes of Abarth coupes, such as the hunch-backed yellow example of Belgian Abarth guru, Guy Mourenhout, plus a pair of 124 Abarth Spider rally cars.

In the sport category, Fiat Heritage brought the only 1955 Lancia D25 Spider Sports racer left in the world, extracted from its Collezione Lancia in Turin. With Raffaele Terlizzi at the wheel, it managed all

three climbs of the weekend.

He might not be Italian, but when Yorkshire-based vintage tyre expert, Douglas Cawley, took a turn in his 1929 Frazer Nash 'Piglet', he made the Renaissance bell towers of Castell'Arquato ring. The Italians just loved it: after all, sound is integral to events like this.

At the end of it all, after an al fresco lunch and prize-giving for competitors shaded by the hilltop church of San Colombano, a wall of sound concluded the festivities, as 200-plus cars revved their way out of the main square – a fitting climax. As they sped off back down the public road to Lugagnano and the Arda Valley, there wasn't one of us not already looking forward to being here for the 23rd Vernasca Silver Flag next year.



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Silverstone Classic 2017

The world's biggest motorsport meeting saw dozens of Italian cars compete on track, with hundreds more on display

Words: Mike Rysiecki
Images: Jakob Ebrey and Leigh Jones



There was on-track excitement and off-track stimulation aplenty for Italian car fans at this year's Silverstone Classic. Bigger and better than ever, the three-day event was not just the world's biggest classic motor racing festival but also the largest motorsport meeting staged anywhere in 2017.

The colossal 22-race programme on the famous 3.7-mile Grand Prix circuit once again attracted more than 1000 entries. The race programme included many of the finest championships, including the FIA Masters Historic Formula One Race Series, FIA Masters Historic Sportscars, RAC Woodcote Trophy, Stirling Moss Trophy, Group C Racing and Super Touring Car Trophy. This year's

schedule also saw the welcome return of Pre-War Sports Cars.

Podium finishes proved hard to secure for drivers of Italian cars against tough competition. Lukas and Martin Halusa took an Alfa 8C 2300 Zagato Spider to tenth in the Kidston Trophy for Pre-War Sports cars on Saturday. Then in the 'blue riband' RAC Tourist Trophy for Historic Cars (pre-1963 GT), Lukas



Halusa took the lead in his unique Ferrari 250 GT SWB 'Breadvan' and remained there till the end – only to be handed a retrospective 45-second penalty for speeding in the pit lane, relegating the Ferrari to fifth. Also in that race, Alfaholics specialists Max and Andrew Banks delighted Italian car fans with their beautifully prepared Alfa Giulietta SZ.

It's always great to see privateers doing well in international classic racing. Steve Dymoke, an Auto Italia reader and popular AROC Cotswold section member, took class honours in his ex-Fabrizio Giovanardi FIA S2000-spec Alfa 156. Steve finished fifth on the road and first in his class in Saturday's JET Super Touring Car Trophy. Sadly, Steve's Sunday wet race performance was marred



when some negative handling effects were revealed after some typically boisterous body contact on Saturday. Steve has been developing his NJS-prepared car and campaigning in the HSCC Super Tourer series as a privateer for five years. His Silverstone Classic performance adds another class win to his tally.

More Italian success was served up by Westie Mitchell in the Commander Yorke Trophy for Historic Formula Junior cars, finishing third on Saturday and fourth on Sunday. His De Tomaso 63 looked unique alongside numerous Lotus and Lola entries. Sunday's Gallet International Trophy for Pre-1966 Classic GTs saw Roger Wills finish second in his Bizzarrini 5300 GT while Steve Brooks and Robert Beebee brought their Iso Grifo A3C home in 15th.

More than 10,000 classics were on show over the three days. Many clubs chose to celebrate key model and marque milestones with special shows and track parades. Italian car enthusiasts made up for any shortfall of on-track silverware with highlights that included the 60th anniversary of the Fiat 500 (and 25 years of the Owners' Club), 70 years of Ferrari (and 50 years of the Owners' Club)

and 30 years of Lamborghini Club UK. Fiat 500 owners enjoyed a visit from their new club President, Steve Ryder, and a circuit parade lap. Clubs for Abarth, Alfa Romeo, Fiat X1/9, Lancia, Maserati, Fiat 131 Mirafiori and Stratos were also there.

This year the De Tomaso Owners' Club gathered to pay tribute to designer Tom Tjaarda who sadly passed away in 2017. Three RHD Deauvilles lined up along with two Panteras. Johnny Woods brought his 1973 RHD Candy Brandy Wine Pantera out of long-term storage to fulfil his promise to his daughter for her prom night. Johnny's car has been featured in Auto Italia and was last seen publicly at Bristol Auto Moto. He finally revealed the secret of his immaculately presented paintwork by owning up to being the UK importer of Harly Wax, a yellow, California-sourced, carnauba wax – Google it!

Racing and car clubs were only part of the story; there was free family entertainment, nightly live music, a shopping village, open access to pits and paddock, free on-site transportation, restoration demonstrations, air displays and a car auction. It's going to be a tough act to follow for the organising team in 2018.



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CLUB ITALIA

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Festival Italia 2017

The spectacular celebration of all things Italian returned to Brands Hatch for a second year. There were thrills aplenty, on track and off

Report by Peter Collins
Photography by Michael Ward





Festival Italia was a toe-in-the-water exercise in 2016, celebrating not only cars but also Italian style and lifestyle at Brands Hatch. It was so successful that the festival returned for a second year in August 2017 – and we think it was even better.

It was obvious that this was going to be a big leap forward, even before it started, with streams of Italian traffic approaching the Kentish circuit from an early hour on Sunday. There were traders, clubs, display cars and bikes, to say nothing of Italian food stands, wine tasting for non-drivers and live music. Indeed, the band playing Piccolissima Serenata took me right back to 1958 and a family holiday where I first heard it drinking my Orangina.

A fabulous variety of Latin marques were present, from Abarth to Zagato – beat that, any other country, for cars covering the whole alphabetical spectrum! From shopping cars to supercars (alphabetically a narrower range, perhaps), there were Abarth 500s to Lamborghinis. Those who know Brands will understand it when I say that the whole of the elevated ground, starting from the main entrance, across to the Paddock and stretching down to the trackside, was completely covered by spectators' cars and clubs.

I am supposed to be impartial but, with such a fabulous turn-out on show, it would be invidious not to make a choice of some sort. The Group 4 Lancia Stratos was a natural, and I would also like to include two Abarths – Paul Hocking's very potent Due Mila and the little McGlone 1.0-litre Bialbero. The Fiat 131 Abarth rally car would also be on my mythical transporter heading home, as well as the superb Gonnella Fiat Strada (Ritmo) in classic metallic light blue.

But enough. The sun was warm, the crowds were large and there was action on the track pretty well all day, as well as the chance to drive the new Abarth 124 Spider around the Grand Prix circuit loop. Punters seemed very happy to take up this offer all day.

Perhaps the best thing about holding a day like this at the Brands Hatch Indy circuit – so called, incidentally, because an Indycar race was actually held here in October 1978 – is that a race meeting can be held that almost all the spectators can view clearly almost all the way around. Good use was made of what would normally be considered a small entry by doubling-up on all the races. These included an Italy versus UK field, rounds of the Ferrari Formula Classic and Alfa Romeo Owners Club, so the public enjoyed six starts plus a Ferrari sprint, courtesy of the Ferrari Owners' Club hillclimb championship.





As well as the races, there were several demonstrations from cars as diverse as period Fiat 500s and 600s to ex-Formula 1 Grand Prix machines. F1 cars included the ex-Roberto Moreno Coloni C3, the Dallara Judd F191 (ex-Pirro) and the Dallara Ferrari F192 (ex-Pierluigi Martini). Other important GP cars were the ex-Nelson Piquet Benetton B190, as well as the ex-Schumacher B192 with Lorina McLaughlin in the hot seat.

