

AUTO **Italia**

Issue 274 December 2018 £4.90



**FIAT UNO TURBO
FULL BUYERS' GUIDE**

WINNING UGLY

**MASERATI SHAMAL
ALFA ROMEO SZ
LANCIA KAPPA COUPE**



ALFA ROMEO GIULIETTA SS
Twin test: early versus late
LAMBORGHINI AVENTADOR SVJ
Track-oriented 'Jota' on test
GIORGETTO GIUGIARO
80th birthday interview



www.auto-italia.net

FERRARI 348: FORGET EVERYTHING YOU'VE EVER HEARD



APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND NOW FIAT



APPROVED SERVICING MEANS:

- FIAT Trained Technicians
- FIAT Diagnostic Equipment
- FIAT Recalls Undertaken
- FIAT Genuine Parts
- FIAT Software Upgrades
- FIAT Warranty Work

COURTESY CARS AVAILABLE

SERVICE



Alfa Romeo Giulia Tb 16V
Black and grey cloth. Alloy wheels, air conditioning, 8,676 miles.
Price: ~~£23,995~~ £22,495



Alfa Romeo Giulia V6 Biturbo Quadrifoglio
Red Calipers, carbon fibre steering wheel inserts, 2108 miles.
Price: ~~£63,975~~ £57,995



Alfa Romeo Giulietta Tb Sport
145 miles. White with cloth. 18 inch Alloy wheels,
Price: ~~£23,069~~ £17,750



Alfa Romeo Giulietta Tb Sport
137 miles. Alfa red with cloth. Air conditioning.
Price: ~~£22,544~~ £17,495



Alfa Romeo Brera Prodrive S V6
Alfa red. Number 271 of 500. Eibach springs. Bilstein dampers.
Price: £9,495



Alfa Romeo 159 V6 Jts Lusso
69,799 miles. Black with tan leather upholstery Very good service history.
Price: £8,995



Alfa Romeo Giulietta Tb Multiair Veloce Tct
39,277 miles. Alfa Red. Full service history from us. One owner from new
Price: £8,995



2017 Fiat Tipo Easy Plus
11,792 miles Silver with black cloth upholstery. Air conditioning,
Price: £9,485

Officially No.1 in the UK* (again & again)

- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK, Jan - Mar 2018
- * No.1 out of 49 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, July - Sept '11
- * No.1 out of 48 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, May - June '11
- * No.1 out of 63 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar '08



London Road Ashington West Sussex RH20 3DD
Tel: +44 (0) 1903 893052 monzasport.com

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

Contributors Keith Bluemel, Peter Collins, Elvio Deganello, Richard Heseltine, Richard Bremner, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Simon Charlesworth, Mike Rysiecki, Tim Pitt, Martin Holmes and Phil Ward

Art Editor Michael Ward

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

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

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

Classifieds email liz.solo@ntlworld.com

Printed in England
Warners Midlands PLC; Tel: 01778 391000
Worldwide Retail Distribution
Seymour Distribution Ltd, 2 East Poultry
Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by:
Ginger Beer Promotions Ltd,
Enterprise House, Building 52, Wrest Park,
Silsoe, Bedfordshire, MK45 4HS
Email: claire@gingerbeerpromotions.com
ISSN 1357 - 4515

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein. All rights reserved. Reproduction in whole or part, without written permission, is prohibited. © Ginger Beer Promotions Ltd, 2018

CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Richard Heseltine



Simon Park



Peter Collins



Richard Dredge



Chris Chilton



Liz Smith



Giorgetto Giugiaro recently celebrated his 80th birthday. Amazingly, he's still very active, and still designing cars. I bumped into him at the recent Paris Motor Show, and found him looking fine, fit and with a mind as sharp as ever.

That's a fantastic achievement for someone who truly bestrode the golden era of car design, with countless major milestones to his name. He's the 'designer's designer' – the man that most stylists cite when asked to choose the colleague they admire above all others.

As you can read on page 40, in our extensive tribute to the man, he's designed countless concept cars. More significantly, perhaps, he's created dozens of production greats, from the Alfasud to the VW Golf, the Fiat Panda to the Alfa Romeo Brera. All have a simplicity and cleanliness that the current generation of designers, obsessed as they are with ever more tortured shapes, might do well to study.

We have another tribute to Giugiaro – of a kind – starting on page 80: a full guide to another brilliant car that he designed, the Fiat Uno Turbo. This has to be one of my all-time favourite hot hatchbacks, with light weight, keen reactions and feisty performance in its armoury.

As with a lot of 1980s machinery, the generation of youngsters who lusted after cars like this can now afford them. Trouble is, there are so few left on the roads that prices have gone stratospheric. It's going to be repeated with 1990s stuff, too, mark my words. It's already starting to happen with the Alfa Romeo GTV 916 and 147/156 GTA. Which modern Italians will be the next iconic classics, I wonder?

Chris Rees
Editor

chrisrees@auto-italia.net

autofficina

FERRARI - MASERATI - LAMBORGHINI



- Independent specialists
- Fixed price servicing
- Maintenance
- Restoration
- Full engine rebuilds

5 Ruxley Lane, Epsom, Surrey, KT19 0JB
020 8391 0002 www.autofficina.co.uk

ISSUE 274

DECEMBER 2018



14



20



28



34



56

FEATURES

- 14 **LAMBORGHINI AVENTADOR SVJ**
On track in the purest Lamborghini of all
- 20 **MASERATI SHAMAL V ALFA SZ V LANCIA K COUPE**
Triple test of ugly ducklings with inner beauty
- 28 **ALFA ROMEO GIULIETTA SPRINT SPECIALE**
World-first twin test of Alfa's SS aero coupe
- 34 **LANCIA AURELIA B50 CABRIOLET FARINA**
70-year old reminder of Lancia's halcyon days
- 40 **INTERVIEW: GIORGETTO GIUGIARO AT 80**
Design maestro's decisive decades
- 48 **FERRARI 365 GTC/4**
Driving the 'half-price' Daytona 2+2
- 56 **FERRARI 348**
The unfairly maligned 348 in road and race form
- 64 **GOODWOOD REVIVAL**
Track action from the Sussex circuit
- 68 **GRAND PRIX NUVOLARI**
A fantastic event based around Mantova
- 72 **FIAT UNO TURBO BUYERS' GUIDE**
All you need to know: Fiat's 1980s pocket rocket
- 80 **BOOK SHELF**
Reviews of the latest Italian car books
- 82 **READERS' CARS**
Yes, it's a zero-mileage 1976 Lancia Gamma!

SUBSCRIPTIONS
SAVE UP TO £10.80
SEE PAGE 54 FOR DETAILS

REGULARS

- 06 **NEWS**
New special editions from Alfa, Fiat & Maserati
- 92 **CLASSIFIEDS**
Find your perfect Italian car here
- 86 **BACK ISSUES**
Discover every car we've ever featured
- 98 **OBSCURATI**
Ghia's De Tomaso Mustela coupe



72

ITALIAN CAR NEWS

ALFA'S NEW 'NERO' BLACK EDITIONS



Alfa Romeo has launched three new Nero Edizione ('Black Edition') models – Giulia, Stelvio and Giulietta – all treated to high-tech extras and dark glossy details.

The Giulia and Stelvio Nero Edizione are based on the Super trim level and include a dark glossy front grille insert, mirror caps and exhaust tips, plus burnished rear badges. Gloss black window surrounds,

dark tinted rear windows and bi-xenon headlamps also feature.

The Giulia has 18-inch dark alloy wheels, the Stelvio 20-inch alloys and gloss black roof bars. Both cars add aluminium kick plates, sports pedals and footrests. The Giulia version is only offered in 2.0-litre 200hp petrol form, priced at £34,990. The Stelvio can be either 200hp petrol (£40,090) or 190hp diesel (£41,290).

The Giulietta Nero Edizione has dark glossy grille, mirror caps, door handles, foglight bezels, exhaust pipe and badging. Tinted rear windows, side skirts, sports rear bumpers and dark interior headlining are complemented by 18-inch dark gloss alloy wheels. You also get a Tech Pack as standard. The Giulietta Nero Edizione is available as either a 1.4-litre 120hp petrol (£23,270) or 1.6-litre 120hp diesel (£24,700).



FIAT 500L S-DESIGN & 2019 UPDATES

Fiat has launched a new 500L special edition called the S-Design. Based on the Cross model, it features a sportier look, matt bronze paint with contrasting accents and a gloss black roof, in addition to 17-inch alloy wheels. Inside, a Uconnect seven-inch touchscreen is standard, as are S-Design leather seats. The 500L S-Design is sold with a 1.4-litre petrol engine and manual transmission at £18,610.

The whole Fiat 500L range has also been updated for 2019, with a new City Cross trim level, equipment updates and a simplified range (it's now only available with the 1.4-litre 95hp petrol engine). The City Cross has a raised stance and SUV styling (different bumpers, skid plates and side/wheelarch mouldings). Prices start at £16,710 for the 500L Urban, with the City Cross adding £900 to that price. The full 'Cross' model remains available at £18,710. The Fiat 500L range is available with three years' 0% finance up to 31 December 2018.





'AUTUMN' FIAT 500 COLLEZIONE

A new 'autumn 2018' special edition Fiat 500 Collezione is now on sale. Colours include Avantgarde Bordeaux, Tech House, Crossover Black and brand-new Cortina Grey, or two-tone red-and-grey Brunello.

Also featuring are copper-coloured alloy wheels and coachline, plus a chrome bonnet trim and chrome-plated Collezione rear badge.

Inside are pinstripe fabric interiors, leather seat inserts and copper-coloured accents. High-spec features include parking sensors, special floor mats, seven-inch Uconnect screen and a Beats hi-fi.

The 500 Collezione is available either as a convertible or a hatchback with a sunroof, exclusively with the 1.2-litre 69hp engine, priced from £14,060.



ABARTH 124GT: ONLY 50 FOR UK

Abarth's new carbon-roof 124GT has arrived in the UK – but we're only getting 50 examples. The Abarth 124GT features a carbonfibre roof, 17-inch OZ Ultra-Light alloys, Bose sound system and Visibility Pack (dusk and rain sensors, rear parking sensors and adaptive LED headlights).

The carbon roof weighs 16kg, is lined on the inside and has a large rear window with a defroster, and is removable in minutes. Three body colours are offered: Portogallo 1974 Grey, San Marino 1972 Black and Turini 1975 White. Prices start from £33,625, or £299 per month for a two-year PCH scheme.



ABARTH SALES RECORD

A record September for Abarth UK means it has already beaten its sales total for the whole of 2017. Abarth registered 987 cars in September 2018 – the ninth consecutive monthly increase – and its year-to-date figure of 4518 is up 29 per cent compared to 2017. The results mean the UK is Abarth's healthiest European market.



MASERATI GIBLI RIBELLE

Maserati has launched a new Ghibli limited edition called the Ribelle. The paint is Nero Ribelle mica, supplemented by gloss black 19-inch alloy wheels with red details and red brake callipers. Inside is a two-tone black/red theme, with premium leather and a Ribelle logo in black piano wood. Any of three powerplants can be chosen (275hp diesel, 350hp or 430hp petrol) and only 200 cars will be made for European markets.



FIAT'S HYBRID FUTURE REVEALED

FCA's Melfi plant will be the first in Italy to produce a Plug-in Hybrid Electric Vehicle (PHEV) when the Jeep Renegade PHEV is launched in early 2020. Pre-production will start in 2019.

The Renegade PHEV is the first European hybrid from FCA, following the US-made Pacifica PHEV and Dodge Ram mild-hybrid. Over 742,000 conventionally powered Renegades have been produced in Italy to date.

FCA's 2018-2022 business plan calls for a major electrification programme. By 2022, FCA will offer 12 electric propulsion systems (BEV, PHEV, full-hybrid and mild-hybrid). Some 30 different models will be electrified, including a new all-electric Fiat 500, Fiat 500 Giardiniera estate, Alfa Romeo 8C hybrid and Alfa GTV coupe with 640hp. Maserati will also launch a 'Blue' range of models including the Alfieri supercar, a new small SUV and electric versions of the Levante and Quattroporte.



BEST IN SHOW: ALFA ROMEO 6C TOURING

A 1948 Alfa Romeo 6C 2500SS by Touring Superleggera has won Best in Show at the Zoute Concours d'Elegance in Belgium. Touring also picked up the 'most elegant interior' award for its 2010 Bentley Continental Flying Star III estate (pictured right), while the 1966 Touring Lamborghini Flying Star II won the Shooting Brake class.



PROTOTYPES ON SHOW

A new exhibition called *Italo Design 1968-1978* has been opened in Switzerland, dedicated to Italian car design of the 1970s. The Swiss Museum of Transport in Lucerne is hosting nine cars from the Corrado Lopresto Collection, all of them rare examples or prototypes.

The exhibition includes cars by Bertone, Ghia, Italdesign and Zagato. Designers being celebrated include Marcello Gandini, Giorgetto Giugiaro, Diego Ottina, Ercole Spada and Tom Tjaarda. The star exhibit has to be the Lancia Stratos-based Bertone Sibilo (pictured below). For more information, visit www.verkehrshaus.ch



PININFARINA MOVES TO GERMANY

Pininfarina has moved its headquarters to Munich, Germany under CEO, Michael Perschke. The Indian-owned company will continue to operate in Italy as well.

The first car to be produced by Pininfarina will be the PFo (pictured below), a luxury all-electric hypercar. This will boast 1900hp and 2300Nm of torque, for a 0-62 mph time of less than 2.0 seconds and over 250mph top speed, with a potential range of over 300 miles. The PFo will be launched at the 2019 Geneva Motor Show and produced from 2020, limited to 150 cars.





MOPAR
CONNECT



my:Assistant

- Crash Assistance
- Roadside Assistance
- Theft Assistance



my:RemoteControl

- Find Car
- Area Alert / Speed Alert
- Reminder



my:Car

Check the vehicle's status: the fuel level, battery level, tyre pressure, current mileage and door status can all be viewed remotely.



ENJOY YOUR FREEDOM. GET CONNECTED!

www.fiat.co.uk/mopar/connected-services

Mopar® Connect is the official feature set of connected services dedicated to Safety & Security and Vehicle Remote Control.

It offers drivers instant support in case of emergency (crash, breakdown or theft) and an easy vehicle management through digital tools, to ensure their safety is always in the right hands - a constant remote connection, for the closest protection.

AUTO ITALIA SPECIAL OFFER

25% OFF ONLY £243

INCLUDES VAT AND FITTING

EXCLUSIVE AUTO ITALIA READER 10% IN STORE DISCOUNT

Visit your local Retailer now with this edition of Auto Italia in hand to benefit from the exclusive in store 10% discount off selective Genuine Fiat, Alfa Romeo, Jeep, Abarth and Fiat Professional accessories. (Cannot be used in conjunction with the MOPAR® Connect offer above)

MOPAR is the Official Service, Parts and Customer Care global provider for FCA brand vehicles. We offer authentic Parts, Accessories and Services. For the full accessory range please visit: www.fiat-accessories.com



At your service

WORLD'S MOST EXOTIC TOW CAR?

The new Lamborghini Urus has become one of the world's most expensive and powerful tow vehicles, hauling an Airstream caravan. The Urus pulled the stunt as it made its way to the Birmingham NEC Motorhome and Caravan Show in October.



MGS COACHWORKS FOR SALE

Mike Spenceley of MGS Coachworks has announced he is retiring from the classic car restoration business – and is putting the company up for sale. MGS of Purley, Surrey, specialises in classic Alfa Romeo and Italian car bodywork and is known for its work with Alfa Romeo 750, 101 and 105 cars. In 2001, Spenceley was awarded the Giulia Award from the World Alfa Romeo Register for his work. As well as classic car restoration, MGS offers a car brokerage service and car sourcing/selling. The business is now for sale. Interested parties should contact Mike on 020 8645 0555 or 07710 560731, or email info@mgscoachworks.com.



SIX NEW ALFA 105 BOOKS

A significant new series of six books on the Alfa Romeo Tipo 105 Series has been published, illustrated entirely with period photographs, most of which are published for the very first time.

Separate volumes document the different variants of each of the 105 Series Alfas: Giulia, Giulia GT, Spider, Montreal and Junior Z, with an additional book dedicated to the Arese factory. The text is in both German and English.

The full set comprises over 2000 pages. The largest volumes in the series are on the Giulia Tipo 105 saloons (1962-1977) and Giulia GT coupes (1963-1976), each at 528 pages long. The Spider volume (1966-1977) is 312 pages, the Montreal 264 pages and the Junior Z 192 pages, while the Arese factory book has 384 pages.

Publisher Dingwort Verlag prices the books between €59 and €119 per volume. For more information, visit www.dingwort-verlag.de



DAVID THOMAS GARAGES: MEET THE NEW BOSS

David Thomas formerly of Alfa Romeo and for the last 29 years David Thomas Garages has decided that it's time to hang up his spanners! The garage at Codicote is being taken over by Jon Lawrence who has been with us since he was an apprentice and is already well known to all the Garage's customers as he has been service manager for the last 10 years. He has an in-depth knowledge of Alfa Romeo and he will continue to offer the same exceptional customer service for which the garage has become known.

WIN



A 1:8 MODEL OF JAGUAR E-TYPE COUPE WORTH £8,735

Book tickets before 26 October to enter**

THE UK'S BIGGEST & BEST CLASSIC MOTOR SHOW

NEC BIRMINGHAM

9-11 NOVEMBER 2018



TICKETS NOW ON SALE!

BOOK YOURS TODAY - QUOTE CMS18A11

NECCCLASSICMOTORSHOW.COM

CALL 0871 230 1088*

WORLD'S BIGGEST GATHERING OF CLASSIC VEHICLE CLUBS

Over 3,000 stunning classic cars | Celebrity guests | Discovery Live Stage
The UK's biggest indoor autojumble & trader village | Classic cars for sale | Meguiar's Club Showcase
Silverstone Auctions | Lancaster Insurance Pride of Ownership | Dream Rides | Restoration Theatre
Arrive & Drive a classic car experience with HERO | **Free** entrance to the Classic Motorbike Show

Headline Sponsor



Official Partners



*Calls cost 13ppm plus standard network charges. Ticket prices include a free show guide. Advance tickets are available until midnight Thursday 8 November 2018. After that date, tickets will only be available at the show. All bookings are subject to a single transaction fee of £1.95. Please be aware the above code does not equate to a discounted rate and is solely for marketing purposes. All information correct at time of publishing. **Book your ticket(s) before Friday 26 October 2018 at midnight and you will be automatically entered in to our free prize draw to win a Jaguar E-type model worth £8,735. Full T&Cs online: www.necclassicmotorshow.com/tickets

PARIS SHOW HIGHLIGHTS



Pininfarina designed (and built, in Italy) two prototypes for brand new Vietnamese carmaker VinFast. The LUX A2.0 saloon (above) and SA2.0 SUV were presented by David Beckham, no less!



Paris marked the European debut of the Ferrari 488 Pista Spider, the open-top version of the 720hp Pista. It's the fastest drop-top ever made by Ferrari. The roof can be raised or lowered in 14 seconds.



Ferrari launched its new 'Icona' series with the 810hp V12 Monza SP1 (single-seater) and SP2 (two-seater). SP1 has a unique hard tonneau covering the passenger area. Price tag is 2 million euros.



Dramatic shape of the Monza SP2 is inspired by racing barchettas of the 1950s but Ferrari says it's definitely not a retro design – it's an iconic inspiration. Just 499 Monzas are to be built.



Nice to see a Ferrari 275 LM at the show, specifically Helge Pehrsson's 1965 example that the exhibitor (the Mulhouse museum claims to be the most original example in the world.)



Italian racing car firm, Tecno, has joined forces with the Monaco-based car maker, Montecarlo, to produce this Alfa Romeo V8-powered GT with 503hp. Tecno says that only five examples will be manufactured.

Alfa Romeo
CLASSICHE



To be
continued

NEW CERTIFICATION AND RESTORATION SERVICES AVAILABLE

Heritage

PASSIONE SENZA TEMPO



www.fcaheritage.com | Numero Verde Universale 00800 25320000





HOT TO JOTA

A full 770hp of V12 grunt, clever aero tweaks and a track-focused spec make Lambo's new Aventador 'Jota' SVJ a truly extreme tool. Possibly the purest Lamborghini you can buy, we take the SVJ for a spin around Estoril circuit

Story by Chris Chilton

Among Lamborghini enthusiasts, the SV or 'Super Veloce' badge is about the most coveted. But there's another badge, used even more sparingly - only a handful of times over the years - that really gets Lambo fans' juices flowing, and it's back on the latest and greatest version of the Aventador. The name is Jota.

Last used on an extreme version of the Diablo way back in the mid-1990s, the Jota tag first graced a one-off Miura fettled by legendary Lambo test driver, Bob Wallace, who had plans to take the brand racing. Ferruccio Lamborghini was less keen, preferring to focus on road cars, so the programme was axed, the car sold and, sadly, later destroyed in an accident.

But when word got out, Lamborghini's customers began requesting Jota Miuras for themselves. The result was the Lamborghini Miura SVJ, a Miura SV with something of the flavour of the Jota, including its riveted bodywork and faired lights, but retaining the full interior of the donor car. Only seven such cars were built and it goes without saying that they're worth millions today.

Which might help take the sting out of the numbers you're looking at to get behind the wheel of its namesake, the Aventador SVJ. It costs a cool £350,000, but Lamborghini reckons it could sell every one of the 900 it plans to build and then some. Climb behind the wheel and whip all 750 horses into a frenzy and you can see why. The naturally-aspirated V12 SVJ sounds obscenely good, and responds instantly to the throttle, two traits that are becoming less of a given in the modern turbocharged landscape.

Lamborghini is one of the last holdouts of naturally aspirated supercars (the only turbocharged model in Lambo's range is the Urus SUV), and the Aventador's replacement will add a hybrid power pack, meaning you might look at this as the last big Lamborghini built to the original recipe.

That £350k price makes it almost £80k more expensive than the regular Aventador S, which might

sound like a lot, but it probably won't faze those with wallets fat enough to afford one. The Aventador occupies a strange place in the supercar hierarchy, being vastly more expensive than its Huracán little brother, but also less than half the price of next-rung-up hypercars like the McLaren Senna. So Lamborghini can afford to push its price a little.

Before we get into the differences between the regular Aventador S and the SVJ, it's worth recapping the difference between the baby Huracán and the Aventador. The former is an aluminium-bodied V10 machine that shares some DNA with parent company Audi's R8 - a fine, but vastly cheaper and less focused, machine. The Aventador, though, is the real deal. Built around a carbonfibre central structure, only the Aventador features Lambo's trademark scissor doors and mighty V12 engine.

But while there's no doubting the Aventador S's supercar credentials - it has a thumping 740hp V12 behind its two seats, can reach 217mph and offers its driver the visibility of a partially sighted man driving a tank - it's very definitely a street-biased supercar. The SVJ also has to work on the road, but it's been honed on, and for, the track.

There's certainly no forgetting that on Portugal's Estoril race circuit launch venue. On display in the pitlane (alongside one of the 63 examples of the '63'-badged anniversary editions commemorating the founding of Lamborghini in, er, 1963) is another SVJ, wrapped in camo and sitting under letters a foot high reading: 6:44.97.

No, not a part number for a Diablo door handle, rather the SVJ's lap time around the Nürburgring Nordschleife earlier this year - a record, of course. Interestingly, neither McLaren or Ferrari, Lamborghini's key supercar rivals, make a hoo-hah about Nürburgring times, preferring to keep the numbers to themselves, though McLaren's Senna, packing 30hp more than the SVJ, even more aero kit, and weighing 327kg less, is almost certainly faster than the SVJ. But for Lamborghini it's a big deal, giving the brand the kind of



motorsport credibility it hasn't always enjoyed.

The SVJ's immediate predecessor, the Aventador SV, did the same job. And while it didn't break any records, it did duck under the 7min barrier, one of only three cars to do so at that time, thanks to a combination of reduced weight, stickier rubber and generous helpings of extra power and downforce. It's the kind of car you drive and wonder how it could go

with deep black bitumen and freshly painted lines, the oils on the surface gave it all the grip of an icy multi-storey car park until the sun had had a chance to heat it up and some rubber had been laid down. For once I wasn't disappointed that Lamborghini hadn't gone full track-spec and switched to rear-wheel drive to save a few more kilos...

As it is, the Aventador SVJ weighs the same 1525kg

770hp is an outrageous amount of power for a mid-engined road car, but undeniably intoxicating

“ The starter button hidden beneath a military-look flap asks, ‘Are you sure you want to press me?’ ”

much faster. But Lamborghini managed it anyway, shaving 15sec from the SV's best time.

And one look at the SVJ tells you where the engineering team focused a lot of its efforts. Perched high on the rear is a monster of a spoiler, every bit as awe-inspiring as the Countach's optional boomerang wing from 1978. In fact, it's just one component in a suite of aero devices that include active flaps in the front bumper, a specially shaped floor and an aggressive rear diffuser.

But it's that spoiler that's the most fascinating. Borrowing the ALA (Aerodinamica Lamborghini Attiva) active aero tech from its Huracán little brother, the SVJ's rear wing is held aloft by one central pylon that's actually split into two channels, which feed the left and right side of the wing, spewing air into the slipstream through holes in the wing's underside to create drag. Electronically-controlled flaps manage the airflow from each nostril, allowing Lamborghini to tweak the aero across the left and right side of the car, for example pushing the lightly loaded inside wheel onto the track to maximise traction. Compared with its already planted SV predecessor, the SVJ's downforce is improved by 40 per cent.

We had the chance to try that for ourselves at the launch at Estoril, though not quite to the level Lamborghini might have hoped. When the Sant'Agata teamed rolled up at Estoril ready for the event, they discovered that the track had been unexpectedly resurfaced only days earlier. While it looked flawless

without fluids as the old SV, despite the addition of new tech like the ALA system and the four-wheel steer that worked wonders for the Aventador S (and weighs 50kg more). This is still a big car – 143kg heavier than Lamborghini's excellent Huracán Performante, and almost two metres wide before you've counted the mirrors.

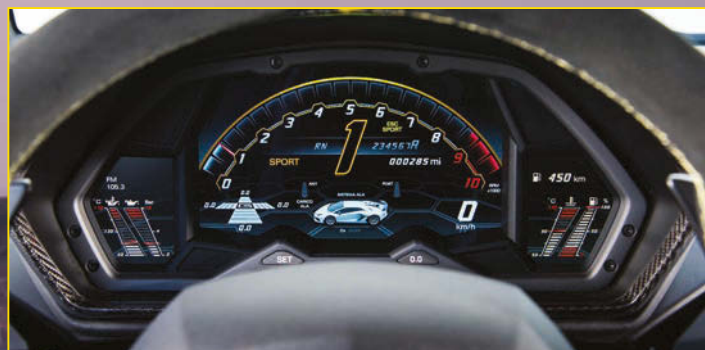
Limbo beneath the scissor door, drop down into the ridiculously firm bucket seat and you're faced with a fat-rimmed steering wheel between you and a crisp digital instrument display, and beyond that, the road, though a big chunk of that is obscured by A-pillars like an elephant's legs. As if the visibility weren't intimidating enough, the high-rise centre console houses a starter button hidden beneath a military-look flap. 'Are you sure you want to press me?' it asks.

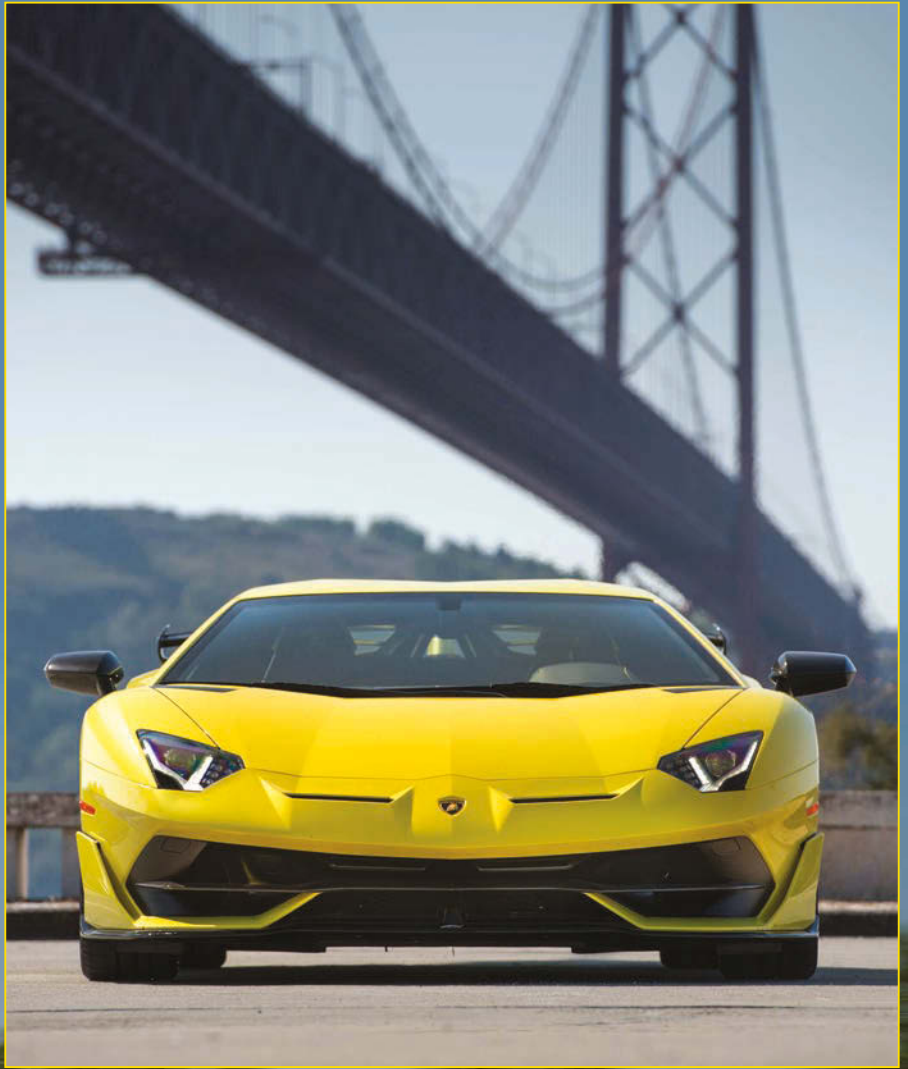
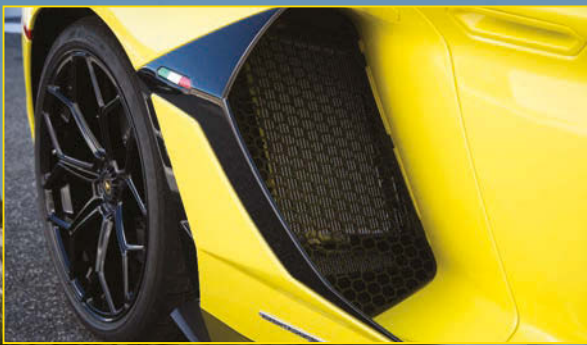
Of course you do, and the reward doesn't disappoint. Instead of the muffled bassy growl of so many modern supercars, your ears are treated to a crisp, multi-tonal roar. Click the right paddle to engage first, squeeze the right pedal and things only get better.

Well, actually, they get better and worse. I'd forgotten the Aventador is still stuck with an ancient single-clutch sequential transmission (every rival has a dual-clutch set-up). Automatic changes are ponderous, and even in manual mode they're savage, but not that quick, particularly on the down-change.

But the engine is delicious. It's been massaged to 770hp, up from 750hp in the old SV, through the use of valve train and intake mods and a lighter flywheel to







TECHNICAL SPECIFICATIONS

LAMBORGHINI AVENTADOR SVJ

ENGINE:	V12 naturally aspirated
CAPACITY:	6498cc
BORE X STROKE:	95mm x 76.4mm
COMPRESSION RATIO:	11.8:1
POWER:	770hp @ 8400rpm
TORQUE:	531lb ft @ 6750rpm
TRANSMISSION:	Seven-speed automated manual, four-wheel drive
BRAKES:	Ventilated carbon ceramic discs, 400mm (front), 380mm (rear)
TYRES:	255/30 ZR20 (front) 355/25 ZR21 (rear)
DIMENSIONS:	4943mm (L), 2098mm (W), 1136mm (H)
WEIGHT:	1525kg (1625kg est with fluids)
FUEL ECONOMY:	15.8mpg
0-62MPH:	2.8sec
TOP SPEED:	218mph
PRICE:	£350,000

help it spin up quicker. It erupts the moment you touch the throttle and it gets better the longer you dare to hold it open. It's still an engine that does its best with a stack of revs on the dial, but while it hasn't got the easy mid-range punch of a turbo V8 - peak torque arrives at a nose-bleeding 6750rpm - Lamborghini has put a lot of effort into fattening the torque curve in the 3000-6000rpm range you'll use on the road.


Give it the beans from rest and the SVJ will hit 62mph in 2.8 seconds, 124mph in 8.6 and, given enough space, keep hoovering up the horizon until you call it a day at the 217mph top speed. That makes it quicker than its Performante little brother (2.9sec, 8.9sec and 202mph), but turbocharged rivals such as the Ferrari 488 Pista and McLaren 720S can both reach 124mph in well under 8sec for £100k less.

And both feel substantially more agile, more playful than the SVJ. You don't flick this car though turns like

you would in a smaller sports car; you make smooth, deliberate actions to get the best out of it. But you can definitely feel the benefit of the four-wheel steer system, which turns the rear wheels the opposite way to the fronts through lower-speed corners. Aventadors have always wanted to understeer unless seriously provoked, but thanks to the rear-steer and a centre differential that now disconnects the front wheels under braking and shuttles less torque to the front wheels in all situations, this one is less prone.

And when the front wheels do let go, you can feel what's happening. The steering is very weighty, which fits with the character of the car, but doesn't stint when it comes to communicating what's going on. And because the variable gearing switches to a fixed ratio in the track-focused Corsa driving mode, you can reliably predict the kind of input you're going to need for any corner. Likewise, the feel from the carbon ceramic brakes is excellent and the absolute stopping power verging on the uncomfortable.

Looking at it dispassionately - which is almost impossible with a Lamborghini - you might conclude that the smaller Huracán Performante is a better car than this. Almost as fast, every bit as good to listen to, even better to drive and two-thirds the price of an SVJ, it's arguably the best Lamborghini you can buy, and one of the best ever.

But for some that won't matter. Only the Aventador has that V12 engine, those iconic doors and a bespoke carbon structure that shares no DNA with Audi. For many of us, the Aventador is the truest Lamborghini, maybe the only true Lamborghini. And now that the brilliant Urus SUV is finding homes, and will likely double Lamborghini's output, cars like the SVJ only feel more special, and more important in painting the Lamborghini legend. 

Monstrous wing dominates rear end; it has clever holes to channel airflow at speed



Winning Ugly

Hit by an ugly stick? Maybe. But there's beauty in this trio of beasts. From the brutal energy of Maserati's Shamal, through the monstrous Alfa SZ to Lancia's quirky Kappa Coupe, Italian style doesn't have to be delicate to have appeal

Story by Chris Rees
Photography by Michael Ward



Beauty, they say, is in the eye of the beholder. If so, then ugliness is, too. The trio of cars we've gathered here have variously been beheld as misshapen, awkward, monstrous and brutal to the point of hideous. In Italy, they even called one of them *Il Mostro* – the monster.

Yet I'm here to argue that not only is their very ugliness an essential part of their appeal, but they also have a captivating inner beauty. All three have a peculiarly individual charm that goes beyond aesthetics.

After all, it's not as if these cars are ugly by accident. There is method in their apparent design madness. The stylists of each are stellar creators. The Maserati Shamal was designed by Marcello Gandini (who did the Lamborghini Miura and Countach), the Alfa Romeo SZ by Robert Opron (Citroen SM, Renault Fuego) and the Lancia Kappa Coupe by Enrico Fumia (Alfa 164, Alfa GTV/Spider 916).

If history has judged these cars akin to Macbeth's three ugly witches, I'm here to present an alternative history. One where they are, with every justification, loved and appreciated. These ugly ducklings are triumphant swans. Fly, my uglies, fly.

MASERATI SHAMAL: THE BRUTE

A Biturbo with brawn? That's just one aspect of Maserati's most extreme model of the 1990s – well, actually 1980s, since it was unveiled in December 1989, just before De Tomaso relinquished control of Maserati to Fiat. Extreme rarity is another aspect: in its six-year production life, a grand total of just 369 Shamals were made.

When you meet the Maser, it broods at you, its aggression barely contained. The original Biturbo shape is just discernible under massively fattened arches, 1980s side skirts and none-too-subtle slabs of bumpers. To me, it looks like the love-child of a Coke bottle and Kryten from *Red Dwarf*. Details collide in a kaleidoscopic frenzy: Gandini's signature slanted rear wheelarch profile; the bold black B-pillars; the banks of eight lights up front; the bonnet's purposeful cooling vents; and the extraordinary spoiler at the base of the windscreen (to deflect air and water from the wipers).

The 'brawn' aspect continues under the bonnet, with an all-aluminium V8 engine with twin IHI turbochargers – basically the engine

that would eventually make it into the 3200 GT. Fire it up and you know you're in for a blast. This was a very quick car by 1990s standards, and it still is: 0-62 mph in 5.3 seconds and 170mph tops. Having two turbochargers ensures the torque curve is beefily linear; or at least, it is once it's on boost. The first turbo kicks in above 2500rpm, merging seamlessly with the second one to become stronger and stronger as the revs rise. Peak torque has already arrived at 2800rpm, but you're seduced to explore the upper ranges where the boost and noise are phenomenal. Objectively, there's no point blitzing the 6500rpm limiter but it's intoxicating to hear the low-rpm growl give way to a full symphony of whistling turbos and chattering wastegates.

The six-speed Getrag manual 'box is brilliant, if old-school mechanical in feel, with a heavy clutch pedal to match. That somehow fits the car's brutish persona, as does the driveline shunt. While the Shamal can sometimes be a beast to drive, it's actually pretty relaxing as a GT, with excellent refinement and 29mph per 1000rpm in sixth gear.

The weight distribution – pronouncedly over the front wheels – means the rear end





TECHNICAL SPECIFICATIONS

MASERATI SHAMAL

ENGINE:	3217cc V8 DOHC twin turbo
POWER:	326hp @ 6000rpm
TORQUE:	322lb ft (436Nm) @ 2800rpm
TRANSMISSION:	Six-speed manual, rear-wheel drive
SUSPENSION:	MacPherson struts, anti-roll bar (front); semi-trailing arms, anti-roll bar (rear), adjustable dampers
BRAKES:	Vented discs (front), solid discs (rear)
TYRES:	225/45 ZR16 (front), 245/45 ZR16 (rear)
DIMENSIONS:	4100mm (L), 1850mm (W), 1300mm (H)
KERB WEIGHT:	1417kg
TOP SPEED:	168mph
0-62MPH:	5.3secs
VALUE TODAY:	£60k-£80k



feels light and the wheels can spin up, even in the dry. No rain fell during our test drive but the car's owner – Clive Bate of Emblem Sports Cars – reports that it can snap in the wet without warning, despite the presence of a quite sophisticated differential. The steering is precise and fairly fast-acting (three turns lock-to-lock) but perhaps lacks a little feel. The Shamal lacks ABS, but the brake pedal is well servo'd and quickly hauls the 1417kg car to a halt.

All Shamals have Koni adaptive suspension, with four selectable damping rates via a switch that looks like a 1980s TV remote. But even on the softest setting, body roll is well controlled thanks to a hefty front anti-roll bar



and a smaller rear one.

The cabin is a wonderful place to spend time: a feast of leather, polished wood and Alcantara. The seats are supportively bolstered yet comfy. The lenticular clock has the whiff of fine jewellery and the wooden steering wheel adds an aristocratic air. It can even carry four people at a push, and the boot's very usable, despite being encroached upon by a diff cooler and fuel swirl pot.

Overall, then, the Shamal is a real driver's car. This exquisite left-hooker example feels superbly tight, with just 40,310km on the clock and a concours trophy in the cabinet from the Maserati Owners' Club. If you're interested, it's for sale at £69,995 via Emblem Sports Cars (www.emblemsportscars.com).

ALFA ROMEO SZ: THE MONSTER

Six lamps up front. Chiselled-from-Parmesan body lines. Dramatically curved windscreen. Carbon whale-tail spoiler. A rear end more precipitously vertical than Beachy Head. Small wonder the Italians nicknamed Alfa's SZ 'The Monster'.

It's Zagato-badged but, contrary to popular belief, it wasn't actually designed by Zagato – the Milanese company merely built it. Its



There's something magnificent about the utterly individualistic ugliness of the Alfa SZ



SAZ 9766

E18 D
viva-lancia.com • lancia

THANKS
Many thanks to owners Clive Bate of Emblem Sports Cars (www.emblemsportscars.com) and Donald Smith for their help with this feature

TECHNICAL SPECIFICATIONS

ALFA ROMEO SZ

ENGINE:	2959cc V6 SOHC
POWER:	210hp @ 6200rpm
TORQUE:	181lb ft (245Nm) @ 4500rpm
TRANSMISSION:	Five-speed transaxle, rear-wheel drive
SUSPENSION:	Wishbones, coil springs, anti-roll bar (front); de Dion tube, anti-roll bar (rear)
BRAKES:	Vented discs 284mm (front), 250mm (rear)
TYRES:	205/55 ZR16 (front), 225/55 ZR16 (rear)
DIMENSIONS:	4059mm (L), 1730mm (W), 1311mm (H)
KERB WEIGHT:	1256kg
TOP SPEED:	152mph
0-62MPH:	7.0secs
VALUE TODAY:	£30k-£60k

creator was Frenchman Robert Opron who, as previously mentioned, also penned the Citroen SM and Renault Fuego, with which you can detect certain similarities. OK, so the design may have all the subtlety of a roughly butchered haunch of meat but it's deceptively effective, with a wind-tunnel smooth drag coefficient of just 0.30.

I do admit to some bias in the SZ camp, in that I actually own the car pictured here (number 249 of the 1036 SZs made, an original UK-supplied example). But having lived with my SZ for over five years, I'm not blind to its quirks and foibles. It does not, shall we say, have the precision build quality of a Porsche; small children could be lost in its panel gaps. And Alfa's decision to use 'Modar' plastic for the body panels – something no other car maker ever did – is one that generations of owners lament, since the paint suffers from maddeningly regular bouts of micro-blistering.

But these faults are somehow all part of this utterly extraordinary machine's charm. Inside, the quiriness continues: exposed

painted panels, tan leather upholstery and a faux-carbon dashboard. The Zagato-monogrammed seats are nicely supportive and sumptuous, although they lack adjustability. Behind the seats is an area reserved for luggage, complete with straps to keep your bags in place. The 'boot lid' doesn't access a boot – that would be far too sensible, wouldn't it? – but merely a space saver spare wheel.

The SZ shares much of its underpinnings with the Alfa 75 Group A/IMSA race car, including its coilover front suspension. Having the five-speed transaxle at the rear, where a de Dion tube sits, gives the car near-perfect weight distribution (56% front, 44% rear). That means superb balance through the bends, and any shuftiness in the back end is transmitted early and clearly, allowing you to adjust the throttle and cornering line with consummate ease.

Alfa claimed at launch that the SZ could pull 1.4g in corners, a record at the time. That was on 16-inch teledial wheels; my own SZ has 18-inch reproductions which, with 225/40 front and 255/35 rear tyres, give it even sharper turn-in. On the centre console are switches for adjustable damping but there are no 'sport' or 'comfort' modes here; the buttons simply raise and lower the ride height to overcome kerbs and sleeping policemen. In either mode, the ride remains pulverisingly hard.

As with the Shamal, the SZ does without ABS (reportedly Alfa deliberately didn't fit it because that's what racing drivers preferred). The SZ's brakes aren't very strong, so fitting uprated Ferodo DS2500 pads on my example has given a much meatier feel.

The 3.0-litre Busso V6 is a thing of glory. It's not super-powerful, though, despite Alfa uprating the fuel injection, camshaft timing, compression ratio and intake and exhaust

manifolds. The result is 210hp; modern diesels have more grunt. But the exhaust note is glorious, helped in this case by a one-off system which has muscular oomph at the low end and a searingly sparkling top.

Just 95 SZs currently exist in the UK, according to AROC SZ Register records. Which is still loads more than either the Shamal (nine) or Kappa Coupe (unknown but surely the fingers of one hand would suffice). You'd be winning ugly in any of these cars, but the public doesn't get to see them very often...

LANCIA KAPPA COUPE: UGLY DUCKLING

Quirky. Attention-grabbing. Full of character. The Lancia Kappa Coupe is all of these things. Few would argue, however, that it is a masterpiece of elegance. Lancia described it, at launch, as having "sophisticated understatement and great character" comparable to the Flaminia Coupe and Gamma Coupe. Er, really Lancia?

There's something distinctly 'off' about the proportions; wheelbase too pinched for the car's height, overhangs too falolopy. The frameless doors look nice but the rear window's being flanked by two 'tail fins' – a supposed reference to the Flaminia Coupe – doesn't work terribly well.

But it sure has charm. And significance, because this was the last coupe Lancia ever made. Designed in-house by Centro Stile Lancia, it debuted at the 1996 Turin Show, although it didn't reach market until April 1997. It was dropped in March 2000 because the plain fact was, it was a sales flop. Lancia's forecast of 3000 units a year proved wildly optimistic: in the end only 3263 coupes were made in three years.

Aesthetics aside, the main reason why demand was slender was the price. It was



TECHNICAL SPECIFICATIONS

LANCIA KAPPA COUPE 2.4

ENGINE:	2446cc 5-cyl DOHC
POWER:	175hp @ 6100rpm
TORQUE:	170lb ft (230Nm) @ 3750rpm
TRANSMISSION:	Five-speed manual, front-wheel drive
SUSPENSION:	MacPherson struts all round
BRAKES:	Vented discs 281mm (front) Solid discs 276mm (rear)
TYRES:	205/55 R16
DIMENSIONS:	4567mm (L), 1830mm (W), 1425mm (H)
KERB WEIGHT:	1425kg
TOP SPEED:	135mph
0-62MPH:	8.7secs
VALUE TODAY:	£3k-£10k



built by Maggiore – at the same factory that made the Delta integrale and Fiat Barchetta – and was essentially a hand-made car, which bumped up the price to luxury levels (although not in the UK, where it was never sold).

The front end, right up to the windscreen, is identical to the Kappa saloon's, but it's entirely different from there backwards. The coupe's shape is kiboshed by its compact wheelbase (120mm shorter than the saloon's). Lancia tried to make amends with a wider rear track but to little avail. The rear lights, by the way, are taken direct from the 1990s Delta (the one we never got in the UK), albeit divided by a chrome strip.

The engine range was interesting. The five-cylinder 20V of 'our' Kappa – one of only 837 built with this powerplant – comes straight from the Fiat Stilo Abarth. This 2.4-litre five-pot has decent flexibility for a non-turbo

engine, with a smooth torque curve at relatively low rpm and a peak of 175hp, as well as a very charismatic soundtrack.

If you wanted more power, you could choose a 205hp 2.0 four-cylinder turbo (top speed 146mph, 0-62mph in 7.3 seconds), which was superseded in 1998 by the 220hp Fiat Coupe 20V Turbo five-cylinder lump. For more relaxed touring, the best choice was a detuned Alfa Busso 3.0 V6 (204hp, 137mph, 0-62 in 9.8 seconds), which in the Kappa was only ever offered with automatic transmission. As for the five-speed manual gearbox fitted to 'our' car, this works well, even if it has a rather long and rubbery action.

Helping to put the power down via the front wheels is a Viscodrive viscous coupling, which means you can hoof the throttle early on corner apexes, although the steering can feel heavy when you do. The all-strut suspension does a good overall job of

balancing ride and handling. Despite Lancia calling the tyres "low profile" at the time, their 55 section is pretty lofty by modern standards. On 16-inch alloys, the ride is very good, even if the handling suffers from comfort-orientated settings, even with the optional adjustable damping set to 'Sport'.

It's plush inside, with a very Italian feel. Standard gear includes climate control, electric Recaro seats, and Lancia even offered a very early sat nav option. Alcantara upholstery was standard, with Poltrona Frau leather optional – including some very brave 'Kaleidos' colours, such as vivid green, violet and turquoise. The Coupe is more of a 2+2 than a four-seater but I still managed to squeeze my 5ft 8in frame back there fairly easily. Oh, and the 500-litre boot is huge. We should add that this example, owned by Donald Smith, is for sale for £8750 – please see our classified pages for full details. 🇮🇹





STAINLESS STEEL PERFORMANCE EXHAUST SYSTEM

INTRODUCTORY OFFER
10% OFF
ALL NEW GIULIETTA SYSTEMS
VOUCHER CODE: ALFAGU10

PRICES FROM
£341.99
WITH DISCOUNT CODE

JUST LAUNCHED BRAND NEW FOR 2018



Application: Alfa Romeo Giulietta models with twin exhaust as standard including 2.0 JTDM Diesel and 1.75 TBI Quadrifoglio Verde



ALL EXHAUSTS COME WITH A SCORPION LIFETIME GUARANTEE



www.scorpiongta.co.uk

ALL PRICES CORRECT AT TIME OF PUBLISHING AND INCLUSIVE OF VAT. P&P CHARGES DEPEND ON YOUR COUNTRY AND ARE NOT INCLUDED

- Servicing
- Repairs
- Parts
- Bodywork
- Storage
- Valuations
- Bespoke Modifications
- Detailing
- Vehicle Sales
- Inspections
- Renovation

Alfa Aid .co.uk



FOR EVERYTHING SZ and RZ

Tel: 01628 788 887 mail@alfaaid.co.uk

186 Bath Road • Maidenhead • Berkshire • SL64LB



Shaped by the Wind

Scaglione's wind-cheating Alfa SS was designed to win races, but it eventually ended up being marketed as a luxury sports coupe. We compare a very early 750 example with a later 101, and come away utterly charmed

Story & images by Peter Collins

Francò Scaglione was a truly remarkable man, even by the lofty standards of Italian car designers. From drawings for Lancia Aurelias for Carrozzeria Balbo in 1951 to the Intermeccanica Indra of 1972, he stunned the world with his creations. And let's not forget his immortal Alfa Romeo Tipo 33 Stradale, which has every right to be described as the most beautiful car in the world.

So before we take a detailed look at the two Alfa Romeo Giulietta

Sprint Speciales on these pages, it's worth assessing the impact of Scaglione on the design world. It was Scaglione who was arguably responsible for setting the design baselines for all the big three Turinese carrozzerie in the late 20th century, namely Pininfarina, Bertone and Italdesign.

It was with Nuccio Bertone that Scaglione started. Nuccio believed in putting his trust in one senior stylist, with occasional reference to an outside consultant, instead of the 'team' approach adopted by others. He was an agitator of men, whose methods were similar to those of Enzo Ferrari.

The Turin Show of 1952 was a watershed for Bertone. Famously almost on the brink of bankruptcy, its stand was visited by Stanley Harold 'Wacky' Arnolt from the USA, who was so taken by Bertone's work that he commissioned a new body for the humble MG TD chassis for US customers. By 1953, that extended to Bristol chassis, too. Scaglione's open sports racer design for Bertone became known as the 'bolide', while



three extremely svelte coupes were built on the same chassis. Between them, these MG and Bristol-based cars saved Bertone.

Franco Scaglione had been involved in style and shapes a lot earlier than this. Born in 1916 in Florence, he settled into fashion and dress creation but, although this was a success, cars were what he really wanted to design. He visited Pinin Farina, who appreciated what he was trying to do, but there was no real

connection between the two men.

It was Scaglione's Fiat-based Abarth 1500 Berlinetta, which Bertone bravely committed to metal for the 1952 Turin Show, that showed the true genius and originality of Franco's thinking. Indeed, it impressed the American executives of Packard so much that they bought it off the stand and took it back to the USA as a design study.

Next came his three BAT (Berlinetta Aerodinamica Tecnica) cars. Initiated at the Turin Show in 1953 with BAT 5, the BAT 7 and BAT 9 followed in 1954 and 1955 respectively, all displaying gasp-inducing, yet logical, air-smoothing shapes. All were based on Alfa Romeo 1900 chassis.

At the same time, Scaglione was charged with the design of a coupe to be based on Alfa's upcoming new car, the Giulietta. In fact, the final shape of the Giulietta Sprint, as the coupe was christened, was worked up in collaboration with Felice Boano at Ghia, and the prototype incorporated the world's first



hatchback (albeit opening laterally). The model was first introduced to the public in 1954, and such was the demand that Bertone was overwhelmed and resorted to Ghia to help manufacture them.

The Sprint was taken to heart by the competition fraternity, but it lacked power for races like the Mille Miglia, so the obvious answer was a more powerful, lighter version. The factory came up with the Sprint Veloce, which incorporated exactly those advantages. Something more was needed, though. A crashed SV was eventually turned into an even lighter, smoother car by Zagato (called the SVZ) and racers were soon beating a path to the Zagato's door.

Alfa's favoured stylist, Bertone, was then asked for

ideas about aero shapes were entirely sound. The drag coefficient turned out to be as low as 0.28 – utterly remarkable for the time.

A second prototype appeared at the Geneva Show in March 1958, possibly merely the first car modified. The overhangs at front and rear were reduced, and the height of the roof was raised by 20mm. A third prototype then appeared at the Turin Show later in 1958, finally receiving the factory's blessing and an Alfa Romeo badge. This had front and rear overhangs slightly reduced again. The rear lights were now in a horizontal row of three each side with reflectors in the middle of each set. Flasher repeaters had been moved from the front wings to just below the headlights and a

Later car (above) contrasts with 'droop snoot' shape of earlier SS (above right). Detail differences abound

“ It was difficult to see how anyone of normal height would be able to wear a crash helmet inside ”

its own take on a competition-suitable Sprint. To Franco Scaglione, this was a red rag. At the 1957 Turin Show, Bertone stand's hosted a prototype named Sprint Spinta – or 'Thrust'. The wheelbase was the same length as the SV's but overall the car was longer, lower and more streamlined, with a long, tapered nose and a wind-sculpted tail so typical of Scaglione. Journalist Gordon Wilkins commented: “[Scaglione] knows more than most about the science of wind cheating.”