Races first, though. In the Italiano All-Comers versus Inglese race, it seemed like the last-minute entry of Rod Birley in his Escort Cosworth would dominate, but no one had bargained for the presence of a very on-form Ian Stapleton in his fearsome Alfetta GTV 'Supertourer'. This beast, looking like a stealth attack vehicle, was phenomenally quick but strangely quiet. Looking more like a Brera as it approached, after a short tussle in

the early laps Ian pulled away to a clear victory with no other dramatics all day than a half-spin at Druids in qualifying. Second was Birley, but a great scrap was led by the fabulous and period-looking ex-Trofeo Alfasud of Ted Pearson. Non-Alfa standout was Richard Thurbin's immaculate but slightly high-riding Lancia Delta integrale 16v.

Race Two was the first round of the day for the Alfa Romeo Championship. As well as





plenty of 156s, there were also Fiat Puntos by invitation, a fact that poor Ian Brookfield came to regret after his smart 155 racer came to rest forcibly against the end of the barrier protecting the pit-lane entry from the exit of Clark Curve. Nick Anderson provided variety with his g16 Spider whilst Ron Davidson was still at it after many years in his venerable 164. The 156s and 147s scrapped away merrily down the field and Vincent

Dubois drove away in the lead with his attractive 156 facelift turbo.

The two Pirelli Ferrari Formula Classic rounds were headed at the flag by Gary Culver in his 'lightly' modified 328, leading two close-running 355s. Are 355s considered classics already, by the way? It was great to see the 550 Maranello of Pete Fisk amongst all the mid-engined Maranello machinery too.

Finally, the Festival offered everyone the

chance to get on to the track, and an enormous mass of cars took to the Indy circuit for the end-of-day parade. The organisers had obviously taken a lesson from last year and avoided a mid-meeting traffic jam on the circuit.

Festival Italia was an excellent day in its second year, but we'd love to see maybe two days, more races and a general expansion next year. What do you think?





COLLECTORS' GUIDE

Maserati Ghibli

One of the all-time great supercar designs, the Ghibli's alluring presence has made it a hit with collectors. But how good is it to drive, and what are its value prospects?

Story: Andy Heywood
Images: Michael Ward





During a design decade rife with revolution, the arrival of the Maserati Ghibli in 1966 barely raised an eyebrow. Ferruccio Lamborghini had stolen a march on both Maserati and Ferrari earlier in the year by unveiling the first Miura at the Geneva Show and then nonchalantly, but not entirely spontaneously, parking the car outside the Monaco casino during Grand Prix weekend.

Traditional to the core, the Orsi management at Maserati would no doubt have found that behaviour a little ostentatious. It preferred to launch the new Ghibli at Italy's national motor show in Turin – and even then, not on Maserati's own stand but on that of its chosen coachbuilder, Ghia.

Not only was the Ghibli Maserati's answer to the

Miura, it was also its first entry into the nascent genre of the supercar. Within the walls of a Modenese factory used to purveying GT cars to gentlemen, this was a revolution of sorts.

The choice of Ghia as coachbuilder was made because of its hotshot new designer, Giorgetto Giugiaro. Fresh from Bertone, Giugiaro arrived at Ghia at the height of his creativity and bursting with ideas. By the advent of that 1966 Turin Show, he had designed not only the Ghibli but three other cars to debut on Ghia's stand, and the impact was enormous. Giugiaro's 'four torpedoes', as they became known later, provocatively demonstrated the move from curves to straight lines in car design that would fully come to fruition a decade later.

With the benefit of hindsight, the Ghibli shape does not seem at all torpedo-like, though it is undoubtedly an intricate mixture of straight lines and curves. For instance, the tops of the front wings appear flat but have a subtle reverse curve shape that not only accentuates the height of the wheels, but also the plunging bonnet line. There is a similar trick at work on the sides of the roof and on the lip of the bootlid but fighting the curves all the time is a strong bodyline down the sides of the car, piercing into the wheelarches. The complexities of this shape make it, to my mind, a masterpiece, but also make it a challenge to restore, as we will find out later.

The chassis of the Ghibli was traditional Maserati, with an oval tube structure, box section sills and a fabricated front cross-member on which the front suspension was mounted (double-wishbones of British origin), while at the rear was a Salisbury live axle. Even the engine was the four-cam all-aluminium V8 already in service in the Quattroporte. However, for the new 'supercar', it was enlarged to 4.7 litres and dry-sumped, reducing its height in order to fit under Giugiaro's bonnet.

When production started in 1967, there was very





little confidence at Maserati that this new-fangled supercar would be a success. Initially it talked in terms of making 100 cars. Early examples had some features that were quickly modified or simplified as Maserati developed the car. The boot lid on early cars was a different shape, being longer and covering the centre section of the rear panel, rather than just a panel split above the number plate as on later versions. The headlamp pods had square corners instead of being rounded on later cars. The front brake discs with two callipers per side were solid on early cars, then vented later on. The clutch was a twin-plate racing type. The wheels were usually a magnesium alloy 'starburst' design but with splined hubs and spinners (wire wheels

were an option as well), whereas later they changed to more conventional studs and a 'dummy' spinner. And the engine on early examples still had a blanked-off second spark plug hole, an acknowledgement that Maserati made to its twin-plug racing engine heritage. Carburettors on early cars were a bank of four twin-choke Weber DCNLs, changing later to the more sophisticated DCNF variety.

It is one of the advantages of a small company that changes and developments can be made quickly and easily as cars progress down the production line. It is also an historian's nightmare, establishing at which point specification changed. As I usually say, Maserati was a company where there was always an



Giugiaro's clean shape may not have the impact of a Lamborghini Miura but it represents the very essence of 1960s elegance





exception to prove the rule. As production of the Ghibli progressed, the specification changed constantly, so being definitive is difficult. However, by the time the first 150-odd cars had been made, only the engine and the square headlamp pods remained of that early specification.

Some parts of the car did not change much, though, such as the ZF five-speed gearbox that Maserati had first used in the 5000GT (joined in 1968 by an optional Borg Warner three-speed auto). Manual steering was by Burman recirculating ball with the option of hydraulic power steering, again by ZF.

During 1968 Maserati had enjoyed some early success with the car, encouraging it to continue with

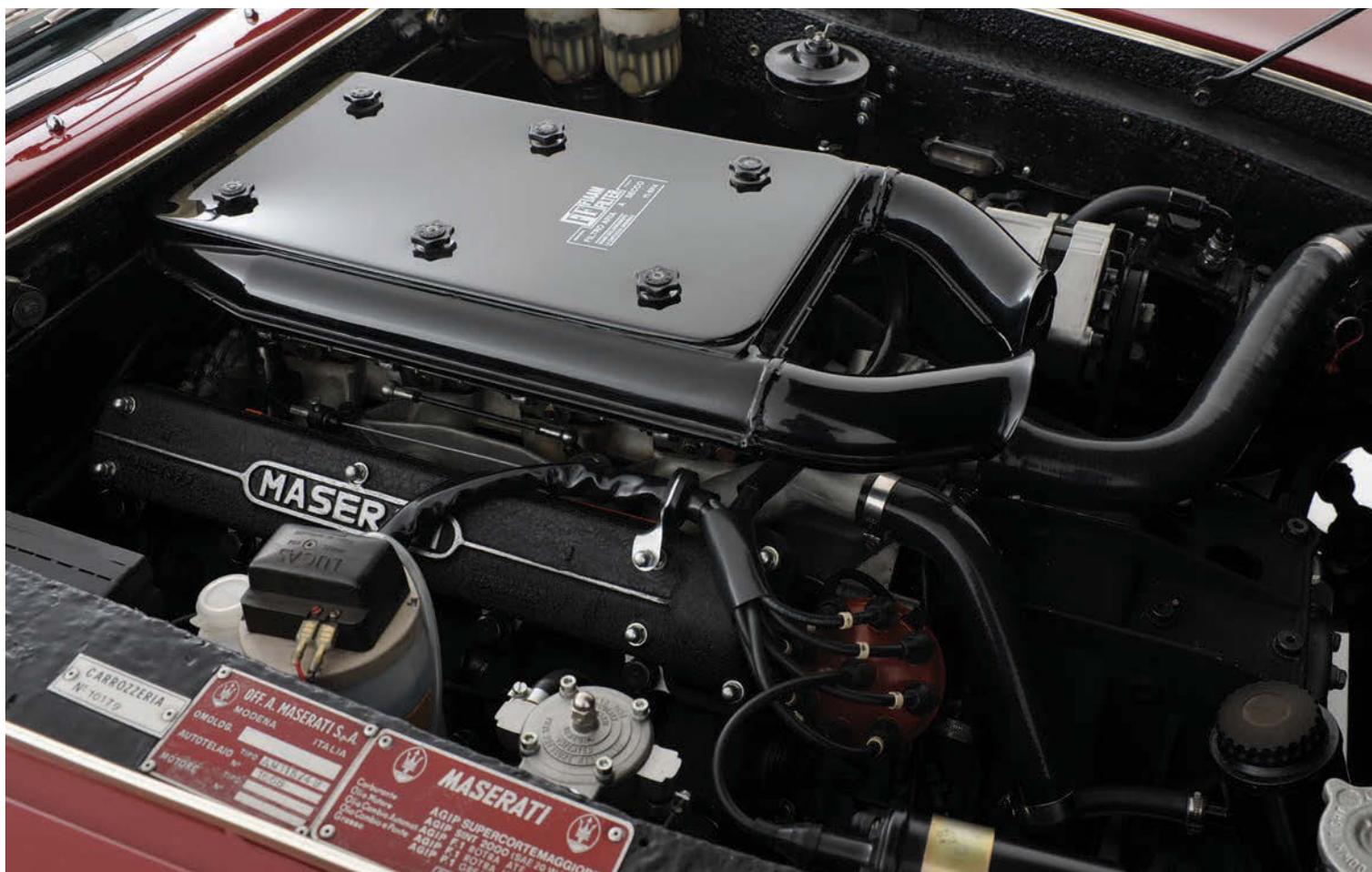
production. The chassis were made in Turin and then bodied at Ghia (all-steel apart from an aluminium boot lid skin) and finally assembled at Maserati. It upped production and offered a right-hand drive version, as well as setting its sights on the US market.

The first proper test of a Ghibli by a British journal was Autocar's in 1968. Written by ex-racer Innes Ireland, it recounted a trip to Italy to collect a right-hand drive example and pilot it back to the UK. At that time, there were no demonstrators or press fleets. However, the extended test provided great insight into the car and Innes really liked it. Cleaned up and put on the market afterwards, it set its first owner back £9500.

The Americans also really liked the Ghibli and Maserati found itself with a sales success on its hands. Riding the crest of the wave, it commissioned Ghia and Giugiaro to design a convertible version and even a hardtop. The Ghibli Spyder went on sale in 1969 and looked every inch a supercar for movie stars.

However, just as the Spyder was launched, the US emission regulatory board started to flex its muscles and Maserati





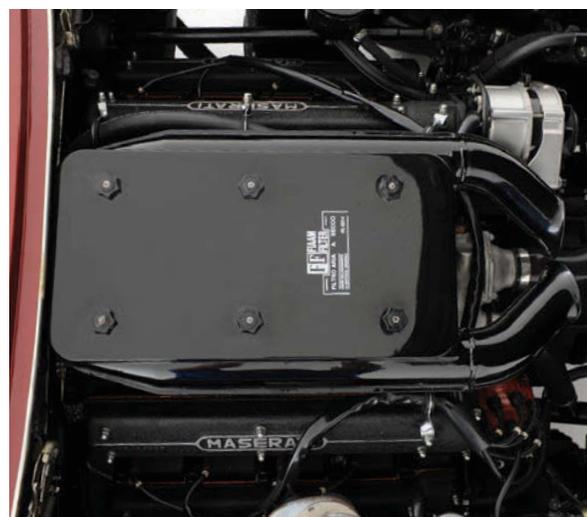
TECHNICAL SPECIFICATIONS

MASERATI GIBLI 4.7

ENGINE:	4719cc V8 DOHC
BORE & STROKE:	93.9mm x 85mm
COMP RATIO:	8.8:1
CARBURETTORS:	Four Weber 42DCNL
POWER:	330hp @ 5500rpm
TORQUE:	326lb ft @ 4000rpm
TRANSMISSION:	Five-speed manual (three-speed auto option)
BRAKES:	Discs all round
TYRES:	205/15
DIMENSIONS:	4590mm (L), 1800mm (W), 1160mm (H)
DRY WEIGHT:	1300kg
0-60MPH:	6.8sec
TOP SPEED:	168mph

GIBLI 4.9 SS

ENGINE:	4930cc V8 DOHC
BORE & STROKE:	93.9 x 89mm
COMP RATIO:	8.5:1
CARBURETTORS:	Four Weber 42DCNF
POWER:	335hp @ 5500rpm
TORQUE:	341lb ft @ 4000rpm
TRANSMISSION:	Five-speed manual
BRAKES:	Discs all round
TYRES:	205/15
DIMENSIONS:	4590mm (L), 1800mm (W), 1160mm (H)
DRY WEIGHT:	1350kg
0-60MPH:	6.1sec
TOP SPEED:	174mph



realised that it would have no time to rest on their laurels if it were to keep the Ghibli on the market. The early engine was going to struggle to keep up with new emissions regulations. New slipper cylinder heads were developed, finally deleting the dummy plug hole, together with fitting hardened valve seats to cope with unleaded fuel, and new camshafts. Ignition timing was retarded to help emissions as well, impacting power, while the threat of auxiliary air pumps would further sap power. Maserati's solution was to increase the stroke of the engine to give a new, larger capacity of 4.9 litres. The change to DCNF carburettors at the same time also helped with fuel efficiency. 4.9-litre versions of the Ghibli and Spyder were called SS (for Super Sport). The quoted power output did not change much; 330hp had been quoted for the early 4.7 and now 335hp was quoted for the SS. The truth is probably that the difference was greater than it appeared but increased regulation meant that the latter was a more honest figure. The 4.7-litre engine continued to be made and was offered alongside the SS but was never quoted at more than 310hp.

The interiors were always trimmed in Connolly leather with a distinctive grain. However, they changed considerably during the lifespan of the Ghibli, with three different dashboard layouts (as a rule, early ones used toggle switches and later ones rockers) and the front seats were updated to include head rests in around 1969. Curious vestigial rear seats with loose cushions and a carpet covering were peculiar to all cars. The last version of the dashboard was much more symmetrical than early efforts and a great improvement. Certainly cigarette company Rothmans

thought so, as it used a Ghibli interior in magazine adverts for some years.

Inevitably, supercars by their very nature have a short shelf life and by 1971 the world had moved on. So had Maserati to be fair, about to join the mid-engined fray with the new Bora. The last Ghiblis were completed in 1972 and in all, 1280 examples had been built, including 125 Spyderys. This was, at the time, the second most successful Maserati model ever (after the 3500GT).

DRIVING IMPRESSIONS

Dynamically, the later the car, the better Ghiblis tend to feel. Early cars with the thigh-wobbling twin-plate clutch and manual steering can seem impossibly heavy at parking speeds (but have a mechanical rawness that is very appealing). Late cars, with power steering and a combined servo/master cylinder for the brakes are far more sophisticated to drive but perhaps not quite so direct.

The 4.9-litre engine is certainly smoother than the earlier 4.7, if not ultimately much more powerful. The later braking system and especially the power steering benefit the car greatly and allay critics of the early version who labelled it 'truck-like' to drive. Nothing could be further from the truth, and with the tightness of a car that has had every single bush and ball joint and spring and damper renewed, the Ghibli drives superbly.

There were, however, some dynamic areas that Maserati conceded were lacking. The Burman recirculating ball manual steering box was light and communicative on a 3500GT fitted with 185-section

The 4.9-litre V8 fitted to SS models like this offers better overall drivability than the 4.7-litre unit







tyres and an enormous steering wheel, but on 205-section sticky Michelin XWX tyres in the Ghibli, it was really too heavy. The uncompromising position of the fixed steering wheel did not help and, although eminently powerful, the dry sump V8 engine was no match for the smooth-running V12s of the opposition.