Clearly intended as a competition car, it had aluminium body panels, plastic windows and lightweight interior trim. The 1245mm height – 110mm lower than the standard Sprint – meant headroom was minimal. Wilkins said: “It was difficult to see how anyone of normal height would be able to wear a crash hat inside.”

The shape at the front bore similarities to Franco's BAT g, but there was no Alfa Romeo badge on the nose, merely script announcing the car as a Giulietta Speciale on the truncated Kamm tail. It is interesting that it wasn't until 1961, some four years later, that a tail of this sort was adopted for use on the final series of Giulietta SVZ cars. Every line was a testament to Scaglione's inventive expertise.

At this stage, there was no obvious sign that the Sprint Speciale might be adopted by Alfa. Extensive aerodynamic tests were carried out, some at Moto Guzzi's own wind tunnel, which revealed that Franco's

transparent bug-deflecting aero screen was mounted on the bonnet just ahead of the driver.

When the Sprint Speciale was finally launched on 24 June 1959 at Monza, further alterations were visible. The rear lights were now arranged vertically, five slots appeared in the bonnet to reduce pressure and help cooling, and the interior furnishings were more comfortable. The first production cars went under the generic title of 'low-nose' 750 SS. And we've been lucky enough to bring together one of these early cars, along with an example of a later SS (by which time several changes had been made to the model).

First, though, what were the advantages of the SS over the SV? Firstly, the SS enjoyed a lower frontal area, which meant less drag. Gregor Grant, in his 1961 *Autosport* magazine road test of the actual low-nose example seen here, stated that, “undoubtedly the science of aerodynamics has been applied to the design, for rarely have I travelled in a car which has so little wind noise at high speed”. Another advantage of the SS was its five-speed gearbox.

Jason Wright, the current owner of the low-nose, told me that driving an SS from Italy to the UK was, considering it has only 1290cc, a sheer delight. In fifth gear and with the shape of the bodywork, motorway work was as relaxing as any modern, larger-engined car.

Alfa Romeo presented the car as factory



ALFA ROMEO GIULIETTA SPRINT SPECIALE





competition for the Zagato-built SVZs, but it quickly became apparent that the extra weight of the longer bodywork compared to the SVZ effectively negated the SS as a contender. So where did that leave the Sprint Speciale? The first production run – 101 Series cars required for motorsport homologation – were of the low-nose specification. That can clearly be seen on the example registered DNW 4. These cars in general had steel bodies with aluminium doors, bonnet and bootlid, but a very few lightweight ‘alleggerita’ cars were constructed entirely out of aluminium.

Although Sprint Speciales were used in competition, they raced far less frequently than SVZs. There were some notable results nevertheless, such as Riolo/Federico coming 13th overall and winning the 1300cc class in the 1960 Targa Florio (beating an SVZ!). At the later Nürburgring 1000km race, Stangl and Degner finished second in the 1300cc class. Despite this, it was clear that for the best results you needed an SVZ, so Alfa rethought the future of the SS. It decided to relaunch it as a top-of-the-range coupe, modifying many details to achieve this. Aluminium was retained only for the bonnet and bootlid, glass replaced Plexiglas and the nose was raised by 70mm.

We were lucky enough to find two SS cars, one from each of the first two production runs and, possibly for the first time in print, compare them together. From the front, the earlier car is easily identified by its ‘droop snoot’ nose, looking almost like an anteater, with the Alfa Romeo grille and badge seemingly perched on the tip. In comparison, the later car has a raised and softened look, with a slim bumper for protection. Note

the bug deflectors at the back of both bonnets. At the tail end of the later car, the bootlid extends to, and includes, the edge of the rear bodyline. In addition, the dainty bumperettes of ‘DNW’ are supplemented by a full-width bumper that hugs the lower bodyline, and has reflectors in each outer corner.

On the sides, the Giulietta Sprint Speciale badging is similar, although it’s nearer the A-post on the later car, which also has flashing side repeaters. Inside, the ignition switches are on different sides of the steering wheel in each car, the door cards are of different designs and the dials in the dashboard are transposed with the rev counter in the middle on the later car.

To drive, both cars are well endowed with all the usual Giulietta advantages, such as superbly precise handling. Writer Gregor Grant commented: “As for understeer or oversteer, I feel that the car possesses something in between – in other words, it is just right!” The steering is accurate and beautifully weighted. Performance is amazing for just 1290cc, with a top speed of over 120mph. The noise levels are unexpectedly low, too, thanks to Scaglione’s slippery body shape.

The SS never fulfilled its intended function as an all-out competition car for Alfa Romeo. The failure of Franco’s Alfa Abarth 1000 Berlinetta to be taken on by Arese was another reason why there was eventually a falling out between Scaglione and Bertone. None of that should detract from the fact that the SS was a glorious example of Franco’s ingenuity, gut feeling and understanding of fluid shapes. It does no harm that the SS looks so good, either. 🇮🇹

Original intended role as a competition car it didn't pan out, so SS was reimagined as a luxury coupe





Southwood

CAR COMPANY



Alfa Romeo 2000 Spider by Touring 1959



Alfa Romeo SZ 1991 - 4,700 kms with full history



Alfa Romeo Montreal RHD 1975



Alfa Romeo 1750 Spider Veloce 1969 RHD



Alfa Romeo 1750 Spider Veloce 1969 RHD



Alfa Romeo Giulietta Sprint 1955 Series 1



Alfa Romeo Giulietta Spider 750 SWB 1958



Alfa Romeo Giulia GT Junior 1970



Alfa Romeo 1750 GTV Mk1 1969 RHD



Southwood, the specialist supplier of exceptional Alfa Romeo Motor Cars

T: 01883 344226 M: 07442 506123 E: info@southwood.co.uk W: southwood.co.uk

M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles





Back to the Future

Farina's gorgeous drop-top Aurelia B50 is a poignant reminder, from nearly 70 years ago, of Lancia's halcyon days

Story by Simon Park
Photography by Michael Ward

The time is rapidly approaching when petrolheads at the Vatican (well, it's a fun thought, isn't it?) will be preparing a requiem for dear old Lancia: a whiff of incense, a quick *Requiem Aeternam* and then... well, over and out. The marque's decline and fall – from producer of some of the world's most beautiful, exquisitely engineered and sought-after cars to purveyor of just one rather dull and dated supermini (and that, almost certainly, for not much longer) – is a tortuous, sad and familiar story. But let's not go there; instead, let's remember the good times.

"Remembrance of things past is not necessarily the remembrance of things as they were," declared Marcel Proust. Time, certainly, can distort our memories and perspectives. But not always; and just as, for example, the fancifully-named Austin Allegro ('Adagio' would have been more appropriate) really was every bit as dreadful as we remember it (*if we remember it*), so the Lancia Aurelia still enraptures with its repertoire of superlatives from the very first moment of re-acquaintance. Of course, if you remember the Aurelia B50 from back in the day you will now have teeth the length of Pinocchio's nose. My own memories of it go back merely a dozen years or so, to a sunny day in Milan when we shot one for this august organ. But it wasn't as nice as the one you see here.

Aurelias can, I'd suggest, be divided into two

definitive categories: the big, comfy saloons and cabriolets (B10, 21, 50, 52 and so on) and the more compact and sporty numbers (B20 GT, B24 Spider and Convertible). But they all stem from a common seed, sewn in the late 1940s by, essentially, three people. Gianni Lancia, son of company founder Vincenzo, was just 23 years of age when he became General Manager in 1948. Vittorio Jano, despite his 13 years at Alfa Romeo (during which he designed most of their greatest pre-war models), was sacked by Alfa in 1937 for failing to beat Mercedes and Auto Union on the racetrack. He joined Lancia the following year,

Farina, and he too played a major part in the new model's success. The dashing, monocoque B20 and B24s are undoubtedly the finest feathers in his Aurelia cap; but like most of the leading *carrozzerie* of the time, Farina also availed himself of the separate chassis produced by the factory, alongside the mainstream monocoque saloons, to cater for coachbuilt variants such as this.

The B50 was there right from the start, 485 being produced between 1950 and 1952. It shared with the B10 all of the radical features which set the Aurelia apart from its contemporaries, and which induced

“ It's a joy to behold. The cabriolet's lines are pleasingly clean and uncluttered from every angle ”

becoming Technical Director in 1943.

By this time, multi-talented 31-year old engineer Francesco De Virgilio, who joined the company in 1939, had been tasked with finalising the design of a proposed V6 engine for the Aprilia. De Virgilio's painstaking research eventually convinced him that, in order to achieve acceptably smooth, vibration-free running, such an engine had to have a V-angle of either 60 or 120 degrees. But not even 60 degrees could be accommodated under the Aprilia's narrow bonnet; and a 45-degree prototype – which could – was deemed insufficiently refined. So towards the end of 1948, Gianni Lancia, impressed by De Virgilio's diligence and reasoning, finally consigned the illustrious 11-year old Aprilia to history and instigated development of a replacement with enough engine room for a 60-degree V6.

The shape of the original B10 Aurelia saloon owed much to a special-bodied Aprilia designed by Pinin

amongst motoring cognoscenti the reverence which endures to this day. The all-alloy 1754cc engine was the first V6 to go into series production anywhere. It provided a modest 56bhp at 4000rpm, which was transmitted via a four-speed gearbox (with synchromesh on the top three) nestling with the clutch, final drive and inboard drum brakes on the rear transaxle. At the front, suspension was by the familiar sliding pillars (which had first appeared on the Lambda, in 1922), but the rear end featured a new independent set-up, with semi-trailing arms, coil springs and hydraulic dampers. The final touch was the revolutionary new Michelin X radial tyre – well, four of them – which contributed hugely to levels of handling and roadholding unprecedented at the time.

The example we have here is a little bit special, having been built in late 1950 for the 1951 Geneva Salon. It was bought off the show stand by an English lady, the magnificently-monikered Anna



LANCIA AURELIA B50 CABRIOLET

(Nancy) Cobleigh Payne-Jennings, for 32,531 Swiss Francs (around £155,000 in today's money). Sadly, she died within a year and it was then purchased by a Mr Jenkins of Richmond, Virginia, who was visiting England. Jenkins and his wife then embarked on an extensive tour of the UK and Europe, during which they visited the flamboyant coachbuilder Jacques Saoutchik, in Paris. Saoutchik added some signature features – chrome flanks on the rear wings, extensive chrome work to the hood frame and door shuts, plus perforated silencer covers and built-in Marchal auxiliary lamps.

It remained with the family at their Palm Beach home for 43 years until Jenkins died in 1995. It then passed to his son Todd, who in 1996 sold it to Rick Fitzgerald, a professional car restorer. He undertook a slow and careful restoration, finished just in time for the 2005 Pebble Beach Concours d'Elegance, where it was placed third in Class. He had undertaken the restoration to a very high standard for his own personal use. Sadly, he then found himself getting divorced, enforcing the car's sale and subsequent return to the UK.

It's still as spick and span as you could wish for, and a joy to behold. Overall, the cabriolet's lines are pleasingly clean and uncluttered from every angle. The extra four inches of wheelbase compared to the B10 saloon are clearly evident in side profile. Given the amount of legroom this provides in the back, you do wonder why the two rear seats are of the 'occasional' variety, with meagre fold-down squabs revealing non-existent backrests – there's easily room for two comfy armchairs back there. But two people would not go short of luggage space, as this car's suite of suitcases clearly demonstrates – they weren't even in the boot.

Saoutchik's adornments aside, the detailing of hand-made Italian cars of this period is invariably exquisite, and so it is here. The wonderfully delicate

Farina's shape has stood the test of time. French coachbuilder Saoutchik added the chrome flanks



fold-out door handles, stylish internal door cards and furniture, the T-spoked cream steering wheel and the unusually neat and tidy (for the period) disposition of the switchgear on the painted dash are all soothing on the eye, no doubt helping to convince the owner that her/his not-inconsiderable investment was justified. Instrumentation is simple – clock, fuel and oil-pressure gauges, and a speedo marked from '2' to '14' (or 20-140km/h) – supplemented by a slightly awkward after-market temperature gauge attached to the bottom of the dash. Tellingly, there is no rev counter.

The front seats promise considerably more comfort than those behind, and they deliver. The lack of lateral support might be an issue in a B20; but here, as I'm about to discover, you'll not be too concerned about bracing yourself against high cornering forces. Firing up the V6 brings a bit of a shock: the stately cabriolet comes on like a pur-sang racer, the raucous growl from the rear a tad incongruous, and Very Loud. Somewhat taken aback, I must now address myself to the steering-column gearchange. These infernal things don't improve with age, but the Aurelia's is tolerably slick – first and second nearest the dash, the top two towards you. The clutch is friendly; take-off achieved without drama.

Now we do go back in time, and need to re-acclimatise to steering with a certain amount of free play around the centre, and a graceful, floating quality to the ride. I'm not expecting much from the unassisted drum brakes, and I'm not pleasantly

surprised. But think well ahead and the heel-toe double-declutch that's advisable on downchanges is none too difficult to achieve. Apply some lock and the steering acquires a much greater degree of certainty, commanding neutral turn-in – at 'sensible' speeds, I should add – aided greatly by those new-fangled Michelin radials.

In truth, 56bhp is not a great deal in something this size and weight (around 1240kg) and progress rather belies any expectations raised by the rorty exhaust. (The thought of a B50 with the later 2.5-litre V6 and double the power is tantalising. Heresy to the purists, of course.) And maximum power-at-all-costs was never a priority for Lancia, which was always more concerned with driveability, handling and balance. That so many distinguished racers elected to drive Aurelias in period is an impressive vindication of that philosophy. But almost without exception, they went for the B20 GT, which offers a far more focused driving experience.

Whether the likes of Fangio, Collins, Behra and Hawthorn would have been as happy in the B50 is conjectural. Somehow I doubt it; she is very much the *grande dame* to the B20's flighty floozy. Here, dignity is paramount – she'd much rather not have to lift her skirts and make unseemly haste. But go with the flow, sit back and enjoy the details, the ambience, the view, and you'll very quickly feel that the world is an altogether better place for it. The B50 has a timeless quality about it which transcends past and present. Proust's compatriot Coco Chanel put it well: "Fashion fades, only style remains the same". 🇮🇹

THANKS

Our thanks go to The Classic Motor Hub, which is offering this fabulous Aurelia for sale. Tel: 01242 384092. Web: www.classicmotorhub.com



1951 GENEVA MOTOR SHOW LANCIA AURELIA B50 CABRIOLET

A Pebble Beach Concours d'Elegance Prize Winner with Coachwork by Pininfarina and Saoutchik



THE CLASSIC



MOTOR HUB
SALES DEPARTMENT

1962 EX-WORKS O.S.C.A. 1600 GTS ZAGATO

A one-off Zagato-bodied car raced at Le Mans in 1962 for the North American Racing Team



INFO@CLASSICMOTORHUB.COM : WWW.CLASSICMOTORHUB.COM
+44 (0)1242 384092 : GLOUCESTERSHIRE, GL7 5NX

Giugiaro the Great

DESIGN ROYALTY, PRECOCIOUSLY GIFTED, A HISTORY MAKER - ALL THESE DESCRIPTIONS APPLY TO GIORGETTO GIUGIARO. AS HE TURNS 80 YEARS OLD, HE TALKS US THROUGH HIS DECISIVE DECADES IN CAR DESIGN

Story by Ruoteclassiche/Giosuè Boetto Cohen/Chris Rees
Photography by Ruoteclassiche/Alessandro Bianchi



“ There is always a royal feeling whenever you visit Giugiaro ”

Happy birthday, Giorgetto Giugiaro. Born in 1938 in Gressio, Cuneo (Piedmont), one of Italy's greatest designers has just celebrated his 80th year on the planet. Most of those years have been spent in the searing limelight of car design.

It might well not have turned out that way, had he pursued the same career as his father and grandfather: painting. The young Giorgetto quickly developed a passion for art but he was persuaded to study not just art by day, but technical design at night as well. That brought him to the attention of Dante Giacosa, who recruited him for Fiat in 1955.

Giugiaro actually only worked for two independent studios before he struck out on his own: Bertone (1959–1965) and Ghia (1966–1967). In 1968 he formed

a stellar partnership with engineer Aldo Mantovani by founding Italdesign.

Most of his car designs – from city cars to striking sports cars – have become icons of the automobile history: his portfolio includes such luminous stars as the Alfa Romeo Giulia Sprint GT, Alfasud, VW Golf, Fiat Panda, Fiat Punto, Lancia Thema and Alfa Romeo 159. Giugiaro also designed industrial products like cameras and even his own pasta.

Giugiaro is one of the few big names of Italian coachbuilding to design his cars personally. His was a unique company, too. Despite having over 1000 employees at its peak, it was never a 'factory floor' type operation. It was always run as a factory of ideas, technology and prototypes. Over 100 vehicles were designed by Italdesign, which in 2010 was subsumed by the

Volkswagen Group. The final hand-over occurred in 2015, after which (in 2016) Giorgetto and his son Fabrizio founded GFG.

We were lucky enough to interview the maestro in his 80th year. Although he is always a jovial and smiling host, generous in words and very open to listening, there is always a royal feeling whenever you visit him. Entering the gates at his old Moncalieri HQ always felt like arriving at a royal mansion. You would perceive the subliminal presence of a thousand subjects, doors would open and close silently, and some of his 'subjects' would call him *cavaliere* ('knight'). Not quite 'king', perhaps, but for a republic founded on labour, the title is definitely worth something.

Nevertheless, Giugiaro's presence inspires a certain awe, now every bit as much as in his heyday.





Photo: between.be



Giugiaro's initials underscore over 100 prototypes and 200 production cars. His biography, *The Roads of Design*, published in 2014, is a mighty 400 pages long, while a 5000 square metre exhibition was hosted last year at the Turin National Car Museum.

Fabrizio. The studio is located inside a princely mansion that you reach after a five-minute drive through a centuries-old park overlooking Italy's car capital, Turin.

As we draw breath to ask our first question of a man who started working 60 years ago, Giugiaro immediately has

providential. And crucial too. So, this is my message to young people. Do not waste your time daydreaming; rather learn how to recognise good suggestions.

"The second key person in my life was Nuccio Bertone. He welcomed me, raised me, believed in me and invested in my

“ This is my message to young people: do not waste time daydreaming ”

He is the 'designer's designer' – the man most car stylists say is their standout creative. Indeed, in 1999 he was named Designer of the Century, standing out above all others for his contributions to the car industry.

Thousands of pages have been written about his career, and it's somewhat daunting to think of questions for such design royalty. Giugiaro smiles as he sits before us in the fresco-painted room inside the HQ of GFG, the venture created with his son

something to say. "First thing, I really should like to send a message to young people," he exclaims in his unmistakable alto voice. "I am forever in debt to two people. First is my father, because he gave me the most important piece of advice in my life. He told me not to be stubborn about becoming a painter like him and my grandfather. The world had changed a lot in the meantime and he suggested that I study technical design, along with art. His suggestion was powerful, brilliant and

follies. He offered me my big chance. I would recommend that smart trainees invest in their apprenticeship, try hard, work hard and learn as much as they can. Do not argue; simply work, learn and do not ask anything in return."

After delivering this statement, Giorgetto is wracked by doubt. "Well, perhaps I should also thank the great caricaturist Golia for letting me into his club of thinkers. And Dante Giacosa for opening up the gates of Fiat for me. And my partner, Aldo



Mantovani – we always got along so well, better than a married couple. And how could I forget my main clients, Rudolf Hruska, Gianni Agnelli and Ferdinand Piëch?”

You've thanked quite a lot of people there...

Well, you must understand me. Let's take Hruska for example. In 1968, Mantovani and I were 30 years old and Italdesign had just been founded. Here comes this Austrian engineer, called to work with Alfa Romeo by Giuseppe Luraghi. He starts talking about a completely new car... it was top secret at the time. The manufacturing plant did not exist, either.

Of course, the Alfasud – the first Alfa to really challenge Fiat.

We would meet incognito in restaurants and coffee bars... He would sketch his ideas on paper towels. Measurements, weights, restrictions. Every detail was sharp and clear in his

clever, meticulous mind. Every detail should offer much and cost little.

Did you always agree on design and aesthetics?

We came up with two quite advanced mock-ups. He listened, thought it over and eventually chose one. We were ready to leave but he went back to the mock-up with a ruler and started measuring. The numbers were not quite adding up in his head. "I don't like it any more, let's go for the other one," he said. He was keen on aesthetics, but budget and function mattered more to him.

The Alfasud looks great today but it caused eyebrows to be raised when it came out, especially the tail.

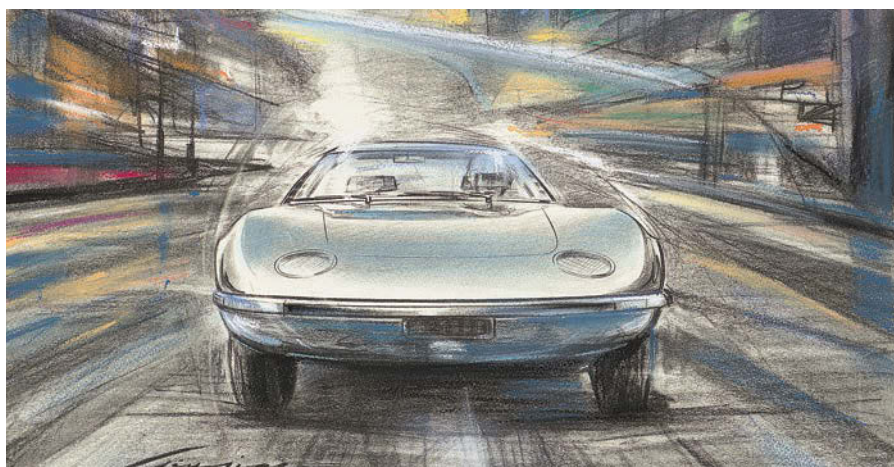
Once again, engineer Hruska had the last word. He wanted the boot to be spacious enough for five pieces of luggage, as big as a Mercedes. So we did all we could to create enough space. We even

moved the fuel tank in front of the wheels.

Let's continue with your production cars – ultimately, that's what people like the most.

And so do I. Yes, let's talk about the Panda. Hruska was no longer there, replaced by several department heads, determined to fulfil Carlo De Benedetti's legacy. The idea of making the Panda originally came from him. We ended up having to deal with maybe 20 different people who were afraid of making mistakes and regarded us with distrust. I was the first freelance designer admitted inside the factory after generations of 600, 500, 850 and 126, all created in-house. I wanted to make a minimalist, Spartan car, also from a manufacturing point of view. But I wanted it to be cute, so it would steal customers from the Renault R4 and Citroen Dyane. Equipped with leaf-sprung suspension and flat glass, the car was so basic that Umberto





Agnelli ended up saying, "Add at least a few centimetres of glass, please". And that's what we did.

What about the De Lorean and Maserati Ghibli? Did those companies also like doing more with less?

For sure. A clever use of resources and functionality have always been the core of my work. Today even more than yesterday, with seven billion people inhabiting our planet.

You did the same with Golf, the car that rescued Volkswagen in 1974.

Yes, but once again, I paid the price of my young age. When I first got to Wolfsburg, an entire platoon of German engineers had been deployed to broach my ideas. But I caught them in an ambush. I started by making technical enquiries and raising all sorts of questions, cleverly avoiding the issue of design. They liked my approach. They chose me after seeing four of my designs at the Turin Show, and they wanted me to convince them they had made the right choice.

I had been called to develop a family of cars. But after presenting the future Passat, things started snarling up. VW's

new manager had a traditional approach and different ideas. It should not be forgotten that Volkswagen meant Beetle, and the development of new models slowed down. The Golf segment was questioned. Luckily enough, the research was already at a late stage and it was no longer possible to step back.

You were eventually given a tailor-made Golf.

Yes, my five-door GTI. Only two were made: one for me, the other for Piëch. The gift was because they'd started making money on the Golf.

What about this concept car painting you've just created?

This is my first prototype that appeared at a car show. It's the 1963 Chevrolet Corvair Testudo, one of the few cars I wanted to buy back when the chance came up. It represents the early years of my career, embodying my style as it was over 50 years ago. But not only that: it was already a practical, running car, fitted with mass-produced mechanicals. That's also why I think I have a special tie to the Testudo. I'm still hooked on car designs that work, not just ones that are good-looking.

GIUGIARO'S MASTERPIECES

What are Giugiaro's masterpieces, his best designs? That's so hard to judge. But since so many of his designs became best-sellers, arguably the buying public has already made that choice. Virtually his first design as an independent – the Alfasud – remains Alfa Romeo's best-selling car of all time. His designs for Fiat – including the Uno, Punto and Panda – have had hugely enduring appeal; and his

Golf and Passat for VW in the 1970s were among the best-selling cars of their day.

He has a long record in establishing iconic designs that have lasting generational impact. The "folded paper" school is perhaps his greatest achievement: a design trend typified by cars like the VW Golf Mk1 and BMW M1. He was also one of the first Europeans to design cars for Japanese and Korean companies.