To address these issues, by 1970 Maserati offered the Ghibli SS in parallel to the original coupe and Spyder. The final incarnation of the V8, now with an enlarged stroke to give a 4.9-litre capacity, offered a small increase in horsepower (from 330 to 335hp), but it is noticeably smoother. In addition, power steering by ZF was a welcome option and the more modern dashboard design and adjustable steering column adds greatly to the comfort of the interior.

COST & VALUE ANALYSIS

For a while, the Ghibli was the coolest car around – as one American magazine described it in 1969, it was the 'it' car of the year. But by the late 1970s, Ghiblis were merely old cars, and ones that were expensive to repair and to run in post-fuel crisis times. Even in the late 1980s, the best coupe in the world would have struggled to make £25,000 and cars were regularly being broken for spares.

For those who attempted it, the complex shapes proved very difficult to restore accurately. The Ghia bodywork suffered from rust as much as any 1960s car, although the chassis itself was rarely a problem. Much of the sharpness of line which is essential to bring out the shape was originally conceived in lead and filler, and with few bodyshops really understanding how it should look or being given the budget to get it

SAMPLE AUCTION PRICES

1967 4.7 Coupe (restoration project), grey, £110,000
 1972 4.9 SS Coupe, red, £309,000
 1969 4.9 SS Spyder, yellow, £700,000

right, many cars were restored as poor-quality facsimiles of their former selves.

Mechanically, it was a similar story. The cost of an engine rebuild was comparable to the full value of the car, so many owners played automotive pass the parcel to avoid being caught with the big bill.

Like all classic cars, however, the Ghibli's light has grown brighter since the new millennium. Many cars have now been correctly restored, some to a very extensive and professional level. The value of Ghiblis is higher than most other classic Maserati road cars: excellent Coupes now change hands for £300,000 plus and the much rarer Spydres are nearer a million, especially for the acknowledged top spec of right-hand drive, manual transmission, power steering and a 4.9-litre SS engine.

Such values have inspired confidence in owners to continue to restore these cars, which in turn makes them more desirable and usable. Which version you prefer boils down to personal choice but all have the performance, presence, and sense of occasion that any supercar should offer. And while maintenance costs and the dreaded fuel consumption are always going to make the eyes water at times, the parts situation for these cars is better now than at any point during the last 30 years. 🇮🇹

READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

Your cars, your stories – tales of Italian car ownership in the real world

LANCIA GAMMA COUPÉ 2500 IE

HELMUT MAGYAR, BELGIUM

On a trip to the famous Oldtimer Museum Louwman in Holland last year, I seized the opportunity to pay a visit to the showroom of ERclassics.com where I saw a silver metallic 1982 Lancia Gamma Coupé 2500 IE on sale.

It wasn't love at the first sight. The ground clearance looked very high, and I didn't like the blue seats. Moreover, the black-on-black dashboard and two-spoke-steering wheel looked too simple. On the other hand, I was very charmed by the extremely sharp design – remarkably I had never seen one before in my (66-year) life.

I learned from the internet that Gammas built before 1980 had poor quality steel and anti-rust protection, and the engine had some major failings. After 1980, though, they no longer

had those faults. So I went back to Waalwijk and, after a test drive, I bought it.

I thought that, mainly from the rear, the body looked as if it were standing on stilts and I wanted to lower it. I couldn't find the right lowering springs, so I got Dalemansindustries.be to shorten the existing springs, lowering the ground clearance by 50mm at the front and 60mm at the rear. The perished dampers were restored by Autoammortizzatori.it.

The car body had several rust spots, which were repaired, but during this process, the windscreen broke. Luckily Carglass.be was able to produce a small stock of Gamma Coupé windcreens, even though it took five months.

The entire body was repainted in Arctic Silver Metallic, the same colour



as my Porsche Cayman S, and a little brighter than the original silver. The black sills, front spoiler and under-bumper area at the back were also painted silver. To get a symmetrical look, I added an extra mirror to the right side of the car. The UK club, Gammaconsortium.com, was very helpful here, pointing me to find a brand new one from South Africa. Both black mirrors were then painted silver. And to make the car look even longer, the original black grid

between the bonnet and windscreen was also painted silver. The faded bumpers were repainted in black satin.

The original Gamma Coupé had 15-inch wheels but I've fitted 17-inch alloys. My choice was very limited because of the restricted space between the rear dampers and bodywork, and even then we had to roll the wheelarches to make the Alutec Monster Silver 17x6.5s fit (shod with Pirelli 205/45 R17 tyres).

Inside, I gave the black

dash panel a new fresh alloy satin look, while a new Nardi steering wheel recalls 1960s styles. The backs of the seats were reupholstered in black leather, too.

I love the Gamma Coupé. It's not a sports car but a most elegant cruiser. The roadholding is better than before because of the lowered suspension – it rolls less but ride comfort is retained. Although it's no longer original, I think it's more in accordance with glamorous Lancias of the 1960s.



ALFA COLLECTION

ORLANDO FERREIRA, PORTUGAL



In my article in *Auto Italia* Issue 191, I described how my passion for Alfa Romeos started at an early age, and the cars which formed my collection at that time, as well as the ones that had to go but left good memories. This time, my former 147 1.6 TS has opened up space for a new member of my garage: a 2014 Giulietta Quadrifoglio Verde TCT.

But first, let me describe the 147's good memories. In 14 years of happy ownership, and 195,000km, the driving pleasure never seemed to diminish. On selling it, it still handled and rode like a new car – a good example of the high quality of recent Alfas.

Alfa classics still play an important part in my life. This year I'm celebrating 20 years of ownership of my 1984

Alfetta GTV6. I also have a 1971 2000 Berlina and a 1990 Spider S4 1600. My wife drives a 2009 159 2.0 JTDm Ti daily.

Back to the new Giulietta Quadrifoglio. This is really a very special car, with a high level of performance with its 240hp engine. This is the model year that has the same engine block as the 4C. The Giulietta QV offers a great experience on all types of roads,

from a mountain and minor roads to motorways. It has a very good handling and steering precision that offers great safety and confident driving. The dual-clutch TCT gearbox works very well, and quickly, allowing you to exploit the almost zero lag of the fantastic 1750 turbo engine.

Owning Alfas and being an Alfista is for me a very engaging experience –

much more than owning a method of transport, it's in many respects a way of life. And in this new era of Alfa Romeo history, when the brand needs to appeal to new customers, I'm sure the 'old' Alfisti still play a very important role. With their passion and knowledge of Alfa's history, they can easily explain the link between Alfa's glorious past and the desirable new Giulia and Stelvio.



Want to see your car in *Auto Italia* magazine? Tell us your story! Please email chrisrees@auto-italia.net with the story of you and your car, together with a few images (please use as high-resolution as possible).

CLUBS



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www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

Victoria Division. The most active and passionate owners in Australia.

www.alfaclubvic.org.au

Alfa Romeo Owners' Club Australia

(South Australian Division)

www.alfaclubsa.org.au

Malcolm Ebel

E membership@alfaclubsa.org.au

Abarthisti

www.abarthisti.co.uk

www.abarthforum.co.uk

Abarth Owners Club

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

www.abarthownersclub.com

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

Cavallino House, 2 Church Way,

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gary.dearn@ferrariownersclub.co.uk

www.ferrariownersclub.co.uk

Fiat Motor Club GB

The original UK club for owners of all Fiat models.

membership@fiatmotorclubgb.co.uk;

editor@fiatmotorclubgb.co.uk;

press-officer@fiatmotorclubgb.co.uk

chairman is b.stigant@ntlworld.com

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www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiploaowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-9ownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian1Boxall@btinternet.com

Fiat Scotland

Scotland's dedicated Fiat community

www.fiat-scotland.com

Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary,

Barnside, Wrotham Road, Meopham, Kent,

DA13 0AU Lynne@Lamborghiniclub.co.uk

www.lamborghiniclub.co.uk

Lancia Motor Club GB

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

Clubs www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Contact: Dave Smith

admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Contact: Matthew Yates

www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Scuderia Italian Car Club

South Australia
www.scuderiaitaliancarclub.asn.au

DIARY DATES

October 7

Castle Combe Autumn Classic

Castle Combe circuit, Wiltshire
castlecombeautumnclassic.co.uk

October 7

Alton Italian Car Day

Departure Lounge Café,
 Hampshire GU34 4BH
 Informal gathering for all Italian cars, 10.00-13.00



October 8

Autumn Motorsport Day

Brooklands
www.auto-italia.net

October 17

Coys Auction

Royal Horticultural Halls, London
www.coys.co.uk

October 26-29

Auto e Moto d'Epoca

Padova Fiere, Italy
autoemotodepoca.com

October 25

Brightwells Bicester Classic & Vintage auction

Bicester Heritage, Oxon
www.brightwells.com

October 28

Barons Classic, Collectors and Sports Cars auction

Sandown Park, Surrey
www.barons-auctions.com

November 7-12

Eicma Moto

Milan, Italy
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www.eicma.it

November 10-12

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November 15

H&H Auctions

Imperial War Museum,
 Duxford, Cambs
www.handh.co.uk

November 24-26

Milano Autoclassica

Fiera Milano, Italy
 Classic Car Show
www.milanoautoclassica.com

November 25

Historics auction

Mercedes-Benz World, Surrey
www.historics.co.uk

December 2

Bonhams Bond Street Sale

New Bond Street, London
www.bonhams.com

December 2-10

Bologna Motor Show

Bologna Fiere, Italy
www.motorshow.it

2018

January 11-14

Autosport International

NEC Birmingham
www.autosportinternational.com

February 15-18

London Classic Car Show

ExCeL London
www.thelondonclassiccarshow.co.uk

March 30-April 2

Horsham Piazza Italia

Italian Car & Bike Festival
 Horsham, Surrey
www.horshampiazzaitalia.co.uk

April 7

Alton Italian Car Day

Departure Lounge Café,
 Hampshire GU34 4BH

May 5th

Auto Italia Italian Car Day

Brooklands
www.auto-italia.net



May 25-27

Concorso d'Eleganza

Villa d'Este

Lake Como, Italy
concorsodeleganzavilladeste.com

May 29

Scottish Italian Car and Bike Day

Cairnie Fruit Farm,
 Cupar, Fife

June 2

Alton Italian Car Day

Departure Lounge
 Café, Alton, Hampshire
 GU34 4BH



Auto Italia celebrates Maserati's 100th anniversary with a special, limited edition dedicated to the marque



Maserati Centenario is produced using superior materials and is one of the best quality publications so far to mark Maserati's 100th anniversary.

Maserati owner, author and music composer Simon Park records Maserati's progress from 1914 to 2014, with a contribution from Andy Heywood.

The photography, featuring many Maserati Club cars, is sourced from Auto Italia's own archives and the layout has been designed by Art Editor Michael Ward



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ALFA ROMEO



1991 Alfa Romeo Spider S4. Immaculate example of this rare model in an amazing bright white with tan seats trimmed in Alcantara. Only 53,502 miles, excellent condition with gleaming paintwork, interior unmarked with the original seats showing no wear. The alloys have no marks at all and the engine bay is also very presentable. Has original hood in excellent condition, the car looks like it has just left the factory. Upgrades include a Momo leather and wood wheel with matching wood gearknob, Koni shock absorbers, code red springs on rear, a Squadra chip for improved mid-range torque and slightly better MPG, Sony radio with iPod compatibility, upgraded front and rear speakers, wind-stop, and Alfa branded mats. Cherished and garaged all year round, only used April to August, serviced by myself or Alfa specialists, regardless of cost, superb mechanical condition, full history file. Complete with the original, unmarked hardtop with all the fixings. It has only one previous owner and is an AROC Concours winner. It was also chosen to feature in a road test in *Auto Italia*, edition 186. Unwanted sale but I have too many Alfas and this one is not used as much as it should be and I need the space. The price reflects the condition of the car and the recent valuation by the AROC 105 registrar. These are becoming rarer in this original condition, with low mileage and it can only continue to go up in value, £15,995. Please call for more details and photos: 07711 732844. A261/002



1969 Alfa Spider Boat Tail. 49,300 miles, red, very good overall condition. Only 3 owners from new, comes with optional factory hard top, fitted with unmarked Cromadora wheels with set of original steels included, Nardi steering wheel plus normal wheel. Comprehensive history file included, Dinitrol type rust proofed from new. A very sound and appreciating asset, £23,000. Tel: 01467 642525 or 07522 078498. A261/021



1978 Alfa 2000 Veloce Spider. Red, LHD. Built US spec but made Euro spec in UK in 2003 by Alfa specialist, currently French reg but can resume UK reg, for current location see www.vitalspark.fr. Private sale by present owner for last 11 years, good history file/invoices, £14,950. For further info and photos email: nicolas.hemming@sfr.fr. A261/052



1967 Alfa Giulia. White, sprint and hill climb car, solid shell. Fitted with 2 litre 8 valve twinspark engine with twin 45 Dell'ortos, OMEX programmable ECU, power output 173bhp. Race spec LSD, lightweight suspension components and race spec springs, fitted with rear rollcage, FIA seat and fourpoint seat belts. Two sets of wheels and tyres, fibreglass boot and bonnet. The car is currently being used in the Classic Marques championship, £15,000 ono. Tel: 01529 469254. Email: p.jaggard@talktalk.net. A261/020



1978 Alfetta GTV 2000. Genuine 38,000 mile 2 owner car with loads of history (inc original bill of sale). Been dry stored for the last 10 yrs or so. Starts and drives. Interior is excellent further confirming mileage, bodywork is very solid. Only major rot is in bootlid (very common in these), front wings have been badly painted at some point and paint is flaking off and a couple of patches can be seen on sills. It has been dry stored in my unit as I had the intention of recommissioning, but do not have the time, asking price £5995 or near offers. Tel: 07870 222296. Email: james@jnbhlttd.com. A261/007



1965 Alfa 1600GT Giulia Sprint 1600. 55,000 miles, Bianco, registered 18/1/66 in South Africa. Bills and licences from new show that the car remained in the dry climate of the Transvaal for much of its early life, only being imported into the UK 8 years ago. Full history file shows bills and MOTs from new. Mechanically excellent, beautiful, perfect bodyshell, very original with new fast road suspension, new MOT, large spares package, £29,500. Tel: 01359 259762 or 07866 473184. A261/017



Alfa Romeo Alfasud Ti 1186cc. Lovely car, 1977, 78,000 miles, owned by me 10 years. Solid but not immaculate, MOT, drives well. New cam belts. Clutch, discs, calipers pads and tyres all replaced within last 3000 miles. A few bubbles in left rear arch and door bottoms, superb elsewhere, great fun to drive. Have driven to events in Germany and UK, wish this to go to another enthusiast, and not stuck in a barn, £6500 ono. Tel: Nick, 07772 904271. A261/030



1979 Alfasud Super 1.3. 46,000 miles, Pino Verde, not concours but very good condition and solid underneath. Owned almost 15 years, full respray around 10 years ago, good file of history including original purchase invoice from the dealer. Always garaged and serviced regularly in my ownership. Not desperate to sell but it's getting far less use than it needs/deserves, open to sensible offers and I'm happy to keep it if there are no takers. Tel: Ed, 07811 215628. Email: e.meardon@btinternet.com (North Devon). A261/016



1984 Alfa Romeo GTV 2.0. 71,000 miles, red, MOT July 2018. Bills paid over last two years for £4400, including brake pads all round and new front calipers, new electronic ignition, coil, plugs, h/t leads, new fuel pump, clutch slave cylinder, reconditioned starter, new exhaust centre-box. Car in regular use but I now regard it as worthy of plenty of cosmetic work, ideal as a running restoration, but some sort of fuel starvation issue occurs when at motorway speed - the car falters and stops but then starts up fine after a wait of five minutes.. vaporisation? Otherwise starts and runs fine. Nice interior, some MOT certificates back to 1991, £3500, sensibly priced for an enthusiast Alfisti to take on. AROC member based in Reading, Berkshire. Email: Tom, tomrpscanlan@yahoo.co.uk. A261/013