Alfa Romeo 2600 Sprint (1959)
Giugiaro's first work for Bertone was a star of simplicity



Alfa Romeo Giulia GT (1963)
An all-time classic – designed for Bertone while he was doing military service



Mazda Familia (1963)
Japan beats a door to Turin, laying a firm path for future collaborations with Italian design houses



De Tomaso Mangusta (1966)
One of the world's first ever mid-engined production cars; unmistakable Giugiaro design flair is clear to see



Volkswagen Passat (1973)
First project for VW, alongside Golf and Scirocco



Hyundai Pony (1974)
Here is an often overlooked game-changer: Korea's first ever home-grown car



Lancia Delta (1979)
Short-tail, integrated-bumper, folded-paper look – utterly different to the Fulvia it replaced

Fiat Panda (1980)

The ultimate city car, spanning 20 years of market success

Fiat Uno (1983)

Another brilliantly rational car with popular appeal

Fiat Punto (1993)

Revolutionary tall tail-lights – and curves make a comeback

Alfa Romeo Brera (2005)

Highly acclaimed coupe that Alfa felt compelled to manufacture

DREAM CONCEPTS

Audi Aztec (1988)

This sci-fi themed barchetta created so much interest that a handful were actually manufactured

Bizzarrini Manta (1968)

Bizzarrini's P538 donated its chassis to the sublime and very lime (green) Manta show car, below



Chevrolet Corvair Testudo (1963)

Corvair's rear-mounted engine layout gave Giugiaro free rein for a radical approach

Lancia Megagamma (1978)

The MPV was invented right here, with a smart-looking Lancia Gamma-based people carrier, below



Maserati Boomerang (1972)

Dramatic Bora-based coupe explored the outer reaches of wedge-shaped supercar tropes

Porsche Tapiro (1970)

Giugiaro's first true wedge. Porsche g14/6 basis, dramatic gullwing doors and rear panels



Alfa Romeo Canguro (1964)
Giugiaro's coupe design for Bertone was more harmonious than Zagato's TZ, on which it was based



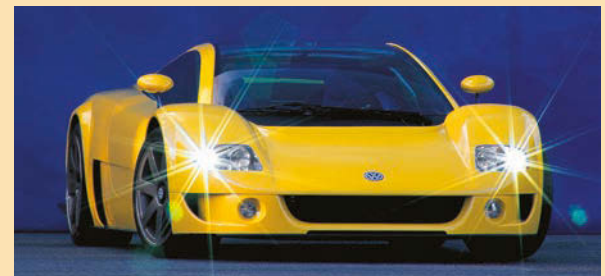
Alfa Romeo Iguana (1968)
One of six concept cars that used the Alfa 33 chassis, this was an early Giugiaro classic



Alfa Romeo Caimano (1971)
Caimano means 'crocodile' in Italian, and this Alfasud-based coupe was certainly a striking looker



Aston Martin DB4 GT 'Jet' (1961)
Designed for Bertone, the Jet showed what the young Giugiaro was capable of when unrestrained



Volkswagen W12 (1997)
Ferdinand Piëch's W12 engine was showcased in this dramatic supercar, years ahead of the Audi R8

Omicron

Lancia spares and restorations



- ✓ **Parts** new, reproduction and secondhand
- ✓ **Restoration** full or partial concours restorations
- ✓ **Bodywork** panelwork, paintwork and trim
- ✓ **Engines** standard or higher specification
- ✓ **Suspension** also gearbox, brakes & steering
- ✓ **Competition** competition preparation
- ✓ **Mail order parts** we ship to over 65 countries!
- ✓ **Also** servicing, inspections and more...
...all to the very highest standards



Omicron Engineering Ltd.,

The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK
 sales@omicron.uk.com • www.omicron.uk.com
 Tel: +44 (0)1508 570351 • Fax: +44(0)1508 570795

EXPERIENCE MATTERS

WHEN WORKING ON YOUR PRIDE & JOY



Emblem
SPORTSCARS

AWARD WINNING FERRARI & MASERATI SERVICE TEAM

- Family run business
- Latest diagnostic equipment
- Trained technicians to the highest level
- Secured nationwide collection & delivery
- Extensive model experience from 1960 to date

Sharp Road, Poole, Dorset. Tel: 01202 722247 emblemsportscars.com

AWARD WINNING FERRARI & MASERATI SERVICE TEAM

WWW.FIAT500.CC

MAIL ORDER PARTS
 AVAILABLE ONLINE
 FREE VALUATIONS
 SERVICING
 REPAIRS
 CRASH REPAIRS
 RESTORATION

AUTO ELECTRICS
 DIAGNOSTICS
 TUNING
 PERFORMANCE
 CONVERSIONS
 MOT PREPARATION
 WELDING

BUY PARTS ONLINE

SPECIALISTS IN ALL ITALIAN MARQUES
 ALFA ROMEO FIAT LANCIA

2 BLUNDELL STREET LONDON N7 9BJ
 T 020 7607 0798 F 020 7619 0001
 E SALES@FIAT500.CC



R. PROIETTI LTD
 ITALIAN CAR SPECIALISTS EST. 1965

Sales, Service & Restoration Ferrari Specialist



Ferrari 365 GTC/4

1972

One of just 31 original UK cars. History from new. Totally restored. Self levelling rear suspension. Original handbook, parts manual and leather wallet.

£ Enquire



2005 Ferrari 612
 Six Speed Manual
 £ Enquire



2000 Ferrari 360 F1
 Modena LHD
 £ Enquire



1983 Ferrari
 512 BBi
 £ Enquire



Ferrari 512 BBi
 £ Enquire



Ferrari 550 LHD
 £ Enquire



Ferrari 360
 Manual - £ Enquire



Ferrari 365
 GT 2+2 - £ Enquire



Experience the Experience.

www.rardleymotors.com

Sales: 01428 606616 Service: 01428 606606

Four the Love of It

Ferrari's early 1970s four-seat GT may lack competition allure but it's understated, underrated and great to drive. Think of the rare 365 GTC/4 as a Daytona with double the seats but half the price

Story by Chris Rees
Images by Michael Ward





In its 50th anniversary year, it's no surprise that Ferrari's 365 GTB/4 'Daytona' has taken a lot of limelight in the world's press during 2018. But I'm here to shine a beam on a car that very much hides in the Daytona's shadow – its sister model, the 365 GTC/4 – and argue its cause. I reckon it's an underrated, understated beauty that deserves far greater appreciation.

Don't get me wrong, I'm a big fan of the Daytona – how it looks, how it drives, how it feels to sit in – and I'm in no doubt about how thoroughly deserved its iconic status is. The fact that the GTB/4 had a successful racing career is always going to give it extra kudos, too. So why should anyone look at the GTC/4, which was effectively a flabby four-seater iteration of the GTB/4? I hope I can persuade you.

The 365 GTC/4 was launched in 1971, and took a quite different approach to the car it replaced, the 365 GT 2+2 (which we featured in the August 2018 issue of *Auto Italia*). In contrast to the lumbering 'Queen Mary' 2+2, Ferrari's new four-seater was much more compact. Its 2500mm wheelbase was substantially shorter than the 2+2's, but having 100mm extra wheelbase than the Daytona allowed two extra small seats to be squeezed in the rear.

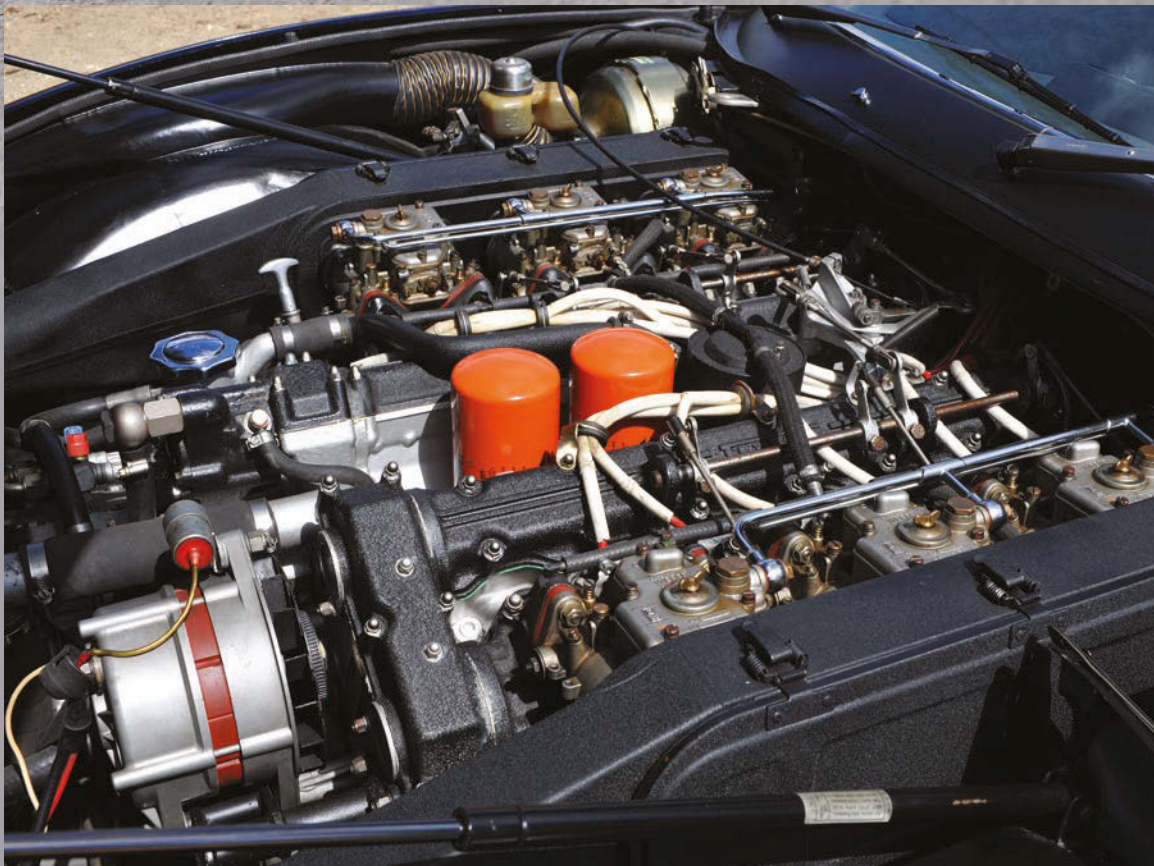
The GTC/4 was styled by Pininfarina, which also constructed the bodywork and trimmed it, before it sent the part-finished car to Maranello for the mechanical components to be fitted. Most of the bodywork is steel, with only the bonnet and boot lid in aluminium. OK, Pininfarina's design may not slot into history as an iconic shape in the way that the Daytona does, yet I've spoken to countless enthusiasts who actually prefer the GTC/4's subtly lithe lines.

This is a sophisticated and elegant shape that rewards extended appreciation. The pointy nose features pop-up twin headlights – that 1970s 'must have' feature – to keep it clean and very low. Perhaps the car's most controversial feature is its black rubber front bumper; this can look odd with certain paint schemes but it works best with dark colours such as this example's metallic blue. From the wedgy front end, the smooth-sided body undulates, exaggerated by a teardrop-shaped glasshouse and slender fastback rear end, culminating in a neatly cut-off Kamm tail. Classic triple rear lights nestle above a plain matt black bumper. Keeping the Daytona vibe going, the five-spoke alloys with knock-off spinners on Rudge hubs look just right.

Step inside and the positive impressions continue.



340hp V12 lump is detuned compared to Daytona, but GTC/4 handles just like its more illustrious sister



FERRARI 365 GTC/4



The dashboard is a pleasing mélange of 1970s grand tourer and aircraft cockpit. The bare metal finish for the centre console has a certain period charm, while the leather seats are firm yet comfortable. The rear seats are just about big enough for kids and can be folded down to create a luggage area. And what's this – electric windows and air conditioning? In the heat of our 2018 summer, yes please.

How about the way it drives? In some ways, it actually feels better than a Daytona. For a start, there is a bigger glass area and you sit a little higher, so visibility is excellent, accompanied by a light, airy feeling to the whole cabin.

The heart of any Ferrari of this era is its V12 engine – in this case the classic 4.4-litre unit with six Weber carbs. This was detuned very slightly compared to the 365 GTB/4 (340hp versus 352hp). The differences to the Daytona powerplant include dry sump lubrication (rather than wet sump), different cylinder heads and side-draught carbs (rather than down-draught) to reduce the bonnet height.

Peak power arrives lower down the rev range than the Daytona, keeping the engine more tractable at low speeds. Indeed, there's very strong torque at low revs, accompanied by a satisfyingly deep exhaust burble. But the V12 is still capable of exceeding 7000rpm, and when you extend it towards its max, the throaty howl that builds relentlessly is unmistakably luscious.

The gear lever nestles in a conventional five-speed gate with none of the exposed metal that typified Ferraris of this era. Despite the long throw between gears, it's surprisingly easy to shift, with a positive, weighty heft to the lever action, while the clutch pedal is beefy but not too heavy.

The suspension marks a good compromise between ride and handling. As with several grand touring Ferraris of this era, it has self-levelling rear suspension to keep the ride both level and comfy. Having power assistance for the steering is a huge boon for low-speed manoeuvring, aided by being fairly low-geared. Luckily it loads up feelsomely as you apply lock in corners, and isn't over-light. Directional stability is excellent, and in bends the mild initial understeer gives you plenty of confidence to push on. Being more enthusiastic in corners, you can induce oversteer, but since this is a fundamentally well-balanced car (with virtually equal weight distribution front to rear), it's a cinch to control.

The GTC/4 had a relatively short production run, from 1971 to 1972, during which time only 500 examples were built. This particular example is a 1972 car, one of just 31 original UK-supplied GTC/4s (of which a mere 20 are thought to remain on British roads). It's up for sale at Rardley Motors of Surrey, and the price of £279,990 looks like a bargain – less than half what an equivalent Daytona would cost. As ever with Ferraris, four-seaters offer the best value.

Its deep blue metallic paint, tan hide upholstery and dark blue carpets work sybaritically well together. It was not originally blue, though. Ordered by Maranello Concessionaires in January 1972, the selected colour was Grigio Le Sancy (named after a thoroughbred race horse) with blue hide and light blue carpets. Its first owner was Simon Agace (of the estate agents, Mann & Company), who paid £9486.98 for it and took delivery in July 1972.

TECHNICAL SPECIFICATIONS

FERRARI 365 GTC/4

ENGINE:	V12 quad-cam
CAPACITY:	4390cc
BORE X STROKE:	81mm x 77mm
COMPRESSION RATIO:	8.8:1
CARBURETTORS:	Six Weber 38 DCOE
POWER:	340hp @ 6200rpm
TORQUE:	312lb ft @ 4600rpm
TRANSMISSION:	Five-speed manual
BRAKES:	Discs all round
TYRES:	215 VR15
DIMENSIONS:	4550mm (L), 1780mm (W), 1270mm (H)
WEIGHT:	1450kg
TOP SPEED:	163mph
0-62MPH:	7.0sec

He covered 16,000 miles in it in its first year, during which time the warranty work apparently included a transaxle rebuild! The car was sold, along with his brother's Ferrari Daytona, after company cutbacks due to the oil crisis. In 1974, it was bought by the 11th Baronet of Loton Park in Shropshire, whose 1349 metre-long drive is one of the UK's longest hillclimb courses. By 1978, with 43,800 miles on the clock, it was owned for 20 years by the same man, who got marque specialist, John Etheridge of Watford, to maintain it. Its next owner bought it in 1998 via Etheridge for £32,500 and undertook a full restoration. Every nut and bolt was removed and everything was either rebuilt or replaced, a job that took some seven years to complete. In 2007, it deservedly won a trophy from the Ferrari Owners Club as the best pre-1975 car.

Mike Wheeler of Rardley says: "Without doubt this is

one of, if not the most, meticulously detailed cars and histories I have ever seen. We have also been able to check and verify that all numbers match."

Mike also tells us that the specialist and GTC/4 owner, Miles Wilkins, is currently researching a book on the GTC/4: "A road test for the book carried out at Millbrook gave a genuine 155mph with a fifth wheel attached and 1000rpm still to go. Miles believes that the GTC/4's superior aerodynamics to the Daytona and better attitude – the self-levelling rear suspension keeps the tail up under hard acceleration, reducing underbody turbulence – help reduce the power and weight advantages of the Daytona. John Surtees, who owned a GTC/4 new, rated it as one of the best, if not Ferrari's best, road cars. Praise indeed."

As for this car's original owner, Simon Agace, he was quoted as saying: "I had two small children and they happily got in the back. I did some long runs to the south of France before there were speed limits, so it was run in carefully. At 120-130 [mph], it purred and you could hear the radio and the air con was good. The lighter steering was a big asset. The Daytona was too heavy for general driving and parking."

That sums up the appeal of the GTC/4 perfectly, and why it deserves your attention, even next to the overshadowingly mighty Daytona. The GTC/4 is an eminently usable, enjoyable classic. It's a 'go to events' kind of car, perfect for taking the family to Goodwood. It benefits from being an unshowy machine, and it offers far, far keener value than a Daytona. Personally, I like to think of it as an understated gateway to the world of classic Ferrari V12s: just lovely. 🇮🇹

THANKS/CONTACT

Many thanks to Ferrari specialist Rardley Motors, which has this superb 365 GTC/4 for sale.

Contact: Rardley Motors, Headley Road,

Grayshott, Hindhead, Surrey, GU26 6LB.

Tel: 01428 606616.

Web: www.rardleymotors.com





OFFICIAL
 DISTRIBUTOR FOR
 HILL ENGINEERING
LARGEST
 INDEPENDENT
 SUPPLIER OF PARTS
 FOR FERRARI CARS

UNRIVALLED
 ENGINEERING AND
 TECHNICAL EXPERTISE
CONTINUOUS
 REMANUFACTURING
 OF OBSOLETE AND
 UNAVAILABLE PARTS

FAST EXPRESS
 WORLDWIDE
 SHIPPING DAILY
BIG ENOUGH
 TO COPE, SMALL
 ENOUGH TO CARE



FERRARI PARTS SPECIALIST

SUPERFORMANCE



SUPERFORMANCE.CO.UK 01992 445 300

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



STYLISH DELIVERY... SUBSCRIBE TODAY

SAVE! SAVE! SAVE!
Save up to £10.80 for 12 issues

ONLINE DIGITAL
'TURNPAGE'
EDITION £3.99 FROM
www.auto-italia.net

SMART PHONE or TABLET ACCESS

Auto Italia is available at the App Store or online at www.pocketmags.com Save money on shop prices and postal costs and view the latest issue as soon as it is released - from anywhere in the world



Auto Italia - November 2018

Category: Automotive, Men's interest
Frequency: Monthly
Language: English

Magzter GOLD Subscription Plans
Unlimited access to Auto Italia along with 5,000+ other digital magazines and premium articles

- Try FREE for 7 days
- GBP 99.99 GBP 49.99 / Year (save 50%)
- Hurry, Limited Period Offer!

Auto Italia Digital Subscription Plans

Single Issue
 GBP 3.99

1 Year
 GBP 28.99 (save 40%)

[Checkout Now](#)

Magazine Description Issue Description

Auto Italia magazine was created in 1995 as the world's first specialist publication to celebrate the excellence of Italian automotive design and engineering. Auto Italia is essential reading for the owner, collector and enthusiast who is passionate about Italy and its motoring heritage. Complemented with top quality photography, Auto Italia's informative features are produced by a dedicated group of UK and Italian writers, who all own, restore or race Italian cars.

Recent Issues

View All



SUBSCRIPTION OFFER

Yes, I would like to subscribe for 12 issues

- Quarterly Direct Debit £11.50 (£46 per year) **UK ONLY**
- Annual Credit/Debit Card/Cheque £48
- Europe £65
- USA £75
- Rest of World £78

Your details

Name:

Address:

Postcode:

Telephone:

Email:

The Direct Debit Guarantee

- This Guarantee is offered by all Banks and Building Societies that accept instructions to pay Direct Debits.
 - If there are any changes to the amount, date or frequency of your Direct Debit, FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia will notify you five working days in advance of your account being debited or as otherwise agreed. If you request FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
 - If an error is made in the payment of your Direct Debit by FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia or your Bank or Building Society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia asks you to.
 - You can cancel a Direct Debit at any time by simply contacting your Bank or Building Society. Written confirmation may be required.
- Please also notify us. Auto Italia Magazine, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS

Instruction to your Bank or Building Society to pay by Direct Debit



Service User Number

Account Name

Account Number

Sort Code

Name and postal address of your Bank or Building Society

Postcode

Instruction to your Bank Please pay FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia and, if so, details will be passed electronically to my Bank/Building Society.

Signature

Date

EIGHT IS GREAT

Forget everything negative you've ever heard about the Ferrari 348 and be prepared for a very pleasant surprise – that's the message from two evangelical owners of 348s, both road and race

Story by Richard Heseltine
Photography by Michael Ward



In Ferrari marque lore, the 348 languished for years in a netherworld between used car status and classic-dom. Purists railed that it lacked the aesthetic purity of the 328 that it replaced, while others carped about its lack of dynamic ability compared to the F355 it spawned. Even company supremo Luca di Montezemelo went on record at the launch of the 360 Modena in 1999, saying: "Ferrari won't be making any more mistakes like the 348." Ouch.

In so many ways, and on so many levels, the 348 was on to a loser the moment it broke cover 29 years ago.

That's one version of history. The thing is, it was well received at the time, for the all brickbats that have been levelled at it since. What's more, the 348 in its many guises is beginning to garner quite the retinue. There are fans – quite a few of them, in fact. It is that rarest of things – an underrated Ferrari. Though never held in the wider public's affections in the same way



as the 308/328, the 348 was a commercially successful model that helped Ferrari weather the early 1990s global recession. Announced at the 1989 Frankfurt Motor Show, it represented a major departure from preceding Maranello supercars, in that there was a universal homologated specification rather than endless detail changes between versions sold in different countries.

Distinct from earlier V8 Ferraris, the 348 did away

with the usual Ferrari practice of using a tubular steel chassis, in its place a pressed steel item with a tubular engine subframe. It also had its 3.4-litre 'Tipo F119D' unit sited longitudinally rather than transversely for a truly competition-inspired layout (much like its F40 big brother). A development of the outgoing 328's enduring Franco Rocchi-conceived engine, its power output was increased to 300hp at a dizzying 7200rpm. The gearbox was mounted transversely to the rear of

the engine. Ferrari claimed a top speed of 165mph, with the 0-60mph dash taking a mere 5.5 seconds. That was seriously quick for the period. By means of comparison, its Testarossa big brother was purportedly capable of 0-60mph in 5.2sec before topping out at 180mph.

For some, the sticking point was – and remains – the styling. Clearly inspired by the Testarossa, not least its slatted side strakes, the 348's outline was predictably the work of Pininfarina. It was also the Turin styling house's second stab, its first attempt having been rejected. Bodied in steel (save for the aluminium bonnet and boot, plus glassfibre front and rear

body control and its meaty yet beautifully positive steering that allows it to feel so natural through the Esses of Le Mans... In the 348 you've got the same degree of body control, the same iron tautness through the corners, but the steering – lighter than the Honda's but with much more feedback – lifts it clear of even the mighty NSX at La Sarthe."

The oft-highly critical *Car* meanwhile, gushed forth: "There is nothing like [the 348]. It communicates so richly, involves you so completely. And, when you have finished driving it, cocooned in that exquisite cockpit, you can get out and feast your eyes on one of the loveliest cars ever designed." Stateside, the late great

“ The 348 hasn't completely outrun its haters but those who love the model really love it ”

bumpers), build quality was markedly improved over previous models. Offered in closed form (TB for Transversale Berlinetta) or with a lift-out roof panel (TS for Transversale Spider), both models were replaced by the GTB and GTS versions respectively from late 1993, which boasted an extra 20hp and styling revisions in-line with sister models such as the 512 TR. Rarest of all was the Zagato-customised Elaborazione edition, just 12 of which were made of the envisaged 20 cars, with styling revisions that teetered on vulgarity.

The 348 has long been a victim of maulings by magazines that should know better; the same ones that showered it with praise in period but have since developed selective amnesia. *Autocar*, for example, stacked the 348 against three rivals – Honda NSX, Porsche 911 Turbo and Lotus Esprit – on a road trip to Le Mans. Once in France, it found: "It's the Honda's

Phil Hill was more circumspect when he wrote in *Road & Track*: "When I went out in the 348 at Fiorano, I was warned to be careful because the tyres (Bridgestones in this case) were brand new. I noticed a certain tendency to oversteer, but wrote that off to the new tyres... The fanfare surrounding the 348 is justified."

The 348 hasn't completely outrun its haters, but those that love the model really love it. And none more so than Ray Ferguson and Ian Sterling. The old friends and sometime on-track rivals are fervent Ferrari fans with a particular penchant for the 348 in particular. What's more, there's plenty of overlap in their ownership histories. Stories are being told the long way around as we wait for the rain to clear, neither man being what you might call 'precious' about their cars.

Ferguson has every reason to be, however, as his 348 TS is about as close to perfect as you can get. What's

Ray Ferguson's targa-roof 348 is utterly immaculate. This is actually the second time he's owned it!



FERRARI 348 TWIN TEST







Ian Sterling's superb 348 Challenge is one of only 59 race-spec cars converted by the factory in period

more, he has owned it twice. Not only that, he also used to own Sterling's race car, as he recalls: "I bought 'RAY 348' – my first Ferrari – in 1990. I convinced my wife to let me spend the tax money, VAT money and part-exchange my Porsche for it on the basis that if she said I had to sell it to put money back into the business, I would do so without moaning! As soon as I got the car I was hooked. I worked days, nights, evenings and weekends to pay it all off and the rest is history. I've been hooked ever since.

"It was followed by 348 Challenge car, but then I missed my road car so much that a friend of mine, who was very ill, persuaded me to buy his 348 TS. I then bought a left-hand drive 348 GTB from Germany and had it converted to a race car which I raced in the *Auto*

and I couldn't do anything more with it concours-wise. A decade later, I came across the dentist at a car show and asked him about 'my' car. He mentioned it was for sale. It turned out that he hadn't even started the engine for five years. The 348 was still in perfect condition so I bought it back. The car had done only 900 miles in the 10 years he had owned it!"

The equally affable Sterling followed a similar path to Ferrari ownership, even if he hadn't originally planned on becoming a track warrior. "Over the years, I had many low-value Fiats and Alfas and can clearly remember a *Classic & Sportscar* magazine front cover featuring a Ferrari 308 GT4 with the strapline 'A Ferrari for the price of a Mondeo,'" he muses. "That got me thinking. 15 years later, I just about managed to scrape

“ I missed my roadgoing 348 so much that I bought a 348 TS. All told, I've had four of them ”

Italia racing series so, all told, I've had four of them."

Ferguson's competitive instincts also stretch beyond his trackside forays. "I campaigned it for 10 years," he says. "It was used for high days, holidays and so on. I also raced it a couple of times. I then decided to enter it in the Ferrari Owners' Club and Autoglym concours events. I really wanted to win the FOC Car of the Show award, which took me five years to achieve. During this period, I just used to drive it to and from competitions. After that, I sold it to a dentist in West Bromwich. I only let him have it because he wanted it for his collection

together enough cash to buy a 308 GT4 which, because it had been used for racing, appeared to be a bit of a bargain. I paid pretty much what had been spent prepping the car to race. There I was with a ready-to-race Ferrari, so what could I do! I should mention the Ferrari Owners' Club racers and organisers were very encouraging and supportive."

Sterling graduated to the 348 Challenge 16 years ago, the car being one of 59 cars converted in period. It was originally raced by Saverio Castellaneta. The car appears exactly as it did 25 years ago, livery, decals



and all. It was resplendent in yellow with blue stripes when Sterling acquired it. "In 2002, following a couple of seasons of racing the GT4, I bought the 348. The car had been with UK-based drivers since 1994, firstly running in the West European Ferrari Challenge and then the Pirelli Maranello Challenge. Ray drove the car during the 1998-1999 seasons, having been a GT4 runner like me prior to that. The smile on Ray's face after his first race in the 348 could have sold it to anyone! When I got the car, it was in well-thumbed condition, and had a number of battle scars that had only had minimal repairs to get back out on track. I did a bunch of work on the car before it went in for a bare metal respray in 2016."

Sterling has since gone to great lengths researching the car's history, going so far as to establish the www.f348ch.co.uk website. "Most of the changes made to the Challenge over the road car were safety-related: they added a roll-cage, cut off switch, fire extinguisher, race seat, harness, different suspension bushes, brake cooling ducts, competition pads, competition clutch, slick tyres and so on. Then it was merely a case of optimising suspension settings and cam timing. I would love to know more about the background to the model. It would appear that a couple of 348 Challenge prototypes, although not designated as such, raced in the Italian GT series in 1992-1993, and I've seen a Eurosport video clip of my car taking part. As far as I know, there's no more than a hint that [Ferrari race car builder] Michelotto was involved. The 348 Challenge cars were assembled at Ferrari dealerships from an official kit of parts supplied by Ferrari. Michelotto, did of course, produce a number of quite famous 348s for Le Mans and so on."