1977 Alfetta GTV. Very rare chrome bumper version 2 door coupe. Bodywork good, interior excellent, a delight to drive - is quicker than the GTV Juniors which now sell for around £20,000+. Mileage 94,720, MOT, extensive work recently done, all with receipts. Brakes refurbished, calipers, pipes, discs, pads etc, all new. New exhaust fitted, new prop shaft coupling on all cylinders, new front tyres and front and rear Koni shock absorbers. Original wheels and spare set of four wheels, two tyres and spare gearbox included in price. Has radio with electric aerial, three keys, gearbox stripped and inspected, condition excellent plus other jobs to improve handling. Car was resprayed in 2004 costing £2500. History file of work done, I believe I am third owner of car, it was owned by one person from 1978 until I bought it in 2014, it was in storage from 2007 to 2014. Car can be viewed at Manston, Kent, and I have more photos on request. £8950 ono, price I am asking is reasonable as these cars will continue to rise in value and are highly collectable as well as fun to drive. Email: richarddcruzemail@gmail.com. A261/053



1992 Alfa 33 1.5iE non-cat. 48,000 miles, gold, FSH and tons of bills from day one. In near mint condition with excellent bodywork and very tidy underneath, MOT April 2018. I bought the car from Phil Parfitt (Alfa Craft) in London two years ago, loads of work carried out since 2012 including rebuilt heads, new clutch, radiator, shocks, cam belts, full brake overhaul and gearbox overhaul, contact me for a full list. Original, unmolested, unmodified, £3500. Tel: Mark, 07507 742395. Email: markakarolak@gmail.com (Crewkerne, Somerset). A261/018



2004 Alfa Romeo 147 GTA. Immaculate example, rare model with superb V6 engine. Nero Metallico with black and tan leather Only 52,195 miles. In excellent condition with gleaming paintwork. The leather interior is also unmarked. It looks like nobody has ever sat in the back! Fitted optional extras from new including 18" turbine alloys (perfect), Xenon headlights, 10 disc CD player, deep pile fitted 147 mats. Upgrades include a Q2 limited slip diff, Ragazzon s/s exhaust and FK Silverline coil-overs (lowered suspension). The brake calipers, in red, have recently been refurbished. Cherished with a full service history from a mixture of main dealers and Alfa specialists, full history file. The cam belts were changed in May 2014 at 47,607 miles and so do not need changing until May 2019. This GTA was chosen to feature in a road test in *Auto Italia*, edition 184. A somewhat unwanted sale but I have too many Alfas and this one is not used as much as it should be and I need the space. The price reflects the condition of the car these are becoming rarer with low mileage, it can only go up in value, £11,500. Please call for more details and photos: 07711 732844. A261/001



Alfa Romeo 147 GTA. Gabbiano Blue with black leather. 48,000 miles, 18" alloys, Scorpion GTA exhaust, Autodelta air filter system, fresh MOT and service, £8995 ovno. Tel: Tom, 07850 539117. A261/012



2006 Alfa Romeo 159 2.4 Lusso. 87,500 miles, Stromboli Grey, red leather. Feb '17 oil service, cambelt and waterpump, MOT 28 April 2018. With Tri-zone a/c, BiXenon, front parking sensors, split folding seat, chrome mirror caps, rear lip spoiler, Alfa mudflaps, remap (over 240bhp and 415 f/lbs) uprated dampers, BMC filter. For right price includes roof bars, a spare set of 17" Alfa alloys, laptop with MultiecuscanScan leads, workshop manual disc, £3000. Email: richard.a.shaw@hotmail.co.uk. A261/032



Alfa Romeo 156 2.0 litre Twinspark Lusso. 130,000 miles, great condition, W-plate, Dark Red with black velour interior. Owned since 2002, FSH, Alfa member over 20 years, well maintained, vgc for age, goes great, will be a classic soon. Run five cars, must reluctantly sell, spent over £600 recently, fully serviced and all belts done including new exhaust, £1250, a real bargain for an Alfa enthusiast, can post pictures on request. Tel: Ray, 07886 002482 (Essex). A261/015



Alfa Romeo 147 JTD. Diesel, 1900cc, 5 speed, 53 (Sept 2003), MOT Aug '18, HPI clear, major service Dec '16 inc Gloplugs, full book pack, good tyres, 153K hence £950. Tel: 07928 110528 (Yeovil). A261/023



Alfa Romeo 159 2.2 JTS Lusso. 2006, red unmarked interior, new timing chains and private plate included. 100,000 miles, 1st class condition, service history, £2950 ono. Email: mikestephensuk@gmail.com. A261/028



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2011 Alfa Romeo 159 Ti Sportwagon 1.7 petrol Turbo. 75,000 miles, black, one of the last 1.7 Ti Sportwagons. Carefully maintained by Veloces and Autocasa (Coventry) since bought when 1 year old. Xenons fitted, six 19-inch alloys, silver mirrors and roof bars. Cambelt changed, FSH, vgc, £6995. Tel: 07780 954909. Email: stewartduthie1@btinternet.com (West Midlands M6/M40). A261/019



Alfa Romeo GTV for sale. 110,000 miles, MOT 01.12.17, cambelt tensioners December 2014 102,000 miles. New Varta battery, recent two Dunlop tyres, exhaust front downpipe, leather interior, paintwork lacquer blistering, drives very well, £650. Tel: 07854 932595. A261/008



2005 Alfa Romeo GT 3.2 V6. Red, good condition inside and out, work carried out since October 2015 93,000 miles, now 96,000, wheel alignment, 2x new tyres, battery 2017, replacement timing belt, auxiliary drive belt, anti-rollbar bushes, new brake disc and pads all round. MOT 29 08 2017, tax October 2017, £4250, payment on collection from Reading or Marlow if easier. I'm happy to answer any other questions that you might have, for more information please call Peter: 07880 550860. A261/037



Alfa Romeo 164 Cloverleaf QV V6 24V Pininfarina. 91,600 miles, Alfa Red, 5 speed manual built in 1995, leather heated 6 way electric front seats, electric sunroof, 16-inch alloys, leather gearknob, tinted top front windscreen, 4 new premium brand tyres, full respray, new ECU, engine top end rebuild, full service history with recent service with gearbox oil change, cambelt and tensioners replaced June 2017, new hand made radiator to manufacturer's specification, wheel bearings replaced, electrics checked and part of loom replaced due to corrosion, £13,990. Tel: 01243 641117. A261/039



Alfa Romeo GT 1.9 JTDM. 2006, 98,000 miles, FSH, cambelt and water pump changed 2016, new clutch and mass flywheel, new front brakes (Brembo) and MOT until May '18. Upgrades include Bose stereo, 10 CD changer, heated seats, parking sensors and headlight washers. I've owned this car for over 5 years and is easily the best car I've owned, gorgeous coupe looks, sporty, yet surprisingly practical with a reasonable boot, folding rear seats and 45mpg, wheels need refurbishing, £2296. Tel: 07450 251717. Email: mark.wonderland22@googlemail.com. A261/040

1997 Alfa Romeo 916 Spider 2.0 TS. 112,400 miles, Blu Atollo metallic, drives fantastic, some history, spare keys and alarm. MOT till May 2018, cherished car, well maintained, £1600. Tel: Dave, 07798 525167. A261/033



2009 Alfa Romeo 159 1.9 JTDM 16V TI. 79,000 miles, red. Excellent condition, maintained by Sunnyside Garage, one previous owner, purchased from Alfa dealer as approved used with 23K miles on clock, new tyres 3K miles ago, new timing belt last year and full service, next full service due in 20K miles, unmarked leather upholstery and excellent interior, very carefully driven by a 50 something. The car is a stunning eye catching example, reluctant sale, £4950. Tel: Paul 07736 922863. Email: p.a.saggers@btinternet.com. A261/038



2011 Alfa Romeo Giulietta 1.4TB Turismo. Petrol, 32,000 miles, owned from new, always garaged and MOT until March '18 with full service history. Beautiful metallic Rosso Red paintwork, alloys and a very tidy black cloth interior, genuine reason for sale, £5500 ono. Tel: Michael, 01652 648258. A261/014



Alfa Romeo Giulia 1.4 Sportiva. 2012, 70,000 miles, Black (Etna). Arrival of new Giulia means I need sadly to sell my Giulietta 1.4 Sportiva 170bhp, which I have owned since new. Full main service dealer history until they closed, then by specialist Alfa garage in Dundee. AROC member for many years. Looks like QV, more economical but still handles beautifully, MOT due September, £6250, prefer to sell to Alfa appreciator. Tel: David, 01259 753304 or 07834 677459 (located central Scotland). A261/029



1998 Alfa Romeo Spider 2.0 16v Twin Spark Lusso. 44,000 miles, metallic Proteo Red. Stunning 916 Spider, tan upholstery, full service history, MOT June 2018, garaged, lovingly maintained, wind deflector, alloys, CD changer. 2 owners, superb condition - must be seen! £3600. Tel: Richard, 07919 351196. Email: rnraves@gmail.com (SW London area). A261/044



2008 Alfa Romeo 939 Spider 2.2 JTS Limited Edition. 31,929 miles, stunning and very low mileage example of the fast appreciating sports car. This 2 lady owner example (same owner last 7 years) is finished in Ghiaccio White with full black leather interior and has been maintained regardless of cost with full history to support. All the features of the JTS LE included. bOne of the best on the market today, 11 months' MOT (plate not included). Tel: 07808 249585 (south Staffordshire). A261/043

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. A261/026



Fiat Coupe 16V 1996. 192K km, \$3750 NZ. Cambelt and service done, near new tyres, windscreen, headlights polished, strut brace, upgraded alloy Fiat pedals, alloys, red, blue keys. Tel: 64274 544557. Email: acquamans9@gmail.com (New Zealand). A261/042

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LANCIA



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! £35,000 ono. Tel: 01981 580068. A261/054

MASERATI

1960 Maserati 3500GT Vignale Spyder. Ultra desirable and rare collector's car, call for details. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A261/034



2009 Maserati Quattroporte S 4.7 auto V8 4dr saloon. Just 32,016 miles from only 2 owners, Grigio Alfieri metallic paintwork with Grigio Ghiaccio leather, Grigio Medio piping interior. All usual refinements plus factory fitted power sunroof, active shifting paddles, electric and heated front and rear seats, auto dimming mirrors, front and rear parking sensors, Bose multimedia system, iPod connectivity, TPMS. Gorgeous example with service history and 6 months' warranty, £29,995. For further details please contact Ftech Engineering, www.ftechengineering.co.uk. Tel: 01392 829599 or 07773 328543. Email: tim@ftechengineering.co.uk. A261/010



2005 90th Anniversary Maserati Spyder. Exceptional example of a 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, £52,950. Tel: Darren, 07957 541894. Email: darren@darrenbywater.co.uk. A261/049



1965 Maserati Mistral 3.7. Rare UK supplied Mistral 3.7 litre coupe, RHD, 1965. One owner until 1989 and had just one additional owner until 2008 when purchased by John Wood, a skilled engineer who stripped and sympathetically restored it. Bodywork was painted and engine fully rebuilt with help and parts from McGrath Maserati with a number of invoices from McGrath and other suppliers. In total not counting John's own hands on involvement, the receipts add up to £45,000, a serious amount considering this does not include any labour. Completed in 2015 and the latest MOT runs until March 2018. The paintwork is not perfect but is very presentable. The interior has been kept largely original including the rare bucket seat option. The engine bay looks superb, and has been detailed and finished to a high standard. Since restoration, the car has covered a gentle 2500 miles. Rare opportunity, matching numbers Maserati Mistral, chassis number 109232, restored and ready. Fitted with period JAP mag wheels, new project forces sale, £113,000. Tel: John Wood, 01323 893178. Email: muriel.wood@rocketmail.com. A261/046



1992 black Maserati Biturbo Spyder E. Very well maintained, low mileage (46,779), MOT to July 2017. Black with wood, ivory coloured leather and Alcantara interior and grey trim, beige carpets and black Maserati mats with red piping. Full stainless steel exhaust system, the wooden steering wheel and oval dashboard clock are original. Reg August 3 1992, current mileage 46,778. New cambelt fitted May 2017. All five wheels refurbished. Right-hand drive with automatic 4 speed box. Sony CD/radio, invoices, MOTs, service records. Lovely car in excellent condition, major restoration in 2014 by Autosshield Maserati. Garage stored. Twin turbo 2800 V6 petrol engine runs smoothly, the bodywork extremely good and no signs of corrosion. The soft top works properly making open-top motoring fun! £14,750, viewings on request. Tel: 01759 304050. Email: sm1234569@hotmail.com (Manchester). A261/047



1972 Maserati Bora LHD. LHD and was originally delivered to Milan in Italy. During its life it has spent time in Germany before finding its way to North America -repatriated to the UK in 2012 a full restoration was carried out (there are many photographs documenting the work), finished in spring 2014 the car participated in the Maserati Centennial event in Turin where it received an award in the Concours. In 2015 the car participated in the Maserati international Rally in Biarritz. Only lightly used in 2016 for local classic events. Originally a 4.7 litre car, the car has the later 4.9 engine installed and is fully UK registered and has a V5C, offered for sale with current UK MOT. Please call or email for more details, £150,000. Tel: John Chatley, 01386 793734. Email: john.chatley@btinternet.com. A261/045



1989 Maserati 222E RHD. Great history, the 2-litre version of the 222 Series was for the Italian market only, the 222E being powered by a 2.8-litre engine developing some 245bhp. *Car Magazine's* road test quoted a maximum speed of 146mph, with acceleration from 0-60 being accomplished in just under six seconds. The cost new in 1990 was £26,000 and just 700 examples were imported to the UK. These series continued until 1994, when they were ultimately replaced by the Ghibli. This car was originally registered in 1989 as a 'G' registration (it now has a private plate linked to the make and model 'MAS 222E'). It has been serviced almost exclusively by McGrath since 1997 and been in the same ownership for past 17 years. The owner is planning to emigrate to New Zealand and has reluctantly decided to sell the car complete with private number plate. Today the mileage is a fully documented 121,000 miles. Currently there are just 7 Maserati 222Es left registered on Britain's roads so this is a fantastic opportunity to own a fun, rare and practical piece of Maserati history, £8950 ono. Tel: Colin Barratt, 07767 612341. Email: colin@colinbarratt.com. A261/048

PARTS



Mexico 4.7 litre engine for sale. AM112/1 engine with 42 DCN Webers. Incomplete and in need of a rebuild, available for inspection near Henley-On-Thames, offers invited. Tel: 07887 881478 or 01491 640939. Email: racingnews@maseraticlub.co.uk (Oxon). A261/051



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Registration for sale: '563 GTA'. My registration number '563 GTA' is for sale. It is perfect for a 3200 GTA or any other GTA model, on retention and so available for immediate transfer at £2750. Tel: John Bennett, 07768 803633 or 01620 895256. Email: johnbennett@me.com. A261/036

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Wanted: Fiat X1/9. Preferably a red over charcoal VS but other models considered. Must be in excellent condition, cash waiting. Please email: julian1@tvsound.demon.co.uk. A261/003



Wanted Selenia Open Cup information. Any information/automobilia/photographs/parts etc, relating to the 1995/95 Maserati Ghibli Selenia Open Cup series. Tel: Adam, 07733 007858. Email: adamkpainter@uk2.net. A261/050



Wanted: for Lancia Dedra automatic. Automatic gear selector T-handle with push button and gate (RHD), or information to assist in acquiring such, new or used. Also for sale cheaply good bodysell for manual Dedra with some parts removed available soon. Tel: 01684 892906. A261/025