Both men are evangelical about their 348s, while being refreshingly devoid of pretention. Last word has to go to Ferguson, perhaps the most hardcore fan of the model on the planet. "I love the shape, the size and the strakes in the doors," he says. "I've had so much fun with the 348s and all the comments in the media about them having crap handling is rubbish! They are a bit tail happy when you are racing, but then so are a lot of other cars. It's all part of the fun!" 🇮🇹





FERRARI PARTS SPECIALIST



SUPERFORMANCE

SUPERFORMANCE.CO.UK 01992 445 300

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

**UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE
CONTINUOUS
REMANUFACTURING
OF OBSOLETE AND
UNAVAILABLE PARTS**



Goodwood Revival

Ever faster laps at Goodwood are causing some concerns among drivers but this year's races were clean and fair, with Italian cars frequently on the podium

Story by Richard Heseltine
Images by Goodwood/Peter Collins



September's Goodwood Revival Meeting witnessed its fair share of thrills and spills, with Italian cars claiming a significant haul of silverware. In marked contrast to last year's sodden event, the 2018 running took place under blue skies. Attendance was down slightly on previous years but those who did make the effort were privy to some scintillating battles, not least in the Kinrara Trophy race which kicked off the race card for the three-day weekend.

Emanuele Pirro and Niklas Halusa claimed a convincing win in the blisteringly quick Ferrari 250 GT SWB 'Breadvan', but the Italo-Austrian duo were made to work for their garlands. British GT regulars Jon Minshaw and Phil Keen were a threat for much of the one-hour running aboard their Jaguar E-type, and it was only in the final few laps that the win looked assured for five-time Le Mans winner Pirro and his young wingman.

Halusa was slow off the blocks at the start of the race, the ex-Count Volpi Ferrari smoking its rear tyres as it scabbled to find traction. Even so, the pole-sitting Breadvan was in the lead as the field arrived at Madgwick for the first time. Halusa belied his lack of experience by keeping the fast-starting Minshaw at bay for the first two laps, only to get jumped at Madgwick third time around. He returned the favour at the same spot a lap later, and the warring duo continued to trade places as they streaked away from the rest of the field. Just 0.47sec covered the top two





at quarter-distance, and there was barely a car's length between them when the pits opened for driver changes 23 minutes in.

Minshaw was the first to blink, with Keen emerging on track in third place behind the Franklin/Lindsay E-type and the leading Breadvan. Halusa pitted 15 laps in, with Pirro venturing onto the circuit a few seconds after Keen had assumed the lead at the chicane. The race soon returned to a Ferrari-versus-Jaguar battle, with veteran Pirro taking the lead at half distance. The Roman wasn't allowed to escape, though, and Keen nosed ahead in traffic, but the Breadvan wasn't to be denied. In the final quarter of an hour, Pirro gradually eked out an advantage after Keen lost time amid errant backmarkers.

Latin single-seaters also featured prominently. Former British GT Champion Callum Lockie claimed repeat Goodwood Trophy honours aboard Sean Danaher's nimble Maserati 6CM to go with his 2016 triumph. The Scot was on masterful form during the 20-minute race for Grand Prix and Voiturette cars built and raced between 1930 and 1951. Nevertheless, five-time winner Mark Gillies didn't

make life easy for him, and the ERA man led at various stages of the race. Just 0.4sec blanketed the top two as the chequered flag descended.

Historics star Joe Colasacco ended Lotus' multi-year dominance of the Glover Trophy for 'cigar tube' Grand Prix cars. The American Colasacco, driving Lawrence Auriana's Ferrari 1512, emerged on top following an epic 20-minute battle with Andy Middlehurst, having sat patiently in his Lotus 25-mounted rival's wheel-tracks from halfway around the first lap to the penultimate tour, finally jumping him at Woodcote. It was a fantastic display of precision driving from both men who were rarely more than a fraction of a second apart.

19-year-old Olivier Hart claimed honours in the incident-filled second instalment of the St Mary's Trophy saloon car race. The Dutch teen, whose Alfa Romeo 1600 GTA had been driven by countryman Tom Coronel during Saturday's opener, drove brilliantly in a race of two parts. Lotus Cortina man Mike Jordan led Roger Wills' wayward Mercury Cyclone at the start, but there were frenzied battles up and down the order. This was brought into sharp relief on the fourth lap after Duncan Pittaway demolished the chicane in his

TOP LEFT: Conrad Ulrich's Alfa 1600 GTA. ABOVE LEFT: Steve Boulbte Brooks gets out of shape in 1965 ISO A3/C. ABOVE: 19-year old Oliver Hart won heat of St Mary's Trophy in GTA. BELOW: Westie Mitchell's De Tomaso heads Joe Colasacco's Stanguellini Delfino in Formula Junior






TOP RIGHT: Hillclimb star David Franklin aboard Arnold Meier's 250 GT SWB Ferrari. **ABOVE RIGHT:** Martin Halusa in 1951 Ferrari 212 Export. **ABOVE:** David Cottingham in faithful 2.0-litre Ferrari 500 TRC. **BELOW:** Jason Kennedy's Lancia Aurelia B20 GT in Fordwater Trophy

Plymouth Barracuda. The race was then red-flagged. The race was restarted, only for the safety car to be deployed almost immediately after Peter Chambers barrel-rolled his Lotus Cortina on the approach to St Mary's. Fortunately, he walked away uninjured. The race got underway again with only a few laps left to run, with Hart up front and Ambrogio Perfetti close by in his Lotus Cortina. Unfortunately, the Italian's car was then tagged by Bill Shepherd's Ford Galaxie and spun off into retirement. Fourth-place man Mike Jordan was also a casualty of this contretemps, and had to cede a place to arch-rival Steve Soper who was fielding his own Lotus Cortina. Hart came home the victor from Wills, but Soper and Saturday's winner Andy Priaux triumphed on aggregate.

There would be no further wins for Italian classics, although former British Hillclimb Champion David Franklin impressed in his Ferrari 225S in the Fordwarder Trophy for pre-1955 GT cars. The Bristolian finished fourth, ahead of more fancied runners, while Tony Wood was typically quick in the Richmond & Gordon Trophies race for 1954-1960 GP cars. He narrowly missed out on a podium placing in the unique TecMec

Maserati. Sam Hancock was also denied a top-three finish in the Sussex Trophy encounter for 1955-1960 sports racers in his Ferrari 246S Dino. A multiple winner in the past, the Ferrari lacked pace in 2018 and Hancock ended up fourth.

As to where the Goodwood Revival Meeting goes from here, it's anyone's guess. Driving standards have become a thorny topic in the past, but there were relatively few accidents this year. On the flipside, lap times have tumbled. Consider this: Colassaco's best lap in the Glover Trophy was 1m 28.676sec. That's more than six seconds faster than the victorious Lotus-BRM during the inaugural event in 1998. The same is true of virtually every race this year. Similarly, some of the Lotus Cortinas lapped more than five seconds faster than the equivalent cars did a decade ago. The worry is that these weapons-grade historic racers are scaring off some owners, while also inviting accidents.

Regardless of which side of the debate you cleave to, the Goodwood Revival Meeting is an event like no other, and one of the highlights of the motorsport calendar. We can't see that changing any time soon. 



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Gran Premio Nuvolari 2018

Like a relaxed Mille Miglia without the expense – and perfect for affordable classic cars – there's so much to like about the GP Nuvolari

Words & images: Peter Collins





Many people still say Tazio Nuvolari is the greatest racing driver the world has ever seen. When he died 65 years ago, he was mourned throughout the world. His importance to the world of motorsport and as an international ambassador for Italy was undeniable, so it was considered vital to celebrate his extraordinary life and in some way continue his memory. So the organisers of the Mille Miglia in Brescia decided that a special prize should be awarded in his name.

If you drive along the SS 10 from Cremona to Mantova (Tazio's home town) today, it is more than frustrating to find long stretches of straight road with 50km/h and 70 km/h speed limits that were originally designed for Fiat 500s and 1100s in the 1950s and have never been reviewed since. If you continue towards Brescia on the SS 236, passing the location of the fatal accident of De Portago at Solferino (which effectively put a stop to the Mille Miglia as we know it), the road is mostly straight, but still narrow and cambered. This was the section of road over which the organisers of the Mille Miglia decided to award their prize, called the Gran Premio Nuvolari, to the fastest crews on this stretch, coming right at the end of the MM. From Cremona to Brescia, they even altered the route of the Mille Miglia specially to pass through Tazio's home city of Mantova.

Thus, from 1954 until the demise of the event in 1957, it was possible to see the actual speeds achieved by the top three cars as they travelled over those last 135km – and they were staggering. In 1954, winner Ascari in his Lancia D24 covered the distance in just over 44 minutes – equating to an average speed of 180.35km/h (112mph). This was eclipsed in 1955 by Moss, who achieved 39 minutes 54 seconds, and an average speed of 198.49km/h (123mph). Often overlooked is that even this was bettered, in 1957, by Olivier Gendebien: 39 minutes 43 seconds and 199.41km/h (almost 124mph). And that was in a GT car: a factory breathed-upon 250 GT Tour de France. The figures still leave you reeling, especially considering the narrow, cambered and dire state of the roads at that time.

Cynics might say it was a pity that Tazio was born in Mantova, as its geographical position poses the organisers a real headache. In order to reach the coast at Rimini and head to the fabulous roads of Umbria and



TOP TO BOTTOM: Segale's Osca TN 1500; Savoia's Alfa Romeo 6C 2300 B; Alfa Romeo 6C 1750 of Lopez and Gourovich; Ferrari 375 MM Pf 0362 of Stehle



Marche, the first day's drive has to weave through the busy, semi-industrial Po Valley. That the route was as good as it was heaps praise on Mantova Corse for its varied choice of highways and byways. South of Bologna, more open and hilly countryside and roads were reached, and the foothills of the Apennines beckoned. Special checkpoints and regularity tests were held, and the finish of the first day was at Rimini.

Saturday was the longest day: a 470km run through Tuscany, the Umbrian hills and Marche to Siena, tracing a figure-of-eight route that returned via Arezzo and Urbino, literally in the wheel tracks of today's Mille Miglia Retro event. Cleverly picked original roads were quiet and gave a period feel. The 32-degree heat led to speculation about how much might be taken out of the older cars. The answer, it turned out, was not much, as could be seen by the overall results at the end of each day.

Starting again from Rimini on Sunday, a 282km run back to Mantova took in Faenza, where Tazio's 6C 34 Maserati was on display alongside Toro Rosso GP cars. Much of the current Mille Miglia route was used, but in the reverse direction. Throughout all this, large crowds turned out to watch the wonderful cavalcade of cars pass through. This usually took over three hours from first car to last!

The entry was run in age order, with the oldest cars first. In the initial 20 cars there was an OM, the Superba example that used to be a regular at Brooklands events, but is now in the hands of a Russian enthusiast, plus no fewer than two Casarobodied Lancia Lambdas. A huge variety of 43 different makes and models followed, including Alfa

TOP LEFT: Lancia Appia GTE
Zagato of Borea and Costa
TOP RIGHT: Second overall
for Vesco and Guerini's Alfa
Romeo 6C 1750 GS
ABOVE RIGHT: Astorri and
Zucchini's Alfa Romeo
6C 2500 SS

Romeo, Siata, Cisitalia, Ferrari, Fiat, Lancia, Maserati, Osca and many more.

The sun and heat never diminished through the Umbrian hills and presented a serious challenge on the long uphill sections, but once at altitude, the roads, views and driving were sublime. Miki Biasion was probably rather warm with a roof over his head as he drove his gorgeous white Alfa 1900 Super Sprint Coupe, with Mario Peserico co-driving.

The entry allows cars from 1919 to 1972, so there is huge variety. Quality was equally to be seen throughout the list of participants. Exotica included the brutish Ferrari 375 Plus of Michael and Marlon Stehle – the ex-Tony Parravano chassis 0262. The Fiat 8V Zagato of Johann and Anna Lont was another striking entrant.

As well as being a round of the FIA championship, the Gran Premio is also a round of the ACI's Epoca series which incorporates several national historic rallies and events in Italy. For 2018, it was a pleasant surprise to find that Maserati was appropriately 'Main Partner' and ran a mini-event entitled the Coppa Nuvolari for current and classic examples of the marque.

Overall, though, the pre-war cars enjoyed something of a results takeover, and five Fiats from this period finished in the top ten. After the first day and 26 stages, Giovanni Mocerì and Daniele Bonetti in their 1939 Fiat 508 C held a lead they were never to lose. In fact, the highest-placed post-war car was in ninth place – the 1947 Volvo PV 444 of Antonino Margiotta and Valentina La Chiana.

By the finish, second place was taken by the Alfa Romeo 6C 1750 of Andrea Vesco and Andrea Guerini, while in third spot came another Fiat 508 C, that of Francesco and Giuseppe Di Pietra. Of the very few British entrants, top finishers were Kevin and Wee Rawson in their 1958 Alfa Romeo Giulietta Sprint. The Volvo remained the highest-placed post-war car in ninth position, with the Ercolanis in their Fiat 600 next in 11th place. Salvetti and Spozio came 13th in their Fiat 1100/103, a model in which when so many driving greats first cut their competitive teeth back in period. Whilst it often seemed as if everyone was from Italy, in fact entries came from 20 different countries, from Japan to Argentina.

After the run back from Rimini on the Sunday, on virtually deserted roads a lot of the time, this really felt like a relaxed version of the Mille Miglia, and certainly a more affordable one.

RIGHT TOP TO BOTTOM:
Lancia Appia Zagato; rare Figini-bodied Fiat 508; Auricchio's Fiat 508 S; OM Superba of Erejomovich and Llanos now based in Argentina. **BELOW:** Miki Biasion in his Alfa 1900 SS



BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END ITALIAN CAR

NUMERO UNO

Among pocket rockets of the 1980s, Fiat's Uno Turbo has a reputation as one of the feistiest of all. Increasingly rare these days, what do you need to know if you're in the market to own one?

Story by Richard Dredge
Images by Michael Ward





Fashion has a habit of being cyclical, and nowhere is this more apparent than the 1980s hot hatch. All the rage 30 years ago, the genre fell out of fashion in the 1990s due to high insurance premiums and the fact that many of them were thrashed, abused and neglected. While the hot hatch has made a resurgence in recent times, those original 1980s tearaways have become seriously collectible among classic car fans. The problem is that, after many years in the wilderness, there are very few good ones left, which in many cases has led to prices getting a bit silly.

While many classic hot hatch enthusiasts clamour for a mint Golf GTi or Escort RS Turbo, there's a more low-key alternative which is more attainable when it comes to value: the Fiat Uno Turbo. But you've still got the significant problem of tracking down something worth buying, because Uno Turbos in any condition are seriously scarce, with minters

particularly hard to find.

The Uno Turbo arrived in July 1985, with a 1299cc engine that gave a modest 106hp, enough to take the car to 124mph. While the Turbo was based on the lowly Uno 70, it was far more than a standard car with a blower bolted on. Alongside water-cooled cylinder liners, there was an intercooler and oil cooler, along with electronic ignition, knock sensor and Bosch LE2 Jetronic fuel injection.

Within 18 months the displacement had grown by 2cc, but the big change came with the appearance of the Turbo Mk2 in September 1989 (January 1990 in the UK). With a restyled nose that housed a 1372cc powerplant, there was also multi-point fuel injection to give 120hp; the catalytic converter fitted from June 1992 took the edge off the free-revving four-pot, with power dropping to 116hp. Production of the Mk2 Uno Turbo lasted until 1993, with the arrival of the Punto. However, regular Uno production lasted until 1995, and some Turbos weren't registered until the same year.

ON THE ROAD

The steering is perfectly weighted and beautifully direct, and even at speed the car is surprisingly refined. The ride is also good considering how small the wheels are, but the gearbox is disappointingly notchy at first, although it's something that's easy to adjust to.

With the Uno Turbo being a relatively early blown hot hatch, it would be easy to assume that it suffers from horrific turbo lag, but nothing could be further from the truth. The power feeds in as soon as the throttle is pressed, although you need 3000rpm on the dial before the car performs with any urgency. From there on, the power and speed just build, right through to the 6000rpm red line.

The Uno feels so sprightly because of its light weight, tipping the scales at just 845kg (Mk1) or 895kg (Mk2) – a modern equivalent such as the Renault Clio Sport 197 weighs nearly 400kg more. That's why it comes as no surprise that the Uno is so delicious through the bends; of course it'll understeer if you overdo things, but exercise some restraint and the front end just goes where you ask it to, with little in the way of fuss or drama. Well – up to a point. 13-inch wheels are by modern standards laughably small, but it's essential they're retained, because if you go





sticking huge alloys and ultra-sticky tyres on the car, you risk destroying the car's great balance.

ENGINE / TRANSMISSION

Engines are strong and despite the 1301cc powerplant having just 2cc more than the earlier unit, the extra zip is definitely noticeable. Regular servicing is essential. Fully synthetic oil is unnecessary as a 10w40 semi-synthetic lubricant is fine; it's what the engine was designed to run on, along with triple-electrode spark plugs. A new cambelt should have

been fitted within the last three years or 36,000 miles; it's easy to do on a DIY basis.

Engine ancillaries such as the water pump, alternator and starter motor are durable but don't expect any more than 70,000 miles from the Mk1's IHI turbocharger. These are more expensive to source or have rebuilt than the Garrett turbo used on the Mk2; budget around £450 compared with £350 for the Garrett, if there's no major damage.

Thanks to aftermarket suppliers, you'll have no problem sourcing service parts and most gaskets.

Mk1 Uno Turbo has a 1.3-litre engine with 106hp. Early-spec IHI turbo tends to last 70,000 miles before needing replacement





However, engine components are much harder to find. Fiat dealers can't help so you'll be reliant on Italian eBay, although you might stumble across some new-old stock that's been stashed away in the UK for years.

Early Mk1s use a Strada-derived gearbox with a bottom-change linkage that wears quickly, revealing itself by a very vague feel. It's easy to fit new bushes but even with these in place you can't expect a really precise gearshift. Bottom-change gearboxes can suffer diff bearing wear or failure, as well as worn synchromesh, particularly on third gear. From mid-1987 the newer C510 gearbox was fitted, borrowed

from the Tipo. This gearbox is still used on the Abarth 500 and it's got a much nicer change thanks to the use of a top-change mechanism, but it's still not up to modern cable-change standards. At least the C510 gearbox is very tough, the only likely problem being a slight diff whine once the car has racked up a huge mileage. This transmission was carried through to the Mk2 Turbo and parts supply for it is poor, with Italian eBay once again the best source.

Clutches don't give problems unless abused or power levels have been increased to silly levels. If a new clutch is needed, you can buy one for well under £100.

SUSPENSION & BRAKES

The brakes work fine in normal use but they lack feel; discs were fitted front and rear. Upgrading to larger callipers and discs is easy and worthwhile; take your pick from Punto, Bravo/Brava and Marea parts, all of which are readily available on a new or used basis, with a ready supply of aftermarket discs and pads.

The handbrake operates on the rear discs via a combined hydraulic/mechanical calliper that wears internally, reducing effectiveness and reliability. Repairs aren't possible so it's best to replace with a reconditioned calliper for £150 or so per side.

The suspension doesn't give any problems other than the possibility of wear because of age or high mileage. Everything is available on an aftermarket basis; when fitting replacement parts most owners opt for lowering springs and dampers because the Turbo sits rather high with the original set-up. Dropping the car arguably improves the aesthetics as well as the handling.





CHASSIS / BODY

Unless you're looking at a mint restored Uno Turbo, some rust is inevitable. Mk2s fare a little better than Mk1s when it comes to rust resistance, but whatever the car you need to concentrate on the top of each front inner wing, rear inner wheelarches, around the sunroof (if fitted), sills, floorpans and door bottoms. That said, corrosion can rear its ugly head pretty much everywhere. The underside of the rear end contains several enclosed areas that serve as moisture traps where rust will eat its way out, so do lots of tapping and prodding with the car on a ramp.

Some body panels – including doors, sills, rear panel and rear wings – are common to both the Mk1 and Mk2, which makes sourcing them easier. However, other key panels such as the front wings, bonnet and tailgate are specific to each version. Predictably, Fiat and its dealers can no longer help with panel supply so you'll need to trawl Italian eBay once again to find what you need. As well as genuine parts, there are plenty of pattern items, but it's the OE parts that are the quickest and easiest to fit – if you can find them.

The front bumpers are specific to the Uno Turbo,

with the Mk1 and Mk2 each getting their own design. With no pattern parts ever made, you'll have to find the genuine article; as you'd expect, you'll be lucky to stumble across the correct bits and you're unlikely to find a bargain.

INTERIOR

The seat fabric used in the Mk1 is fragile and wears easily, with the later type being only marginally more durable. Even low-mileage cars can be looking the worse for wear, and unless covers have been fitted since the car was new, any Turbo that's covered more than 80,000 miles is likely to have a really tatty driver's seat at the very least.

Fiat stopped supplying replacement fabric ages ago but it's now being remade in Italy, at a price. Interior plastics are flimsy but durable enough, as is the carpet; the Mk2 has a more understated interior with more long-lasting fabric. The headlining tends to peel and sag, necessitating replacement or retrimming. Expect dash rattles and creaks on any Uno Turbo, especially if it's a Mk1.

Corroded contacts and poor earths are likely to cause electrical problems, so check everything. The

You need to check carefully for body and chassis rust, whether you're looking at a Mk1 (above) or a Mk2 (below right)

BUYERS' GUIDE: FIAT UNO TURBO



TECHNICAL SPECIFICATIONS

FIAT UNO TURBO MK1

ENGINE:	1299cc/1301cc 4-cyl SOHC
POWER:	106hp at 5750rpm
TORQUE:	108lb ft at 3200rpm
TRANSMISSION:	5-speed manual
0-62MPH:	8.3sec
MAX SPEED:	124mph
WEIGHT:	845kg

FIAT UNO TURBO MK2

ENGINE:	1372cc 4-cyl SOHC
POWER:	120/116bhp at 6000rpm
TORQUE:	118lb ft at 3500rpm
TRANSMISSION:	5-speed manual
0-62MPH:	7.9sec
MAX SPEED:	124mph
WEIGHT:	895kg

Mk2 is less prone to problems than the Mk1, partly because it's newer but also because the Mk1 had a shortage of relays, so equipment such as the headlights and electric windows (if fitted) are wired through long runs of aged cable, while the contacts inside the switches often degrade. What starts out as a healthy 12.5 volts at the battery is barely 10 volts by the time it reaches the other end, resulting in slow electric windows and dim headlights. Mk2s are better but any Turbo can benefit from improvements, such as extra relays and shorter cable lengths – although beware that such mods can make things worse rather than better if not done properly. Look for evidence of the loom having been hacked about in an attempt to fit or remove security or stereo equipment, as this is a common problem.

RUNNING COSTS

The official maintenance schedule demanded a minor service every year or 9000 miles, while a major service was due every two years or 18,000 miles. Most Uno Turbos today cover a tiny annual mileage, so an oil and filter change every 12 months is the norm, while a fresh set of spark plugs and leads is usually fitted every four or five years. The Uno's simplicity means DIY

maintenance isn't difficult which helps to cut costs further, and parts supply – at least where consumables are concerned – also helps.

PRICES

Long-term Uno Turbo enthusiast Jeremy Nesbitt owns the Mk1 car pictured. He comments: "Buyers prefer originality as much as possible but sympathetic upgrades to the exhaust, brakes and suspension can increase desirability without adding value. When new, the Mk1 was offered with three main options: electric windows, sunroof and digital dash. You could have each of these included as standard or pay extra for all three, so all Mk1s should have at least one of these. The Mk2 had electric windows as standard, a sunroof was an option and the digital dash was dropped.

"A Mk1 is worth more than a Mk2, with top cars fetching around £9000 and £6000 respectively. A Mk1 worth owning will cost at least £4000 to £5000, whereas an equivalent condition Mk2 fetches around £1000 less."

Whether you're looking in Europe or the UK, Uno Turbos are hard to find. At the time of writing, a well-known Phase 1 car (featured in *Auto Italia* Issue 125) was available for £8000. In much better condition than most survivors, the price is eminently reasonable – especially when you consider that the only other car we could find for sale was in Italy. A left-hand drive two-owner car built in 1990, it had 65,000 miles on the clock and was up for a stiff £9995. 🇮🇹

THANKS

Many thanks to Jeremy Nesbitt, owner of the superb Uno Turbo pictured, for his help with this buying guide and the photo shoot



XMAS GIFT SUBS OFFER

FREE BASEBALL CAP OR BEANIE WITH EVERY NEW SUB



THE IDEAL PRESENT FOR CHRISTMAS!

Offer only applies to new print subscribers
Offer ends December 31st 2018

All orders and enquiries to:
claire@gingerbeerpromotions.com



SUBSCRIBE TODAY AND RECEIVE OUR BRANDED BASEBALL CAP OR BEANIE HAT





Alfa Romeo Giulietta
by Matteo Licata
Independently published
ISBN 978-1983393747
£22

It's perhaps surprising, given the attention lavished in print on Alfa Romeo over the years, that no book has ever been published on the 1977-1985 Giulietta 116. After all, it was a popular car in its day, selling almost 400,000 units, and there's still plenty of love for it, which we've

documented extensively in *Auto Italia* (Alex Jupe, step forward!).

Well, now there is a Giulietta book. You couldn't wish for a better author in Matteo Licata, an automotive designer of many years' standing, who has clearly invested a lot of labour in this volume. He travelled to Arese to research Alfa's archives, for instance, and acquired a lot of information about rarities like the South African 'Group One' homologation

special of 1983 and the Turbo Autodelta.

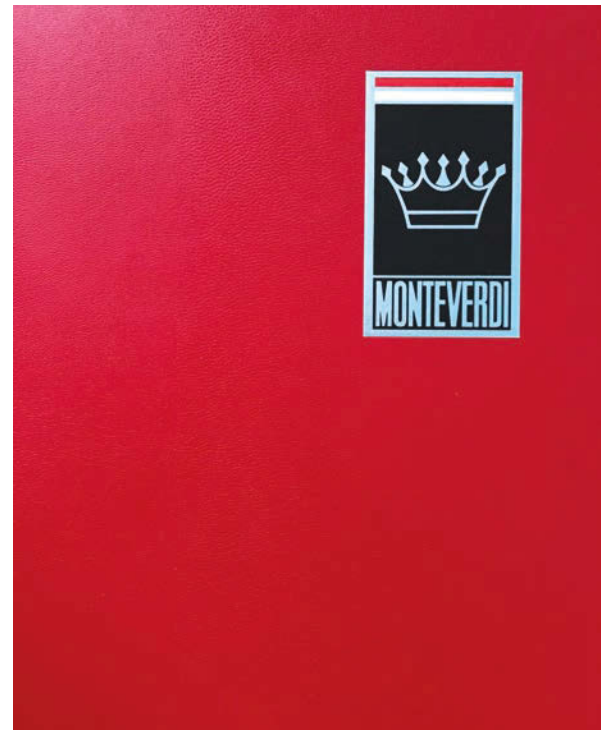
It's unsurprising that, with the material available, the book extends to only 66 pages, but within that you get the full development story, including some nice images of prototype drawings. The text is entirely in English, by the way.

Downsides are that this is a paperback with a rather flimsy cover and the repro quality could be better, but for a first-time author, who is self-published at that, this is a very good effort. And of course the only book devoted to the 116.

Monteverdi
by Roger Gloor & Carl Wagner
Published by Paul Berger
ISBN 978-3-033-05953-5
£85

This book on Monteverdi – or to give its full title, *Monteverdi: Geschichte einer Schweizer Automarke* – is easily the best reference work yet on the subject. Not surprising, as it's been done in collaboration with the Monteverdi Museum, based in Switzerland.

Before you raise your eyebrows too high over a



book about a Swiss marque appearing in *Auto Italia*, there are some major Italian connections. Peter Monteverdi was

and American V8 engines, including the 375L, Palm Beach and Hai supercar. The story is surprisingly rich for such



Ferrari's Swiss importer, but he was a famously irascible chap and soon fell out with Enzo Ferrari, deciding instead to build his own sports cars.

Monteverdi's iconic 'High Speed' model was designed with the help of the Turin-based stylist, Pietro Frua, while when it came to productionising his cars, he beat a path to Carrozzeria Fissore in Savigliano, just outside Turin. There followed a string of exotic models with Italian bodywork

a small operation, with Formula racing models (including an abortive F1 sojourn), SUVs, boats and even military vehicles.

Unfortunately the text is in German only, with no English translation, but the rich depth of illustrations more than makes up for that. For the record, there are 470 photos, 215 of which are in colour. Also included are specifications and reproductions of sales brochures. You'll have to hunt down a copy in the UK but it's well worth it.

WRITE TO THE EDITOR AT: AUTO ITALIA, GINGER BEER PROMOTIONS LTD,
ENTERPRISE HOUSE, BUILDING 52, WREST PARK, SILSOE, BEDFORDSHIRE, MK45 4HS
OR EMAIL CHRISREES@AUTO-ITALIA.NET



MONTECARLO MOMENTS

Thanks for the great article about John Campion's collection of Lancias (*Auto Italia* October 2018), but someone has made a major booboo regarding his Group 5 turbo Montecarlo. Dallara/Pininfarina/Abarth/Lancia didn't build nine cars, as is claimed in the article; they built 11 and Campion's is thus not the last one built, although it did run as #65 at Le Mans in 1981. For the record, the cars built were as follows:

1979. 828CB1 1001 – 828CB1 1003. Chassis 1001 was destroyed in an accident at Norisring in 1980. (Hans Heyer, DRM) and replaced with 1008.
1980. 828CB1 1004 – 828CB1 1008.
1981. 828CB1 1009 – 828CB1 1011.

For the record, Campion's car (1009) was raced as follows:

1 Feb 1981 Daytona
#4 Martini livery Alboreto/Ghinzani/Gabbiani. DNF
12 Apr 1981 Mugello
#8 Martini livery Alboreto/Ghinzani Disqualified (non-championship race)
26 Apr 1981 Monza

#31 Martini livery Ghinzani/de Cesaris DNF
24 May 1981 Nurburgring
#16 Martini livery Patrese/Cheever 11th overall/7th in class
13 Jun 1981 Le Mans
#65 Martini livery Cheever/Alboreto/Facetti 8th overall/1st in class
1982 Monza
#82 Scuderio Vesuvio Casoni/Castellano/Thatcher 5th (yes, *that* Thatcher, the desert king)
16 May 1982 Silverstone
#48 Scuderio Vesuvio Crawford/Castellano/Thatcher 10th overall
30 May 1982 Nurburgring
#63 Scuderio Vesuvio Castellano/Giudici DNF – accident
20 Jun 1982 Le Mans
#66 Scuderio Vesuvio Castellano/Cohen-Olivar/Lemerle 12th overall/2nd in class
5 Sep 1982 Spa
#66 Scuderio Vesuvio Castellano/Bertuzzi DNF – engine
19 Sep 1982 Mugello
#18 Scuderio Vesuvio Salam/Bertuzzi/Dacco DNF – clutch
17 Oct 1982 Brands Hatch
#38 Scuderio Vesuvio Castellano/Bertuzzi DNF – overheating
So now you know! You can find more in my book, *Italian Inspiration: The History of the Lancia Beta Montecarlo*, which gives

full details of all the Group 5 racers.

Rod Shipley

ABARTH 124 VOLUMEX

I have found an old issue of *Car* magazine in which there's a test of the Abarth Spidereuropa Volumex. I knew there was a Fiat version but never an Abarth. After some research I gather this car (painted matt red) was a one-off built at the time when Pininfarina took over production from Fiat in 1982. In all probability Pininfarina sold it off. Do you have any idea whether this unique car still exists, and if so where it might be?

James Purfoy

Sadly we don't know what became of the Abarth Spidereuropa Volumex. Do any readers know...?
Editor

the impending demise of petrol and diesel, it is unlikely that we will see something as good-looking and powerful in the future.

As always, I enjoy the magazine and its arrival always puts me in a good mood.

Philip Rolfe

Snap! Here's a similar shot I took of the GTV Cup that Alfa Romeo had on its press fleet – MW

find out for me what shade of red that is?

Mark Vincent

The 308 GT4's owner tells us: "I think the car was repainted circa 2000 in its original Rosso Chiaro. The code for this, on 246s anyway, was 20-R-190 (originally Glidden Salchi paint was used by the factory). I would think the 308 GT4 of 1978 would likely be the same." – Editor



KILLER VIEW

Just thought I would send you this small photo, which I recently took with my phone. I was cleaning my GTV and liked the look of the engine through the shield grille. The engine is painted a largely non-standard red, but it occurred to me that, with

ROSSO CHIARO

I read the article comparing the Dino 246/308 in the November 2018 issue. I am rebuilding my 308 GT4 and I believe there are 33 different Ferrari reds. I particularly like the shade of the GT4 shown, is it possible that you could

WHEREFORE YPSILON

Reading your fascinating story on best selling Italian cars (*Million Makers*, October 2018 issue), I noticed that the most popular Lancia of all time was the 1995-2003 Ypsilon. I actually have the accurate production figures for this model and the total number made was 785,253. Sadly, I fear the current Ypsilon may be Lancia's last gasp.

Dieter Schmidt



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

LANCIA GAMMA BERLINA 2500

PATRICK HURST, NORTHERN IRELAND

Zero mileage 1976 Gamma? Yes indeed: this is the amazing story of an unregistered Lancia Gamma 2500 Berlina that was found in the back of a Turin Lancia garage, where it had sat unloved for 38 years.

It was ordered back in 1976 by an Englishman working in Turin, who planned to return to England so he asked for RHD. But he'd 'disappeared' by the time of delivery so the dealer simply pushed the car to the back of his garage, where it sat for nearly 40 years. When the business was wound up in 2014, Patrick Hurst heard about the car and bought it blind – with a total of just

16 miles on the clock!

"I thought, what could possibly go wrong?" laughs Patrick. "When it was shipped back to Northern Ireland, its condition left me in a dilemma. The engine wasn't running right and the bodywork had picked up some bumps and scratches during its hibernation. Part of me thought, 'leave it as it is' but the more I looked at it, the more I thought it had to be brought back as new.

"We decided to strip the car back to the shell and have it taken back to metal and repainted. I am glad it was stripped because I got to see it in its component parts and marvel at the engineering that went into the car.



The new parts were mainly mechanical. It was a massive challenge but thank goodness for the Lancia Gamma Consortium.

"I set myself a budget of £10,000 but three years later and £25,000 spent, it's finally finished. Many would say it's financially crazy but I don't really care; madness is not a scientific barometer, it's a measure of your soul."

There are some interesting features. For instance, the front scuttle has chrome blanks over where the wiper spindles on LHD cars would be. The car is set up for right-hand wipers, and the RHD holes suggest either that the wrong part was used in production or this was the first RHD model produced but Lancia didn't have the RHD

scuttle ready. Either way, it is an interesting and unique feature.

Patrick concludes: "The Gamma represents freedom of design spirit, attention to detail and quality. The doors close with a beautiful clonk and the seats are super-comfortable. Then there is the driving, steering, handling and gearbox. Gammas are still so undervalued."



CLUBS



Alfa Romeo Owners Club
'Serving Alfa enthusiasts since 1964'

www.aroc-uk.com

Visit the AROC Club Shop.
A whole range of clothes
and accessories for the
Alfa Romeo enthusiast.
www.arocshop.co.uk

Alfa Romeo Owners' Club

www.aroc-uk.com

Alfaowner.com Club

www.alfaowner.com

Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

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

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,
Whittlebury, Northamptonshire, NN12 8XS
gary.dearn@ferrariownersclub.co.uk

www.ferrariownersclub.co.uk

Fiat Motor Club GB

The original UK club for owners of all Fiat
models.

membership@fiatmotorclubgb.co.uk;

editor@fiatmotorclubgb.co.uk;

press-officer is

gavin@fiatmotorclubgb.co.uk

chairman is b.stigant@ntlworld.com

www.fiatmotorclubgb.co.uk

Fiat Club America

www.fiatclubamerica.com

Fiat Club Africa

www.fiatclub.co.za

Fiat Club of New South Wales

www.fiatclub.com.au

Fiat Club of Victoria

www.fiatclub.org.au

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club

www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiplaowners.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

membership@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

www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Dave Smith admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Matthew Yates www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2018-2019



May 4
Auto Italia
Italian Car Day
Brooklands

November 8-11**Eicma Moto**

Milan, Italy

Motorcycle Exhibition

www.eicma.it

November 9-11**NEC Classic Motor Show**

Birmingham

www.necclassicmotorshow.com

November 23-25**Milano Autoclassica**

Fiera Milano, Italy

Classic Car Show

www.milanoautoclassica.com

December 6-9**Bologna Motor Show**

Bologna Fiere, Italy

www.motorshow.it

April 19-22**Horsham Piazza Italia**

Horsham, Sussex

www.horsham.gov.uk

May 4**Auto Italia Italian Car Day**

Brooklands Museum, Surrey

www.auto-italia.net

May 24-26**Concorso d'Eleganza**

Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com

May 31 - June 2**Sliding Pillar Rally (Lancia Motor Club)**

Dinant, Ardennes

www.lancia.myzen.co.uk

1 June**Alton Italian Car Breakfast**

The Departure Lounge Cafe,

Hants GU34 4BH

thedepartureloungecafe.co.uk

4 - 7 July**Goodwood Festival of Speed**

Chichester, Sussex

www.goodwood.com

July 14th**Supercar Sunday**

Brooklands Museum, Surrey

www.auto-italia.net

July 26-28**Silverstone Classic**

Silverstone Circuit

www.silverstoneclassic.com

August 3**Alton Italian Car Breakfast**

The Departure Lounge Cafe,

Hants GU34 4BH

thedepartureloungecafe.co.uk

13-15 September**Goodwood Revival**

Chichester, Sussex

www.goodwood.com

September (date TBA)**50 in Five**

50 Alpine passes in five days

50infive.strikingly.com

October 5**Alton Italian Car Breakfast**

The Departure Lounge Cafe,

Hants GU34 4BH

thedepartureloungecafe.co.uk

October 13th**Autumn Motorsport Festival**

Brooklands Museum, Surrey

www.auto-italia.net

2019**January 10-13****Autosport International**

NEC Birmingham

www.autosportinternational.com

January 31-February 3**Automotoretro**

Lingotto, Turin

www.automotoretro.it

February 14-17**London Classic Car Show**

ExCeL London

www.thelondonclassiccarshow.co.uk

February 24-27**Race Retro**

Stoneleigh Park, Warks

www.raceretro.com

March 22-24.**Restoration & Classic Car Show**

NEC Birmingham

www.necrestorationshow.com

April 6**Alton Italian Car Breakfast**

The Departure Lounge Cafe,

Hants GU34 4BH

thedepartureloungecafe.co.uk

April 6-7**Goodwood Members Meeting**

Goodwood Circuit, Sussex

www.goodwood.com

April 10-14**Techno-Classica Essen**

Essen, Germany

www.siha.de

April 14**Spring Alfa Day (AROC)**

National Motor Museum, Beaulieu

www.aroc-uk.com

COMING SOON

ISSUE 275 ON SALE 5TH DECEMBER 2018



**THE SPECIAL
ONES
BRERA PRODRIVE S
COUPE PLUS
GTV CUP**

For back issues, subscription and events information please visit: www.auto-italia.net



If you are having trouble finding your favourite magazine, call us on 01462 811115. Auto Italia is available at [WHSmith](#) If you cannot find the magazine remember that you can reserve your copy under the Just Ask! scheme so, well, just ask!



AUTO **Italia** BACK ISSUES

Check our new updated back issues index for the magazine featuring your car of choice.

To order just email us or phone 01462 811115.

£5.00 (UK) - £6.00 Europe - £7.50 Rest of World

Special package prices for any 3 issues

£12 UK - £15 Europe - £18 Rest of World

ABARTH

Allemano 2400 and 2200	19
Abarths at Monza 1998	19
Abarths at Silver Flag	85
Radbourne Abarth 1300	21
595SS	118
600s	29
600s	82
750 Zagato Dubble Bubble.	60
750 Zagato Record Monza.	196
750 Zagato Record Monza + 750 Zagato Dubble Bubble.	258
850 Allemano Spider	50
Abarth 1000 SP	37
Abarth 2000 SP	165
Abarth 2000 SP	250
Abarth Osella PA1	30
Abarth Osella PA2	89
Abarth Osella PA2 Nordschleife	144
Abarth 1300 OT	43
Abarth OT 1300	93
Abarth Simca 1050 Corsa.	222
Abarth Simca 1300	119
Abarth Simca 1300 OT	143
204A Citalia Abarth	199
205A	220
207A Boano	48
1000 Bialbero	50
1000 TCR	106
1000 TC	145
1000 TC	264
1000 TC v 600 Modified	238
Abarth Tipo 139	197
Abarth Tipo 140	201
1500S	217
2200 Allemano Spider	147
850, 1000 OTR	55
1000 Berlina Corsa /Abarth Simca	2000 / 500 Esse Esse
750 GT Zagato / 500 Trofeo / 124 Stadale / 1000TC (VBH)	168
850TC Nürburgring	103
850 Allemano	58
OT 1600 (rep)	235
Scorpione Corsa Prototipo	141
Lombardi Grand Prix	265
Abarths at Monza	58
Autobianchi A112 Abarth	75
Autobianchi A112 Abarth	170
Autobianchi A112 Abarth	217
Ritmo (Alitalia)	90
Ritmo Group 2	229
Formula Italia	90
Formula Abarth 033	138
124 Abarth Rally	67
124 Abarth Grp 4 Rally x2	73
124 Abarths x3	145
124 Abarth Rally	196
124 Abarth Rally Group 4	214
124 Abarth Rally Targa Florio	257
124 Abarth/Fulvia/Alpine	32
Polish/124 Group 4 Abarth	38
San Remo Rally 124 Abarth	47
131 Abarths x3	178
131 Abarth Stradale	43
131 Abarth	53
131 Abarth/Integrale/Coupe	58
131 Abarth Alitalia	68
131 Abarth (San Remo)	81
131 Prototypes	215
131 Abarth Diesel	231
131 Stradale v Group 2	251
X1/9 Prototipo	130
Abarth Rally Range 2004	
Panda/Stilo/S1600	96
Panda Rally EVO 2007	136
Stilo WRGB 2005	101
Stilo WRGB 2006	129
Stilo Trofeo Abarth	193
Grande Punto S1600	183
Grande Punto S2000	134
Grande Punto S2000	253
Grande Punto Italy launch	138
Grande Punto Abarth Sanremo.	141
Grande Punto Abarth Belgium.	143
Grande Punto Abarth SS UK.	149
Grande Punto Abarth SS.	162
Grande Punto Abarth v 130TC.	158
Grande Punto Abarth v Mito.	171
Grande Punto Abarth v Mito CL.	177
Grande Punto Abarth EVO.	173
Grande Punto Abarth Guide.	267
500C Abarth	173
500C Abarth/Punto Abarth EVO.	175
Abarth Grande Punto EVO.	197
Abarth Punto EVO Scorpione.	224
500 Abarth 2008 Italy launch.	148
500 Abarth 2008 UK launch.	156
500 Abarth Trofeo Brands (VBH).	166
500 Abarth Trofeo Cadwell.	170
500 Abarth Trofeo GB Race 1.	171
500 Abarth Trofeo GB (CBH).	175
500 Abarth Trofeo GB Roundup.	181
500 Abarth (Forge)	179
500 Abarth SS Hillclimb UK	182
500 Abarth 'Polizia'	204
500 Buyers' Guide	218
500 595 695 Buyers' Guide	271
Abarth 595 by Oakley Design.	213
Abarth 595 by Oakley/TMC.	218
Abarth 595 New V Old.	216
Abarth 695 Biposto.	229
Abarth 695 New V Old.	251
Abarth Classics at Franciacorte.	181
Abarth Classics at Franciacorte.	191
Abarths 124 MY2017	248
Abarths 124 R-GT v	
Ex-works 124 Group 4	259
Abarth Classiche	255
Abarth MY2017 range test	257
Abarth 124 Spider	265
Abarth 124 GT	268

ALFA ROMEO

100 Years of Alfa Romeo. Pt1	167
100 Years of Alfa Romeo. Pt2.	168
100 Years of Alfa Romeo. Pt3.	169
100 Years of Alfa Romeo. Pt4.	170
Autodelta	209
Autodelta at 50 GTA/TZ1 test	214
Alfa Romeo prototypes (TZ3)	171
Alfa Romeo Commercials	192
Alfa Romeo at Balocco P3/1300GTA	
/155DTM/Disco Volante	173
SE048 (Group C racer)	106
G1	264
RLSS	49
RL	213
6C 1750	38
6C 1750SS	117
6C 1750SS (1929 Mille Miglia).	226
6C 1750	189

6C 1750	225	TZ2	135	Alfetta GTV6 + integrale 'Ring	101
6C 2300 Replica	75	TZ3	185	Alfetta Turbodelta	107
6C 2300 Aerospider	201	Montreal v Dino v Citroen SM	14	Alfetta GTV6 (Ron Simons)	135
6C 2300 Mussolini	127	Montreals	47	Alfetta Review	232
6C 2500 Freccia d'Oro	50	Montreal (Modified)	81	Giulietta, Giulia Super,	
6C 2500 by Castanga	134	Montreal v Dino V Biturbo.	159	2000 Berlina, Alfetta, Alfa 90	16
6C 2500B Mille Miglia	155	Montreal Buyers' Guide.	174	Alfetta / Autodelta	198
6C 2500S	156	Montreal V8 Engine Feature.	187	Alfetta Turbodelta v 75 Turbo	
6C 2500S	229	Montreal Group 4 Autodelta.	263	EVO v 155 Q4	237
6C 2500SS	187	1900 Matta Jeep	47	Alfetta GTS	270
6C 2500 Competizione	243	1900 Matta Jeep	126	Alfetta Buyers' Guide '72-'84	266
Nardi-Danese 6C2500	31	1900 Matta Jeep 'AR51'	246	GTV6 Readers View	31
8C 2300 Tim Birkin	27	2300 RIO	106	GTV6 "Rare" 550bhp	52
8C 2300 (Spitzley)	56	Alfa 90 and Alfa 6	62	GTV6 (Lindsay)	66
8C 2300	244	Alfa 90 and Alfa 6	162	GTV6 South Africa	126
2900A	83	Alfa 90	102	GTV6 /33/156 Club Racers	133
8C 2900B	25	Alfa 6	97	GTV6 2.5 V6 (Time Machine)	176
8C 2900B Le Mans	267	Junior Zagato	128	GTV6 Buyers' Guide	178
8C 2900B Spider	248	Junior Zagato	271	GTV6 3 car test (Jupe)	210
8C 2600 at Spa	114	B.A.T 11 Bertone	146	GTV6 v SZ v GTV (916)	238
8C 2600 Simon Moore	142	Gransport Quattroruote	241	GTV6 3.0 V6	249
8C Tipo B/Montreal/8C Comp	149	Berlinas	48	75 Driver's Choice	2
8C 2600 v 8C Competizione.	163	Alfa Saloons: Giulietta, Giulia Super,		75 Owners View x 2	19
8C Engine Feature	151	90, Alfetta, 2000 Berlina	16	75 'Progetto Cinque'	22
8C Tipo B 'P3'	253	Giulia Super Dutch Trofeo	35	75 1.8, Tipo, Dedra	25
Alfetta 159 meets Maserati 8CL	14	Giulia Super "Carabinieri"	129	75 Turbo Evo Presley's Car	36
Alfetta 159	24	Giulia Ti Super Racer	98	75 AROC Enzo's car "Rare"	48
Alfetta 159 Track Test	87	Giulia Super	34	75 Turbo Humphrey's car	58
Alfetta 12C	101	Giulia Super, TI & Nuova Super	76	75 Turbo Road car	58
Bimotore	95	Giulia Ti Super (Factory car)	196	75 Classic Choice	84
Clemar Bucci 2500SS	19	Giulia Coupes	82	75 At the 'Ring (Ron Simons)	93
1900CSS	15	Giulia Dossier (105)	235	75 3.0 V6 twin test (EMC)	139
Tipo 33 Stradale	40	Bertone GTV	36	75 3.0 V6 vs 3.5 GTV6	157
Tipo 33 Stradale	164	Giulia Sprint GT Tripletest	65	75 Buyers' Guide	167
Tipo 33/3	56	Giulia 105 Series 3 car test	208	75 Turbo IMSA (Arese)	175
Tipo 33/3	111	Giulia (105) GTC	53	75 V6 Twin Test (Jupe)	219
Tipo 33/3	188	GTAm/BMW 2002 Replicas	25	75 3 car Test	239
Tipo 33/2	194	GTAm 1750	109	75 3.0 v Giulietta V6(Jupe)	262
Tipo 33 Daytona	109	GTAm Turbo (Giordanelli)	44	75 VS GTV 3.0 VS Giulietta	266
Tipo 33 TT12	113	GTAm 1300 Peter Crutch	55	75 3.2 24V Track Day (Porter)	266
Tipo 33 TT12	258	GTA (Track Test)	70	Alfa SZ + Zagato Story	13
Tipo 33 Concepts	124	GTA vs Lotus Cortina	77	Alfa SZ + 3.0 Spider	26
Tipo 33 Elvio Deganello	204	GTA (Tipler)	159	Alfa SZ/RZ Guide	41
1900SS Ghia Coupe	22	GTA 105 through to 155	197	Alfa SZ 3 car test	100
1900 SSZ	80	GTA 105 Giulia Sprint GT	203	Alfa SZ 24v Supercharged	136
1900 SSZ 'Lopresto'	217	GTA-R 290 (Alfaholics)	252	Alfa SZ Buyers' Guide	167
1900 Golden Oldie	115	GT Junior/Fulvia/124 Coupe	147	Alfa SZ (Time Machine)	191
1900 C SS	15	GT Junior with 75 Engine	247	Alfa SZ vs Stelvio (Zagato).	198
1900C SS BOANO 1955	266	Spider Duetto/ S3 vs Fiat 124.	116	Alfa SZ VS RZ	266
1900 SS	176	Junior Zagato	45	145 1.7 16v	2
1900 Ti (Pininfarina)	202	Spider Duetto	202	145 CL vs BMW 318Ti	12
1900 Disco Volante	64	Giulia Spider (105 Prototype)	121	145 1.8TS	19
1900 Disco Volante	230	Alfa Spider 105 (Time Machine)	193	146 145 Team Cars	116
1900 Pinin Farina x 2	236	Alfa Spider 105 series	11	146 + 145 Buyers' Guide	103
1900 Berlina	272	Alfa Spider Group test	79	145 Cloverleaf/Bravo HGT	42
2000 Sportiva	125	Alfa Spider Group test		145 Cloverleaf/Bravo HGT	180
2000 Sprint	212	S4/916/Brera Spider	186	145 CL Fleet report	54
Alfa Twincam engine feature.	137	Alfa Spider (Unleaded conv)	25	145 vs 33 vs Mito	160
Alfa Twinspark engine feature.	145	Alfa F1 179 vs Tornado etc	28	145 Buyers' Guide	198
1750 GT Prototipo	132	Alfa INDY car	207	145 Turbo by Autodelta	249
Giulia Sprint Veloce Zagato	36	Alfasuds	42/72	146 1.6 Junior	32
Giulia Sprint Veloce Zagato	195	Alfasud (Golden Oldie)	110	146 Ti vs Audi A3	30
Giulietta Sprint Veloce 'Goccia'	94	Alfasud V6 Alitalia (Colvil)	150	146 2.0 Racer	76
Giulietta Sprint Veloce v GT Q2	147	Alfasud 7 car test	151	147 Pre-launch test	51
Giulietta Sprint Barn Finds.	223	Alfasud Engine Feature	177	147 Italy launch	55
Giulietta Sprint Bertone.	228	Alfasud Trofeo	219	147 5-door + 2.0 Manual	59
Giulietta Sprint Zagato	50	Alfasud 1.2 Ti	226	147 Selespeed vs BMW 316	63
Giulietta Spider	28	Alfasud Buyers' Guide	259	147 5-door 1.6 + 2.0	68
Giulietta 50th Birthday	97	Alfasud - Giugiaro	265	147 GTA	76
Giulietta Ti	233	Sudsprint (Time Machine)	185	147 GTA Road Test	79
SZ Coda Tronca	268	Sudsprint Buyers' Guide	37	147 GTA Road Test (Steve Berry)	87
LDS Formula One	69	Sudsprint Racer (Lewis)	86	147 GTA x 2 Autodelta	102
Giulietta SS	205	Sudsprint 3 car test	138	147 GTA Cup Track Test	92
Giulia SS	18	33 Buyers' Guide	28	147 GTA Modified	253
Giulia SS	140	33 AKK Motorsport	38	147 GTA/Integrale/Coupe 20vT	164
Giulia Spider (B&W)	167	33 Turbo Alfa Aid	41	147 / 156 Monza Sport	70
Giulia Spider (Concours)	253	33 Buyers' Guide	111	147 1.6 Turbo (Autodelta)	78
Giulia Spider Veloce Racer	259	33 P4 (Time Machine)	173	147 Rally Car SS1600	86
Giulia or Giulietta?	24	Classic Saloons: Giulia Super 1.6 /		147 1.9 jtd 16v	90
2600 Sprint	16	2000 Berlina / Alfetta 1.8 /		147 Range test 2005	101
2600 Spiders	51	Giulietta 2.0	188	147 Facelift 2005	105
2600 Spider v Lancia Flaminia.	255	Giulietta Turbo	123	147 Buyers' Guide (Soper)	114
2600 SZ	56	Giulietta (Time Machine)	171	147 + GT Q2	127
TI Supers	38	Alfetta 2.0 Saloon	231	147 JTD 24hr racer	131
Disco Volante 2012	198	Alfetta GTV 2.0 Racer	115	147 Collezione	132
Canguro	205	Alfetta GT/GTVs	14	147 Collezione + GT Blackline	145
TZ2 1966	43	Alfetta GT/GTVs	41	147 Sport + GT Q2	137
TZ1&1/2	62	Alfetta GT 3 car test	95	147 JTD-M by Janspeed	149
TZ1	179	Alfetta GT Racers 3 car test	266	147 Buyers' Guide	150