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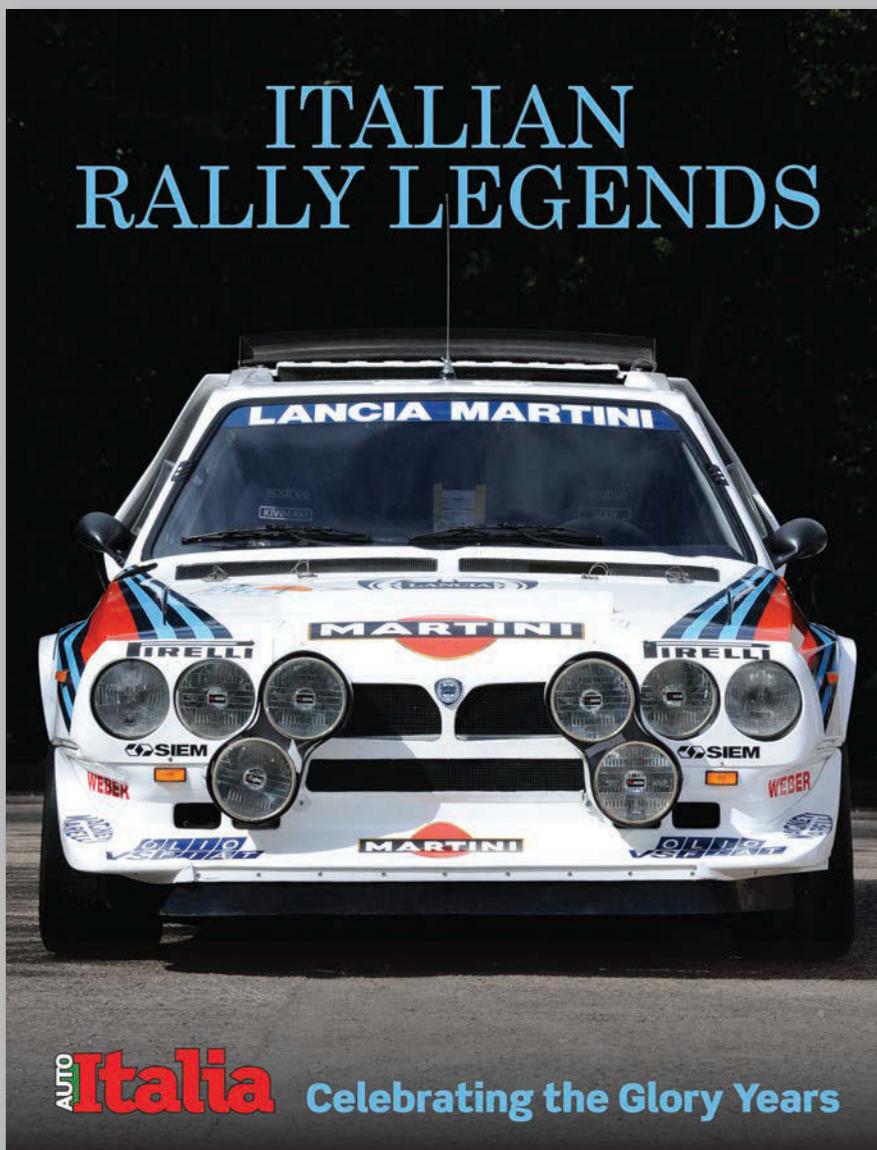
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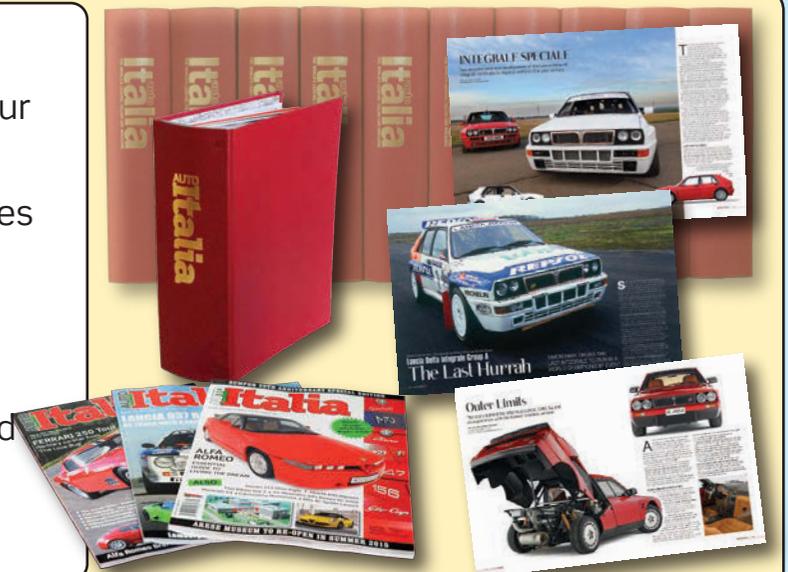
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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Boneschi Lancia Flaminia Amalfi Spider

Story by Chris Rees

Carrozzeria Boneschi was once one of the stars of Italian coachbuilt couture. Founded in Cambiago, near Milan, at the end of World War I, its founder, Giovanni Boneschi, concentrated on prestige coachwork for upmarket chassis such as the Lancia Lambda, Dilambda, Astura and Aprilia, as well as the Alfa Romeo 6C 2500. It was even thought good enough for official government commissions.

After WW2, Boneschi turned its attentions to making special bodies for the Alfa Romeo 1900 and Lancia Aurelia B53, and in 1957 signed a deal with Alfa Romeo to transform Giuliettas into Giardinetta estate cars. In 1960 it launched coachbuilt Alfa Romeo 2600s with coupe or cabriolet bodywork.

In April 1961, it returned to Lancia stable with a new Flaminia-based convertible, styled by industrial designer Rodolfo Bonetto. Bonetto was a fascinating figure. He abandoned a career as a jazz drummer to take up car design. In this he was inspired by his uncle, Felice Bonetto, the well-known racing driver. Nicknamed 'The Pirate',

Felice raced works Maseratis and Alfa Romeos – and even won the Grande Premio do Jubileu Formula 1 race in 1953.

Back to Rodolfo, he was very much a self-taught stylist. His talents were recognised by Pininfarina, where he worked from 1951 to 1957, before setting

up his own design studio in Milan in 1958. He worked with numerous companies, not just Boneschi but Vignale and Viotti as well. Bonetto went on to become one of the great names in Italian architecture and industrial design, creating objects as diverse as musical instruments, TVs, suitcases and hi-fi systems. He won no fewer than eight 'Compasso d'Oro' design awards, including one for the interior of the Fiat 131 Supermirafiori in 1978.

Let's return to 1961 and the subject of our piece, Bonetto's first work for Boneschi. Launched at the 1961 Turin Motor Show, it was based on a Lancia Flaminia chassis originally destined for



Carrozzeria Touring (chassis 824.04) and was fitted with a 119hp engine.

Bonetto's compact two-seater roadster was very unusual. Its lines were just about as sharp-edged as any Italian design ever got. In some ways it reflected the new squared-off shapes emerging from the USA and perhaps could even be said to prefigure the 'folded paper' school of design that Giugiaro would follow in the next decade.

The bonnet, for instance, was almost completely flat, as was the boot lid. The front wings were angled forwards and their top edges were so sharply pointed that you might expect to slice your fingers on them if you

traced their outline. The rear end, meanwhile, was cleanliness taken to a new extreme.

In an age when recessed door handles were not commonplace, the idea of bevelling the handles into the doors was a

novel one. The four headlamps appeared to 'float' in the heavily chromed grille.

The car was dubbed the Amalfi Spider and was painted ivory with red sills, plus a red interior and soft-top. Overall the shape might not be described as classically beautiful but for its time it was extremely striking. It remained, however, a one-off.

Bonetto went on to design the extraordinary (and curiously named) Maserati 3500 GT 'Tight' for Boneschi in 1962, followed by the more appealing Boneschi OSCA 1600 GT 'Swift' in 1963.

However, that was it for Bonetto and Boneschi, a company for which the early 1960s marked a turning point. The business of high-class coachwork was in terminal decline and the *carrozzeria* was forced to turn its attention to making buses, trucks and armoured vehicles. It even sank as low as making sanitary fittings. However, it did still make the occasional car, including a two-door version of the Lancia Thema in the 1980s, called the Gazella. Boneschi was eventually swallowed up by Carrozzeria Savio of Turin.





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