147 5 car group test	184	156 JTS Sportwagon (Selespeed)	73	MiTo M430 by Marangoni	155	Mangusta/Qvale	47	330 GTO at Monza	67
155 ITC	11	156 JTS S/Charged Autodelta	124	MiTo Multiair	164	Mangusta/Pantera/Guara.	164	250 GTO/Daytona Replicas	12
155 ITC (Arese)	143	156 V6 vs 2.4 JTD (OBD tuning)	82	MiTo Multiair Cloverleaf	171	Mangusta (Ex Freddy Moss).	202	250 GTO (#3505GT)	16
155 2.5 V6 ti (Martini)	213	156 2.0 JTS (2002)	83	MiTo 1.4 TB vs Abarth Punto	171	Longchamp vs Kyalami	64	250 GTO vs Jag E-Type	37
155 Buyers' Guide	24	156 Giugiaro Facelifted (1.9jtd)	84	Mito CL vs Grande Punto Abarth.	177	Factory Collection	72	250 GTO vs 250 LM (Nord)	102
155 Buyers' Guide	68	156 Drivedata remaps	89	Mito Buyers' Guide.	189	De Tomaso Prototypes	261	250 GTO Goodwood Revival '09	165
155 Buyers' Guide	201	156 20v M-Jet (2003)	93	Mito Carbonio (Monzasport).	191	FERRARI		250 GTO Ch.4675	169
155 Q4/Dedra Integrale	32	156 2.4 M-Jet (Tunit)	97	Mito 5 car group test.	193	Auto Avio 815	208	250 GTO x 2	200
155 4 car group test	150	156 GTA AM (Autodelta)	100	Mito 5 car group test.	257	125 S	266	250 GTO (#3505GT)	231
155 / 156 / 159 Saloons	183	156 Buyers' Guide	102	Mito TwinAir.	200	Ferrari V12 Engine Feature	150	250 GTO (#3387GT)	252
155 BTCC	231	156 2.0 TS HBE Suspension	103	Alfa Giulietta Italian Launch.	170	Supersqualo	24	250 LM	27
155 DTM Drive at Goodwood	260	156 3.7 South Africa	128	Alfa Giulietta UK Launch.	175	Ferrari 246 vs 250F	172	250 LM	84
155 GTA	271	156 GTA/TSpark/V6 24v/JTD	172	Alfa Giulietta + Mito MY2014.	215	196S (rep)	91	250 LM	110
164 3.0 V6 v Thema 16v Turbo	17	156 GTA 4 car test	199	Giulietta Marangoni G430	183	195 + 196	21	250 LM Ch.6045	195
164 Twin Spark	22	156 GTA 3.7 by Autodelta	215	Giulietta TCT Launch	194	195S Coupe by Ghia	143	250 MM Ch.0344MM	22
164 Guide	49	156/166/147/GT Range 2005	103	Giulietta TCT	196	156 F1 Sharknose	93	250 MM Ch.0352MM	184
164 Racer (Soper)	78	156 Ti Buyers' Guide	182	Giulietta 3 car group test	197	166 Fangio's first	51	250 MM Ch.0276	268
164 Buyers' Guide (Soper)	105	156 Buyers' Guide Twinsparks	203	Giulietta Buyers' Guide	216	166 F2/FL	240	250 Monza Ch.0432M	23
164 bimotore	107	156 Auto / GT / 156 GTA	240	Giulietta + Mito QV	223	166 Mille Miglia	153	500 MTD/TR	101
164 Procar	142	166 News pages	24	Giulietta + Mito QV	229	166 Mille Miglia Ch.0066	180	500 TRC	137
164 v Croma v Thema v Saab.	153	166 International Launch	27	Giulietta Sprint New and Old	227	166 Mille Miglia Ch.0314M.	183	500 F2	139
164 (Time Machine)	188	166 UK Launch	32	Giulietta 4 car test (mod)	263	166 MM Fontana Ch.024.	255	500 Mondial / Mille Miglia '08	160
GTVs Modified (Autodelta 1997)	17	166 3.0 V6 24v	37	4C	184/211/214/220	212 Export Mille Miglia 2010.	169	625 TRC Ch.0680	196
GTV 2.0 16v J10 (Autodelta)	22	166 2.0 Twin Spark	49	4C (Jamie Porter)	230	212 Inter Coupe. Ch.0257	219	750 Monza Ch.0552	20
GTV 3.0	20	166 2.0 Twin Spark	71	4C Modified (Jamie Porter)	246	212 Inter Coupe. Ch.0137E	229	750 Monza (ice racer)	89
3.0 GTV Spider vs RZ	26	166 Let's go to Italy	52	4C v 8C	223	212 F1.	216	750 Monza Ch.0492M	187
24v V6 GTV	14	166 3.0 24v V6 Super	54	4C SBK	236	340 America	10	750 Monza	234
24v V6 GTV	29	166 Germany Launch	88	4C Spider (News)	229	340 America	45	212E Montagna (Hillclimber)	73
24v GTV vs Lotus Elise	43	166 TI (2.0 TS Lusso)	94	4C Spider	234	340 America	158	Dino Formula 2 Nanchang	79
Spiders New & Old	35	166 Supercharged by Autodelta	134	4C Spider RHD	241	340 / 375 MM Ch.0320	207	275 GTS vs Ralt	43
Spider Duetto vs 939	152	166 Buyers' Guide	148	4C Spider Buyers' Guide	265	335 S Ch.0674	241	275 GTS/Aston Martin DB6	49
Spider 2.0 TS Fleet Report.	209	166 Dossier	251	Club Racers 2012	200	500 Mondial	12	275 GTB/C Ch.09079	227
Spider 105 S4/916 2.0/939 JTS.	221	V6 Saloons 164/166/159.	158	Club Racers 2015	234	500 Mondial	239	275 GTB/C	44
Spider group test 916	256	V6 Saloons Group Test	218	Alfa Museum Revival 2014.	229	250 California/Mistral	30	275 GTB (Celebration)	98
V6 Coupes Alfetta/916/Brera.	153	155/156/164/166/159.	33	Alfa Museum Visit 2017.	262	250 California/Mistral	47	275 Tour	100
V6 Engine Feature.	153	1997 Scighera	67	Alfa Buyers' Guide Special Issue.		250 California Guide	128	275 GTB/4	130
GTV Cup	39	Science Museum Exhibition	72	Giulietta, Mito, Brera, 159Ti,		250 California Spyder	148	275 GTB/4	134
GTV Cup (Road Car)	65	Gippo Salvetti (Blue Team)	81	147, GT, 156 GTA, 156 Ti,		250 California Spyder x 2	215	275 GTB/4 (Ex McQueen)	223
GTV Cup v Fiat 20v Turbo	224	New Alfa Imports	89	GTV 3.2, 166, SZ.	229	250 California Concours Winner	34	275 GTB/4C	235
GTV (Autodelta)	50	GT (2004)	94	Alfa Buyers' Guide		250 GT Boano	243	275 GTB/4C Ch.06885	260
GTV LMA/AROC Racers	85	GT (2004) JTS	95	Classics Special Issue. 1750 GTV,		250 GT Boano x 3	2	275 'NART Spyder'	145
GTV6 LMA Racer (Soper)	112	GT (2004) 1.9 jtd 16v	94	Montreal, GTV6, 75, 155, GTV 916,		250 GT prototypes	92	275 GTS/4 'NART Spyder'	211
GTV6 3.2 V6 in Italy	90	GT 3.2 V6 Novitec	110	147 GTA, 156 GTA,	242	250 GT/GTO	238	275 GTB Collectors' Guide	258
GTV6 (916 V6 + 2.0TS facelift)	92	GT Novitecrosso 1.9 16v M-jet	99	Giulia Special. 101/750 Series, 105		250 Europa Ch.0313	174	275 GTS Collectors' Guide	272
GTV (916 Buying Advice).	96	GT 3.2 V6 (Autodelta)	106	Berlina, SS, 105 Bertone, GTA, TZ1,		Dino 246 Tasman	60	365P	64
GTV (916 Buying Advice).	143	GT 1.9 jtd 16v Novitec	141	TZ2, MY2017 Giulia QV	254	Dino 246S	144	375 Plus Ch.0384	105
GTV (916 3.0 Team Cars)	119	GT Q2 v Giulietta Sprint Veloce.	147	Giulia 2015 Museum Launch	235	Dino 246S Ch.0784	38	375 Plus	218
GTV (3.0 Supercharged)	122	GT Cloverleaf + 147 Ducati.	150	Giulia 2015 Balocco Test	245	250 GT Pininfarina Coupe	14	375 Ch.0388	181
GTV6 3.2 Buyers' Guide	152	GT 3 car test.	168	Giulia Super	248	250 GT Pininfarina (Bowtie)	270	375 MM Ch.0490	182
GTV6 v integrale v Coupe 20vT	155	GT Buyers' Guide.	176	Giulia 2016 UK Drive	255	250 GT Pininfarina	255	375 S Ch.0030	132
GTV6 916 Series Group Test	244	GT 3.7 v 3.2.	233	Giulia 2017 QV by Celtic Tuning	260	Collectors' Guide	220	330 TR Ch.0808	231
155 2.0 + V6 SZ & 33	20	GT 3.2 v GTV v Coupe v 3200	265	Alfa Romeo Giulia Veloce RHD	261	250 GT Cabriolet	69	330 & 365GTC	31
156 Supercharged (Engstler)	23	Brera (Ital Design Concept)	91	Stelvio Italian Pre-Launch.	254	250 GT Drogo	137	330 GTS & 330 GTC	140
156 Launch	18	Brera Italian launch 2005	113	Stelvio Italian Launch.	256	250 GT Nembo Spider.	101	330 GTC	231
156 in Spain	20	Brera / GT / 159 JTD-M	120	Stelvio UK Launch.	262	250 GTE	263	330 GTC Collectors' Guide	253
156 Hormann	25	Brera UK Launch 2006	119	Stelvio on the Stelvio.	272	250 GTE Collectors' Guide	173	365 GTS	85
156 Superturismo	25	Brera Spider Launch Italy.	123	Stelvio Quadrifoglio.	264	250 MM Mille Miglia 2010	52	365 GT 2+2 Bora vs Jensen	35
156 ETCC track test	91	Brera Spider Launch Morocco.	132	Stelvio Quadrifoglio.	268	250 SWB replica	56	365 GT 2+2 Collectors' Guide	270
The Range 164 / 75 & GTV	26	Brera Spider J6 by Autodelta.	144	Police Cars last 60 years.	258	250 SWB Stirling Moss	104	365 GTC4 vs Espada	36
156 2.5	27	Brera V6 Q4.	124	Alfa Romeo F12 van	261	250 SWB at Spa	238	Pinin (Four door)	144
156 JTD vs 156 1.8TS	28	Brera 2.2 at MBW.	130	Alfa Romeo F1 group test	270	250 SWB Ch.2335	20	Daytona Spider	36
156 Group N	29	Brera Q Tronic.	133	CISITALIA		250 GT Sperimentale Ch.2653	14	Daytona Spider by Straman	250
156 Group N (Powermods)	69	Brera S Prodrive.	146	Cisitalia 202	92	250 GT TDF Ch.1309	151	Daytona Group 5	107
156 Selespeed	33	Brera S Buyers' Guide.	165	Cisitalia 202 Nuvolari Spider	241	250 GT TDF Ch.0585 (Disney).	227	Daytona by Michelotti	146
156 2.0 Selespeed (SW)	70	Brera 3.2 V6 Vs GTV6 3.2.	181	Cisitalia Voloradente	202	250 GT Lusso (Fyshe)	42	Daytona vs Ferrari 599	150
156 vs Audi A4 Quattro	34	Brera 3 car group test.	227	Cisitalia 360 Grand Prix	225	250 GT Lusso	94	Daytona 'Pozzi' V Road Car.	236
156 Q system/Selespeed	41	159 (John Simister)	105	Cisitalia Automobili	226	250 GT Lusso (4.0)	97	Ferrari 365 GTB/4 Daytona	261
156 1.9 JTD	67	159 V6 Range Test	108			250 GT Lusso Concours Winner	193	NART Panther.	256
156 2.4 JTD	67	159 2.4 JTD-M 2.2 JTS	117			250 GT Lusso Ch.4713	264	246 Racer (Goodwood T Dron)	88
156 Buyers' Guide	44	159 Sportwagon Italy Launch	118	DE TOMASO		250 GT Lusso Ch.0714	161	246 GT/GTS	11
156 Buyers' Guide (Soper)	138	159 Sportwagon 2.2 V6 Q4	122	Mangusta	78	250 Testarossa Ch.0738	173	246 GT	48
156 Sportwagon	45	159 Ti	139	Vallelunga	20	250 Testarossa	98	246 GT vs Stratos	81
156 Corsa	46	159 V6 Q4 (Nordschleife)	141	Vallelunga	113	206 SP Track test	133	246 GT Buyers' Guide	163
156 Sportwagon JTD	47	159 2.2 J4 Supercharged	153	Deauville	98	206 SP Maranello	197	246 GT Classic Feature	238
156 Sportwagon JTD 16v	175	159 2.0 JTD-M	166	King Cobra	136	206 P Berlinetta Ch.0834	251	246 GT/GTS Collectors' Guide.	252
156 Sportwagon	48	159 1750 Tbi	167	Pantera Racer	10	206 Spider	220	246 GT/GTS	237
156 Group N Racer	49	159 1750 Tbi SW	182	Racing Pantera vs Testarossa	26	290 MM Ch.0626	170	Dino V6 Engine Feature	180
156 Superturismo Track Test	81	159 5 car group test	190	Pantera Racers	41	290 MM Ch.0626 (News)	239	246 Dino vs Urraco vs Merak.	190
156 + GTV (Autodelta)	50	Brera S Supercharged /GT 3.7/159		Pantera owners view	44	410 S	32	246 Dino vs Lancia Stratos.	265
156 Sportwagon 1.6	53	3.2. Autodelta (UK)	166	Pantera Restoration	68	410 Superamerica Ch.0671S	193	312 P	63
156 Tarox & Zender	52	8c Competizione	139	Pantera Si	100	410 Carrera Messicana Ch.0594	199	312 F1	30
156 Red Dot brake test	53	8c Competizione Spider	161	Pantera	228	268 SP Ch.0798	17	312 T5	66
156 / 147 Monza Sport	70	8c Disco Volante Spyder	248	Guara	28	330 P	124	312 T3	80
156 GTA Launch	69	Alfa Range Test 2008	140	Guara Spider	40	330 P Ch.0818	230	312 B3 "Spazzaneve"	129
156 GTA Sportwagon	71	4x4 33,155,159,164,Brera.	256	Guara Coupe	60	330 LMB track test	24	312 B2 F1	149
156 GTA Saloon	79	Alfa Cloverleaf 5 car test	178	Guara Barchetta	60	330 LMB	232	330 P4 Can Am	161
156 GTA Bridgestone tyres	82	MiTo Italian launch	147	Guara Switzerland	103			330 P4 Ch.0858	218
156 GTA Monzasport	112	MiTo UK launch	155					P3/4	54
156 GTA Buyers' Guide	160								

P3 at Spa	118	456 GTA	14	599 Drive Story	156	2300	117	131 Sport (Golden Oldie)	118
712 Can-AM	76	456 M GT	25	599 HGTE	159	2300S Coupe	235	131 Mirafiori (Abarth by RSD)	227
712 Can-AM	254	456 Estate/Spider/FX	58	599 HGTE	166	Balilla 508S	26	132 + Argenta VX	127
512 M 'Sunoco'	13	456 M GT vs Daytona	66	599 Hybrid	172	Balilla Taxi	131	132 Flares by Michelotti	81
512 M 'Tergal' Ch.1002	246	456 M GTA Buyers' Guide	183	599 GTO	178	Topolino (Hotrod)	75	The Collectors 124/500/128	39
512 S	55	456 M GTA Buyers' Guide	230	599 Tribute Mille Miglia	188	Topolino Variations (Sparrow)	69	X1/9	12
512 S/M 712	228	456 M Racer	195	599 XX	217	Topolinos	80	X1/9 Best Buy	33
512 S vs Porsche 917	163	F50	10	599 Buyers' Guide	245	Topolino 500B	106	X1/9 Buyers' Guide (Soper)	106
512 BBLM	40	F50 Track Test (Donington)	28	Ferrari Technology (Dron)	139	Topolino Mare	204	X1/9	23
512 BBLM	155	F50 Track Test (Rockingham)	68	California GT 2008	151	500 (Modified)	27	X1/9 (Modified)	41
365 Boxer vs Bora 4.7	78	550 Maranello	11	California GT 2010	177	500 (Sparrow)	58	X1/9 x 2 (Modified)	150
512 Boxer	23	550 Maranello vs Vantage	22	California HS	197	500 Variations (Sparrow)	62	X1/9 Dallara (Val Savio)	103
512 BBi Buyers' Guide	62	550 Maranello vs Aircraft	40	California T	223	500 Jolly (Sparrow)	66	X1/9 Abarth Prototipo (Rep)	104
512 BB Buyers' Guide	236	550 Maranello (Prodrive)	75	California T	242	500 50th Birthday	134	X1/9 Club Racer	115
512 BBi v Pantera v Bora.	154	550 Maranello Buyers' Guide.	209	California T HS	244	500 Coccinella	136	X1/9 Buyers' Guide	157
512 BB	114	550 Maranello Buyers' Guide.	237	Ferrari at Palm Beach 2009.	157	500 Engine Feature	156	X1/9 (Time Machine)	181
512 BB	254	550 Barchetta (News)	54	Ferrari at Le Mans 1998.	18	500 Buyer's Guide	173	X1/9 VX (Modified)	202
500 Superfast	228	550 Barchetta Track Test	65	Ferrari at Le Mans 2009.	160	500 Based Spada Zanzara.	212	X1/9	219
365 GT4 BB Buyers' Guide	179	575M (John Simister)	70	458 Italian Launch.	167	500 L. Readers' Car	217	X1/9 2 car test (Modified)	226
365 GT4 BB Buyers' Guide	179	575M Manual (Steve Berry)	86	458 Italia Sebring 12h.	187	500 The Coachbuilt cars	243	Strada 130TC vs Beta VX	35
365 GT4 GT4 Targa (Eastwood)	267	575M Novitec	112	458 ISpa 24h (2015).	238	500 Sixty Years	257	Strada 130TC/105TC	26
512 Testarossa Reader's Car	209	575GTC	98	458 by Oakley Design.	184	500 Ferves Ranger	259	Strada 130TC/105TC	132
Ferrari V8 Engine Feature	157	575GTZ	133	458 vs Gallardo Superleggera	186	600 (Modified)	18	130TC v Grande Punto Abarth	152
308 GT4	18	612 Scaglietti	88	458 Spider	191	600s	29	Strada 130TC	187
308 GT4	26	612 Scaglietti (John Simister)	93	458 Italia (EVO 2)	192	600s (Modified)	82	Strada/Ritmo 40 years	267
308 GT4 vs Merak SS	50	612 Scaglietti	97	458 Italia Buyers' Guide	248	600GT (Tornado Lotus engine)	193	330bhp Strada Cabrio	34
308 GT4 vs Urraco vs Merak	149	612 Scaglietti/456/400	111	458 Spider vs Gallardo Spyder	204	600 Prototype	205	BMW V8 Strada Cabrio	63
308 GT4 LM (NART)	194	612 Scaglietti Road Trip	123	458 Speciale	216	600	234	Strada (Time Machine)	197
308 Buyers' Guide	43	612 Scaglietti HGTC	129	458 Speciale on Silverflag '14.	225	600 Jolly	246	Modified Pandas (MK1)	20
308 GT4 Buyers' Guide	219	612 Scaglietti Buyers' Guide.	246	458 Speciale v 430 Scuderia v 360	360	Fiat 1100S Millecento	52	Panda Buyers' Guide	75
308 GT4 Buyers' Guide	234	Ferrari V12 Buyers' Guide.	260	Challenge Stradale	237	Fiat 1100S Millecento MM.	162	Panda MK1 (Time Machine)	172
308 GTB/GTS Buyers' Guide.	241	Ferrari by Alcan	30	Ferrari Finales 2005 Monza	103	Fiat 1100D Millecento	123	Panda Nuova (launch)	86
308 GTB	126	Ferrari at Le Mans	18	Ferrari 60th at Silverstone	135	Fiat 1100 EZ Millecento	198	Panda 2004	91
308 GTB Michelotto	181	Ferrari at Le Mans	26	Ferrari Racing days Silverstone	264	1100 TV	128	Panda in Dozza	94
308 GTB Michelotto (Olio Fiat).	187	Ferrari at Le Mans (Historic)	80	Ferrari 60th at Fiorano	136	1100 103 TV	225	Panda 1.2	97
308 IMSA Track Test	87	Ferrari at Imola	32	Ferrari Superamerica	109	1100 Padmini	119	Panda 4x4 MK1 Buyers' Guide	185
308 Carma FF	201	Ferrari at Monza	69	Ferrari Tribute Mille Miglia 2010.	176	1200+1500 Cabriolets.	233	Panda 4x4 (2004)	99
308 GTS vs Urraco	65	Ferrari at Shelsley Walsh	78	Maranello Rosso Collection	182	Formula Juniors	28	Panda 4x4 (2005)	104
308 GTS vs Jalpa	162	Ferrari at Fiorano	113	Ferrari Mondiali at Mugello	219	1500L	176	Panda 4x4 Cross	224
308 4 car test.	171	Ferrari Supercars at Mugello	115	Ferrari by Pininfarina 60 years	203	1600S Coupe	96	Panda 4x4 Cross (UK)	226
308 Collectors' Guide	266	Ferrari F1	13	Ferrari by Bertone	221	OSCA 1500S Coupe	41	Panda MK1 (Time Machine)	172
328 GTS v Porsche 911	19	Ferrari F1	18	Museo Casa Enzo Ferrari	196	1400B Junior	215	Panda MK1 4x4 (Time Machine)	192
328 and 348 Buyers' Guide	46	Ferrari F1	47	Maranello Concessionaires	244	850 Buyers' Guide	53	Panda MK1 4x4 v MK v MK3	262
328 Buyers' Guide	147	Ferrari F1 2000	78	FF	183/202	850 Bertone Race Team	221	Panda Cross 4x4 / Monster	129
328 Buyers' Guide	231	Ferrari F1 126C4 Track test.	168	FF by Oakley Design	219	850 Coupe v Spider	245	Panda 100hp Italy Launch	126
328, 348, 355, 360	82	F1 Ferrari/Minardi Test	27	F12 Berlinetta	201/212/222	Dino Coupe vs Spider	118	Panda 100hp UK	136
348 GTC/GTS	32	F1 Today and Tomorrow	32	F12 TDF	241	Dino Coupe vs Spider	250	Panda 100hp 3 car test	213
348 Spider/Mondial	58	F1 Season Round-up	53	LaFerrari	207/221	Dino Spider / Biturbo/Montreal	159	Panda 100hp v 500S	232
348 tb+ts Buyers' Guide	243	Maranello Concessionaires	49	LaFerrari vs Bugatti Veyron vs		Dino 2400 Buyers' Guide	175	Panda Buyer's Guide	149
400 Buyers' Guide	39	50 years of Ferrari Poster	38	F35 Lightning	249	Dino 2400 Buyers' Guide	239	Panda Group Test	179
400 Buyers' Guide (Hackett).	112	Coys Historic Festival	41	488 GTB	237	Dino Coupe (Fuel Injected)	264	Panda 160hp (Turbo)	184
400 Cabrio by Straman.	138	333 SP (Derek Bell)	15	488 GTB v Huracán	247	124 Saloons	215	Panda MK3 Italian Launch	193
412 Buyers' Guide.	190	333 SP	45	488 Spider	239	124 Special	252	Panda MK3 UK Launch	195
400/412 Buyers' Guide.	233	360 Modena	37	488 Spider	251	Fiat Twin Cam Engine Feature.	149	Panda MK3 4x4 Italy	202
412 Reader's Car	206	360 Spider	45	488 Pista	268	124 Spider vs Barchetta	18	Panda TwinAir Rally Phil Young	205
Mondial 3.2/3.4	29	360 Spider	52	488 Pista	270	124 Spiders	50	Panda MK3 4x4 UK	206
Mondial Buyers' Guide	197	360 Spider (Digitec)	75	GTC4 Lusso	247	124 Spider vs Fiat Barchetta	148	Uno	10
Mondial Buyers' Guide	235	360 Club Fiorano Test	59	GTC4 Lusso	267	124 Spider vs Alfa Duetto	116	Uno 45 (Time Machine)	179
Testarossa/Pantera (Racers)	26	360 Spider (Hamann)	63	GTC4 Lusso T	256	124 Spider Buyers' Guide	164	Uno Racer (Bailey)	29
Testarossa vs Countach	33	360 Challenge Stradale	85	GTC4 Lusso T	271	124 Spider + Tom Tjaada	203	Uno Racer (Neil Smith)	79
Testarossa Buyers' Guide	244	360 Manual vs Ducati 999	88	70 Years of Ferrari A-Z Pt1	256	124 Coupes	52	Uno Turbo MKII	23
288 GTO Evoluzione	2	360 Bi-Kompressor (Novitec)	96	70 Years of Ferrari A-Z Pt2	257	124 Coupe/GT Junior/Fulvia 1.3	147	Uno Turbo MKI vs MKII	125
288 GTO Evoluzione (Nord)	89	360 Bi-Kompressor (Novitec).	100	70 Years of Ferrari Top Racers	260	124 AC Coupe / 124 Spider	222	Uno Turbo MKI vs Cromo Turbo	224
288 GTO Evoluzione Track Test	105	360 Racers x 2	104	Under 50k Buyers' Guide	259	Fiat 124 Sport Coupé AC/BC/CC 261	125	Uno Turbo MKI vs MKII	247
288 GTO Evoluzione	233	360 Modena (Manual v Gallardo)	182	V8 Buyers' Guide:	271	125	49/95/220	Tipo, Alfa 75 1.8, and Dedra	25
288 GTO v Porsche 959	18	360 Modena Buyers' Guide	240	308GT4/GTB/328/348/		125 S	161	Tipo 2.0 16v	54
288 GTO (Simon Park)	95	F430	99	Mondial/355/360 Modena	259	125 Group 1	211	Tempra (Best Buys)	31
288 GTO V 488 GTB	257	F430 Spider	106	Ferrari Portofino Italy Launch	266	125 Samantha	105	Croma IE Turbo(Time Machine)	178
F40LM vs Bugatti EB110SS vs Diabolo	176	F430 Spider (Phil Ward)	119			125 Samantha Ireland	210	Cinquecento Sporting	2
SV Roadster	15	F430 by Novitec	116	FIAT		Superchargers 124 and Argenta	30	Cinquecento Abarth	12
F40 vs Bugatti EB110SS	15	F430 Vs Gallardo SE	122	Mephistopheles	186	Fiat the Seat Years	35	Cinquecentos (Modified)	17
F40 vs Porsche 959	34	F430 Challenge Corse Clienti	125	1899-1999 4hp	42	Seat Rally Years	42	Cinquecento Buyer's Guide	26
F40 vs Ducati 996SP	41	F430 Whisky Trail	128	1905 60hp	226	Fiat 127 Sport 1050cc	76	Cinq Sporting Buyer's Guide	187
F40 Michelotto	76	F430 Bi-Kompressor (Novitec).	132	1906 Fiat Heavyweights	16	127 Group Test	129	Cinquecento Sporting	41
F40 Michelotto	214	F430 Scuderia.	138	803 Corsa	44	Fiat 127 'Stradale' (Restomod)	266	Cinquecento Sport x2 Modified.	258
F40 LM	189	F430 Scuderia.	153	501	86	Fiat 127 Rustica (Obscurati)	268	Cinquecento Trofeo 120bhp	66
F40 Buyers' Guide	247	F430 GTC Team Modena.	156	503 Spider	188	128 Racer (Giovanni's)	22	Hormann Cinquecento SX	42
F40 at 30	262	F430 Scuderia 16M.	164	505	46	128 1100 CL Fleet report	45	Seicento (Launch)	23
355 vs Cobra vs 200NSX	26	F430 Vicki Butler Henderson.	165	509	140	128 Golden Oldie	109	Seicento Turbo (Novitec)	30
355/Diablo/ AR F1/Tornado	28	F430/360/355/348/328.	205	510S	173	128 Rally (Michael Ward)	110	Seicento Sporting	44
355 Spider F1	29	F430 Buyers' Guide.	242	521C	98	128 Rally	227	Seicento Sporting and S	56
355 Challenge car	54	Enzo	83	514 Spider	133	128 Fleet report (M.Ward)	209	Seicento (UAD Motorsport)	70
355 Challenge (Rockingham)	70	Enzo	101	8V	37	128 5 car test	163	Punto Sporting MK1 (Launch)	16
355 + 360 by Imola Racing	90	Enzo vs Maserati MC12	158	8V	157	128 3P Buyers' Guide	177	Punto Sporting MK1	21
355 / 360 / 430 V8s	115	Ferrari/FIA GT Championship 03	87	8V	157	128 3P Montecarlo Historic	195	Punto (Buyers' Guide)	56
355 Buyers' Guide	154	Ferrari Club Racers 208/355/360	94	8V	115	128 MK1 4 door Restoration	248	Punto 1.2, 1.9 JTD, HGT	82
355 Buyers' Guide	232	599 GTB Fiorano	120	2392800 State Phaeton	115	130 (Steve Berry)	108	Punto MK2 Group test	120
F355 Collectors' Guide	268	599 GTB Fiorano	142	1800	120	130 vs Gamma	151	Maggiore - Puntograle	31
365 Iding (355)	20	599 vs Daytona	150	1900 Granluce	195	131 Mirafiori	15	Modified Punto GT Turbos	39

Modified Punto GT Turbos	64	Ulysse	10/80	Fullback	257	Countach/Diablo/ Murcielago.	135	Fulvia Classic Choice	83
Punto Mk2 - Turin launch	37	500 2007 Launch	135	Million Sellers	272	4 car test: Urraco/Silhouette/ Jalpa/Gallardo	94	Fulvia F&M Specials	90/232
Punto LS design	46	500 2007 1.3 Diesel	139	ISO		Jalpa vs Ferrari 308 GTS	162	Fulvia 1.6 HF	92
Punto - Sicily launch	40	500 2007 1.3 Diesel (remap)	144	Iso Story Pt1	12	Aventador	185	Fulvia S05	98
Punto Rally Super 1600	42	500 2008 1.4 Lounge	140	Iso Story Pt2	15	Aventador + Typhoon	225	Fulvia 2C (racer)	103
Punto Rally Super 1600	56	500 2008 UK launch	142	Iso Grifo A3/C	31/109	Aventador	195	Fulvia Zagato Club Racer	115
Punto Rally Super 1600 (Test)	78	500 2008 1.4 Sport	159	Iso Grifo IR8	124	Aventador /Murcielago/Diablo	200	Fulvia 1600 HF (Simister)	121
Punto HGT	45	500C	161	Iso Grifo S	236	Aventador LP610-2 by Oakley	200	Fulvia V4 Engine Feature	146
Punto HGT (jtd) 2004	98	500 TwinAir	174/178	Iso Grifo GL 365	246	Aventador vs Abarth 595 by Oakley Design	213	Fulvia 1.3/124 Coupe/GT Junior	147
Punto HGT 2005	104	500 3 car test	174	Iso Fidia	160	Aventador LP750-4 SV	235	Fulvia Marlboro (Munari)	192
Punto HGT Buyers' Guide	166	500 Buyers' Guide	181	Iso Rivolta GT	216	Aventador S	256	Fulvia 1.6 HF Fanalone + integrale	
Punto HGT Fleet report (M.Ward)	210	500 3 car test	214	Iso Rivolta Racer	216	Aventador Roadster	207	Fulvia 1600 HF	
Punto Speedgear Launch	47	500 4 car test	192	Isotta Fraschini	90	Huracán LP610-4	222	Fulvia 50th Anniversary	212
Punto Speedgear	60	500L Launch (Turin)	198	LAMBORGHINI		Huracán LP610-4	236	Competizione Prototype	204
Punto JTD	51	500L Launch	207	Miura V12 Engine Feature	147	Huracán Spyder	242	Final Edition	181
Punto 1.9 JTD	67	500L Trekking	211	Miura S (Twiggy)	18	Huracán Performante	258	Gamma	101
Punto Sporting Turbo R&A	59	500L MY2017	258	Miura (Shah of Iran)	39	Urus	264/266/272	Gamma vs Fiat 130	151
Punto/Seicento Abarth	60	500L MY2018	265	Miura (Giordanelli Rebuild)	106			Gamma 4 car test	189
Punto Facelifted	83	500 + 500L MY'14 Range Test	219	Miura (3 car test)	111			Gamma Coupe (Time Machine).	206
Punto Facelifted Driven (Berry)	112	500x Italian Launch	228	Miura Jota (Piet Pulford)	120			Sibilo by Bertone	206
Grande Punto Launch	116	500x Vs Renegade on Snow	232	Miura P400	145	LANCIA		Stratos Alitalia/Prototype	2
Grande Punto UK Launch	116	500x Vs Renegade	249	350 GT	152	Lancia Collection K Sport	175	Stratos Replicas vs Original	10
Grande Punto Sporting (1.9).	117	500x UK	233	400 GT	11	Lancia Reunion (Miki Biasion)	180	Stratos (San Remo 1974)	47
Grande Punto Sporting Novitec	125	500 MY2015	236	400 GT Monza	113	Lancia Theta 35hp	102	Stratos GTO/GT car	51
Grande Punto 120 Eleganza	123	500 MY2015	237	Espada vs Ferrari 365GTCA	36	Lancia Tipo 55 Corsa	78	Stratos vs Dino 246 GT	81
Grande Punto T-Jet	141	500 Anniversario	260	Espada	119	Lancia D25	242	Stratos vs Dino 246 GT	265
Grande Punto 1.4 T-Jet + 1.9.	146	Multipla + Vignale Gamine	130	Espada Restoration Parts 1-7	197/199/200/201/203/206/210	Lancia D50 (Track Test)	71	Stratos - 30 years of	85
Grande Punto EVO.	165	Multipla	36	197/199/200/201/203/206/210	239	Lancia D50	240	Stratos World Meeting 2007.	140
Grande Punto EVO. (VBH)	168	Multipla	44	Espada 3 car test	13	Lancia D50	12	Stratos Stradale + Group 4.	117
Grande Punto Buyer's Guide	184	Multipla Eco versions	45	Silhouette	13	90 Years of Lancia	12	Stratos Prototype.	152
Grande Punto Buyer's Guide	221	Multipla 1.9 JTD	50	Jarama GTS	141	Lambda	11	Stratos (Heseltine).	233
Grande Punto TwinAir	195	Multipla 1.9 JTD (Modified)	79	Jalpa	35	Lambda Airway	32	Stratos Chequered Flag Story.	243
Grande Punto 3 car group test	201	Multipla Facelift 2004	127	Islero	96	Lambda	53	Stratos Group 4 x 2	244
Coupe 20v/Turbo	13	Multipla Facelift 2006	113	Islero S	177	Lambda 7th Series Torpedo	186	Stratos Group 4 Track Test	249
Coupe 20v/Punto ELX	25	Multipla Buyer's Guide	202	Urraco vs Ferrari 308 GTS	65	Lambda 73 car test	211	Stratos - 2005	103
Coupe 20v Turbo LE	28	Multipla Buyer's Guide	202	Urraco vs Merak vs 308GT4	149	Dilambda S2 Carlton DHC	143	Stratos New 2010	179
Coupe 16v Buyers' Guide	30	Doblo MPV and Van	62	Urraco vs Merak vs 246 Dino	190	Dilambda S2 Offord Cabriolet	184	Rally multi car feature	99
Coupe 16v vs Integrale	68	Doblo and Iveco Truck	63	Urraco vs Gallardo Balboni vs Huracán Spyder	262	Lancia/Alfa Ghia Coupes	22	Rally multi car feature	255
Coupe 16v Turbo Prototype	259	Doblo 1.9 JTD MPV	73	LM002	133/264	Lancia Commercials	66	Betas Modified	32
Coupe/Honda/Pug 306	31	Doblo Italian Launch 2006	114	Countach LP400	17	Augusta	240	Beta	13
Coupe 20v	39	Doblo Family MY2009	171	Countach LP400 v LP560-4.	156	Ardea	96	Beta Historic racer	60
Coupe 20v Turbo (Modified)	40	Ducato MY14	223	Countach vs Testarossa	33	Appia	36	Beta Coupe/HPE/Saloon	55
Coupe 20v Turbo Plus	43	Marea HLX	17	Countach Paganì's own car	271	Appia Vignale	63	Beta VX vs Strada Abarth	35
Coupe 20v Fleet report	45	Marea 20v Weekend	42	Diablo SV	24	Appia meets Ypsilon	113	Beta Coupe/Saloon/Montecarlo.	139
Coupe 20v Fleet report	143	Marea Weekend 2.4 Team Cars	124	Diablo/355/F1/ Tornado	28	Appia Zagato	138	Beta Coupe Alitalia (Colvil)	150
Coupe 20v Turbo Fleet report.	209	Marea Buyers' Guide	115	Diablo SVR Track Test	14	Appia Furgoncino	180	Beta HPE (Time Machine)	177
Coupe Buyers' Guide	48	Importing Italian Cars	49	Diablo GT/SV/SE30	42	Appia Convertible	194	Beta Volumex x 2	260
Coupe Buyers' Guide (Soper)	109	Ecobasic (News)	40	Diablo GT	46	Lancia Appia S1,2,3	257	Trevi Bimotore	237
Coupe Buyers' Guide	137	Stilo (Launch)	62	Diablo 6.0 VT	50	Aurelia V6 Engine Feature	148	Montecarlo	16
Coupe x 3 Modified	126	Stilo (Launch)	67	Diablo GTR (Reiter Eng)	137	Aurelia	43	Montecarlo V6 Alfa engine	34
Coupe 20v Turbo 185bhp	55	Stilo Multiwagon (Launch)	80	Murcielago	64	Aurelia B20 Series 1	107	Montecarlo Buyers' Guide	161
Coupe 20v Turbo Buyers' Guide	153	Stilo 1.8 16v	71	Murcielago (Road Test)	72	Aurelia B20 Pichon Parat	125	Montecarlo Turbo (Martini)	206
Coupe 20vT/GTV6/integrale	155	Stilo 1.9 JTD	72	Murcielago (Track Test)	83	Aurelia B20 (S2+S3)	200	Martini LC1	207
Coupe 20v Turbo 3 x modified	200	Stilo 1.9 JTD (Modified)	79	Murcielago vs Porsche 996	86	Aurelia B20 Irish Racer	213	Martini LC2	208
Coupe 20v Turbo v GTV Cup	224	Stilo 2.4 Abarth	92	Murcielago Roadster	106	Aurelia B20 'Outlaw' TK	242	Martini 48pg special (Campion)	272
Coupe 20v Turbo 3 car test	242	Stilo Schumacher	108	Murcielago Roadster (Batman).	117	Aurelia B24S	23	LC2 Track Test	96
Postert Fiats	13	Stilo Schumacher Buyers' Guide	208	Murcielago Roadster	121	Aurelia B24 Spider	127	037 Rally Stradale	67
Coupe + Barchetta by Novitec	19	Stilo Buyers' Guide	145	Murcielago LP640	136	Aurelia B24 Spider	146	037 Rally Stradale	245
Coupe v 3200 v GT 3.2 v GTV	265	Idea Launch	88	Murcielago LP640 vs Typhoon.	136	Aurelia B24 Spider	190	037 Rally Martini (Volta)	62
Flying Fiats (Irish Racers)	113	Idea (Steve Berry)	93	Murcielago R-GT (GT1 racer)	129	Aurelia B24 Spider + Flavia.	209	037 Rally Olìo Fiat (Grifone)	144
Barchetta Buyers' Guide	22/71	Idea Fleet report	107	Murcielago R-GT (GT1 racer)	142	Aprilia + Aurelia	100	037 Rally Olìo Fiat (Grifone)	199
Stola Monotipo/Barchetta	25	MPV multitest Doblo/Idea/	102	Murcielago LP670-SV	165	Aprilia Langenthal	108	037 Rally Wurth	230
Barchetta (Auto Haven)	25	Multipla/Ulysse	102	Gallardo	81	Aprilia	166	Delta HF Turbo	29
Barchetta/Alfa 156/GTV	27	Croma Turbo vs Uno Turbo MKI	224	Gallardo (Track Test)	84	Aprilia (Fred Gallagher)	188	Delta S4	31
Barchetta/Punto (Modified)	31	Croma (2005)	107	Gallardo (Road Test Italy)	93	Astura	88	Delta S4 Cesare Fiorio's	72
Barchetta Turbo (Novitec)	33	Croma (UK Steve Berry)	111	Gallardo Police Car	108	Astura by Pinin Farina	185	Delta S4 ride (Val Savioire)	78
Barchetta (Revisited)	54	Croma in Ireland	118	Gallardo Spyder	116	Astura by Castanga (Villa D'este)	95	Delta S4 ECv1	179
Barchetta Facelift	97	Croma 2.4 20v Multijet	122	Gallardo By Hamann	118	Astura + Appia	111	Delta S4 Martini	210
Fiat Barchetta vs 124 Spider	148	Croma Buyers' Guide	210	Gallardo By IMSA	126	Astura MM Sport	203	Delta S4 Stradale	222
Fiat Barchetta Buyers' Guide	151	Sedici 4x4 Italy Launch	115	Gallardo GT3 by Reiter Eng.	130	Astura	241	Delta 40th Anniversary	161
Fiat Barchetta Buyers' Guide	254	Sedici 4x4 UK Launch	120	Gallardo by Reiter Eng.	139	Flaminia	39	Delta 4HF 4WD	169
Bravo/Brava	10	Sedici 4x4 1.9 Multijet	131	Gallardo GT3 Adria Track test.	145	Flaminia Sport	42	Delta Integrale 8v Team Cars	198
Bravo/Brava/Marea	59	Scudo	129	Gallardo Superleggera	132	Flaminia GTL	76	Integrale Special Editions	21
Bravo/Brava Buyers' Guide	69	Fiorino	142	Gallardo Superleggera	143	Flaminia 3 car test	172	Integrale v Escort Cosworth	15
Bravo SX	34	Linea	144	Gallardo LP570-4 Superleggera	171	Flaminia 2.5 3C Zagato.	258	Integrale 8v/Nissan Skyline	23
Bravo HGT & Marea	15	Qubo	151/157	Gallardo LP570-4 Superleggera	199	Flaminia vs Caterham	44	Integrale vs Caterham	44
Bravo HGT	17	Dualogic Panda/Punto/500	186	Gallardo Superleggera v 458.	186	Flaminia 3 car test	172	Integrale Buyers' Guide	49
Bravo HGT	36	Freemont 4x4	197	Gallardo LP560-4	146	Flaminia 2.5 3C Zagato.	258	Integrale/Coupe/131 Abarth	58
Bravo HGT DC Cook	41	Freemont 4x4 Cross	224	Gallardo LP560-4 v Countach.	156	Flaminia 3c Speciale (Lopresto).	218	Integrale Evos (Modified)	63
Bravo HGT vs Alfa 145 CL	42	Freemont 4x4 Cross	231	Gallardo LP560-4 Spyder.	162	Lancia Flaminia Cinvertible vs		Integrale vs Coupe 16v	68
Bravo HGT vs Alfa 145 CL	180	124 Spider MY2016	240	Gallardo Super Trofeo.	159	Alfa 2600 Spider.	255	Integrale 8v, 16v, EVO	93
Brava 105 JTD	41	124 Spider MY2016 UK	246	Gallardo Super Trofeo.	166	Flavia Coupe	17	Integrale Track test (Drivenata)	95
Brava 100 16v	53	124 Spider MY2016	240	Gallardo Super Trofeo.	166	Flavia Coupe (Golden Oldie).	123	Integrale Repsol Group A	105
Bravo 1.4 T-Jet (Launch 2007)	130	124 Spider MY2016 UK	250	Gallardo Balboni.	163	Flavia Zagato + Convertible	170	Integrale 5 car test (Modded)	127
Bravo (UK Launch 2007)	135	124 Spider Spa Road Trip	270	Gallardo Spyder Performante.	194	Fulvia Zagato x 2	19	Integrale/Coupe 20vT/147 GTA	164
Bravo 1.4 T-Jet (Launch 2008)	140	Tipo / Spider MY2016	245	Gallardo 5-95 by Zagato.	263	Fulvia Zagato Historic racer	60	Integrale Buyers' Guide	156
Bravo ECO	148	Tipo / Spider MY2016 UK	250	40 years of Lamborghini	83	Fulvia Zagato twin test	213	Integrale/Coupe 20vT/GTV6	155
Bravo 1.4 T-Jet + 1.6 M-Jet	202					Fulvia/Abarth/124/Alpine	32	Integrale Group A Martini	182
Bravo Buyers' Guide	207					Fulvia Spotters' Guide	33	Integrale Group A Martini	228

Integrale Martini	212	Mistral + Speedboat	210	3200GT vs Porsche C4	48	Pagani Zonda R	157	Autobianchi	73
Integrale Martini Safari	272	Mistral Collectors' Guide	264	3200GT	53	Pagani Huayra	201	Autobianchi A111	217
Integrale 500bhp (Walkers)	217	Sebring	45	3200GT Club Fiorano	59	Pegaso Z103	34	Autobianchi Primula Coup.	254
Integrale 3 car test	226	3500GT	43	3200GT vs Aston Zagato	62	Pegaso Z102	91	ATS Allemano Coupe	163
Integrale 30th-48 page Special	262	3500GT Special Body	58	3200GT Buyers' Guide Heywood	140	Pagani Huayra Roadster	270	ASA Coupe	209
Hyena	64	3500GT Replica Body	75	3200GT/Gransport Spyder/GT	157	THE INFLUENCERS		Aznom Codatronca	192
Magia "Concept"	22	3500GT Spyder Vignale	80	3200GT Buyers' Guide Heywood	162	Adolfo Orsi	147	Bandini	126
Dedra/Alfa 75/Fiat Tipo	25	3500GT Spyder Vignale	167	3200GT Buyers' Guide Heywood	250	Brenda Verner	148	Bassano (Le Mitiche Sport)	86
Dedra	27	3500GT Spyder Vignale		3200GT vs 4200 Gransport	240	Giulio Borsari	149	Bertone	2
Dedra Integrale/Alfa Q4	32	Collectors' Guide	254	Spyder	64/69	Valentino Balboni	150	Bertone (Inc Stratos Zero)	92
Thema 8.32	12	3500GT	59	4200 Coupe	66/71	Ermano Cozza	151	Bertone Suagna + GT Cabrio.	121
Thema 16v Turbo vs 164 3.0	17	3500GT	99	4200 Gransport	100/108/126/220	Stephan Winklemann	152	Bertone Mantide.	161
Thema 8.32 vs 16v Turbo	35	3500GT (Giordanelli)	201	Coupe/Spyder Cambiocorsa	79	Giorgetto Giugiaro	154	Bertone Sale of Collection.	233
Thema 8.32	220	3500GT (25CLO)	249	Spyder Cambiocorsa	94	Jack Sears	155	Best of Italy Race 2017.	253
Thema 8.32 Buyers' Guide	247	5000GT	48	Spyder (Dodie Kidd)	86	Chris Rea	156	Bianchi S5 Torpedo.	137
Thema Buyers' Guide	110	5000GT (Variations)	81	Coupe Trofeo	84	Ercole Spada	158	Boneschi	108
Thema v Saab v Cromia v 164.	153	5000GT (Fruga)	85	Coupe Trofeo (Monza)	106	Sergio Scaglietti	159	Bologna San Luca Hillclimb '06.	116
Thema Plus	240	5000GT (Allemano)	93	Coupe Trofeo (Silverstone)	111	Stirling Moss	160	Bologna San Luca Hillclimb.	123
Delta HPE HF Turbo	37	5000GT (Joe Walsh)	191	Gransport Trofeo (Silverstone).	120	Aldo Brovarone	162	Bologna San Luca Hillclimb. '07.	142
Delta HPE Evo 500	54	Cooper Maserati T61P	154	GS Zagato.	133	Edgardo Michelotti	164	Bologna San Luca Hillclimb. '09.	162
Delta HPE Turbo Buyers' Guide	169	Khamsin	41	GT Masterclass 2003	88	Gianni Rogliatti	165	Bologna San Luca Hillclimb. '10.	176
Delta HPE Turbo (Imports)	71	Khamsin Collectors' Guide.	257	GT Masterclass 2008	154	Terry Hoyle	172	Bologna San Luca Hillclimb. '15.	230
Delta (New) 2008	147	124 GT Prototype	60	90 Years of Maserati	102	Tom Tjaarda	173	Bologna Motor Show '15.	231
Delta vs Ypsilon	174	Simun Prototype	60	Maserati at Silverflag 2005	104	Franco Zagari	174	Bizzarrini 5300GT Strada	55
Delta vs Ypsilon (Chrysler)	190	Ghibli SS	52	MC12 Stradale	105	Eugenio Alzati	175	Brooklands Italian Car Day '12	200
Ypsilon	24	Ghibli SS	200	MC12 Corse	141	Graham Warner	176	Brooklands Italian Car Day	212
Ypsilon 2004 1.4	89	Ghibli 3 car test new v old	222	Maserati MC12 vs Enzo	158	Derek Bell	177	Bugatti EB110S vs F40	15
Ypsilon 2011	185	Ghibli Collectors' Guide.	261	GranTurismo (Giordanelli)	144	Lincoln Small	180	Bugatti EB110SS	107
HPE & Y	11	Bora	12	GranTurismo S	146/177	Francesco Stanguellini	182	Bugatti Brabus	37
Y10 (Time Machine)	175	V8 Engine Feature	152	GranTurismo S Auto	160	Miki Biasion	268/187	Bugatti Dauer	70
Y10 + Turbo	223	Bora 4.7	35	GranTurismo MC	161	Vittorio Jano	207	Bugatti Veyron Oakley Design	243
Lybra	38	Bora v 512 BBi v Pantera.	154	GranTurismo MC Trofeo	172	Gianni Regiani	208	BMW M1	92
Lybra 2.4 JTD SW	65	Bora v 4.7.	194	GranTurismo MC Trofeo	177	Agnelli's Cars	210	Bristol 400 by Pininfarina	207
Kappa	20	Merak	33	GranTurismo MC Trofeo (Donington	177	Giorgio Pianta	221	Cavallino Classic 2012	198
Kappa Coupe	54	Merak vs Ferrari 308GT4	50	2011 race) Giordanelli	188	Luigi Chinetti	221	Cavallino Classic 2013	209
Kappa 3.0 Saloon	58	Merak vs 308GT4 vs Urraco	149	GranTurismo MC Trofeo (Silverstone	230	Piero Stroppa	248	Cavallino Classic 2015	232
Thesis (Launch)	65	Merak Turbo Prototype	67	2015 race) Giordanelli	230	Paolo Stanzani	255	Cavallino Classic 2016	245
Thesis 2.4 JTD (San Remo)	80	Merak vs 246 Dino vs Urraco.	190	GranTurismo Trofeo/Stradale	176	Andrea Zagato	262	Cascais Classic 2017	262
Thesis 2.9 JTD	105	Kyalami vs Longchamp	64	GranTurismo	189	CARROZZERIE		Ceirano 150S Tipo Roma	125
Centenary Celebrations	126	Karif	90	GranTurismo Whisky Tour	195	Siata	195	CFM 750 Sport	218
Centenary Celebrations (Collins)	127	Indy	68	GranTurismo Sport	198	Siata	208	CNH Basildon	225
Thema / Chrysler 300C	199	Biturbo Spyder	76	GranTurismo Sport / GranCabrio	203	Allemano	198	CNH European Tour	238
Kennedy Collection	263	Biturbo Spyder	225	Sport + Monaco Yacht	203	Castanga	199	Cizeta V16T	21
MASERATI		Biturbo (Heywood)	107	GranTurismo Buyers' Guide	249	Bertone	200	Cizeta	49
250F	11	Biturbo V8 Engine Feature	171	Grand Tour with QP5 S & GT	150	Fissore	202	Coppa Milano-Sanremo	107
250F (CM9)	63	Biturbo (Time Machine)	190	MC Stradale (Lago d'Isèo)	183/221	Frua	202	Circuito di Piacenza	235
250F (CM5)	215	Biturbo Buyers' Guide	251	GranCabrio	169	Vignale	204	Centro Ore	271
250F (Fangio's Car)	73	Ghibli Cup GT racer	34	GranCabrio	180	Boano	205	Dallara	20
250F vs Ferrari 246	172	Ghibli GTvs BMW M3	13	GranCabrio Sport	188	Touring Superleggera	206	Dallara Stradale (News)	264
Cooper Maserati	72	Ghibli Buyers' Guide	51	GranCabrio Sport	194	Zagato	207	De Sanctis SP1000	262
8CL	24	Ghibli Primatist	65	GranCabrio Sport + Yacht	198	Michelotti	209	Diatto Ottovo	133
8CM + 6CM	82	Barchetta + Parmisan	38	GranCabrio/GranTurismo S/		Scaglietti1	210	Edonis Supercar	73
8CM	222	Barchetta (Bone)	42	Quattroporte GTS	175	Farina	211	Formula Juniors	28
4CS	54	Barchetta (Bone)	217	GranCabrio/GranTurismo/MY18	260	Moretto	212	Formula Junior	73
Bugatti-Maserati (1937)	245	Shamal	18/238	GranCabrio/GranTurismo S MC		OSI	215	Formula One Benetton	73
V4 Sport	229	Quattroporte Series I (Antas)	134	Sportline / GranTurismo S Auto	186	Pinin Farina	216	Ford Anglia Torino	141
Eldorado	29	Quattroporte Series I	66	Maserati Museum (100years)	224	Pininfarina	217	Frankfurt Show 2003 (Berry)	87
Alfieri Collection (pre Panini)	16	Quattroporte Series I	121	Maserati Centennial	227	Scioneri	218	Francis Lombardi 850 GP	231
Heritage 450S	26	Quattroporte by Frua	233	Maserati Ice Driving	193	Francis Lombardi	219	Ferrari - Under The Skin	268
150S + Maria Luisa IV Boat	234	Quattroporte Series II	271	Maserati Trofeo 2013	209	Ermioni	219	Lombardi 850 GP	231
150 GT Spyder	267	Quattroporte Series II v SM	265	Maserati Trofeo World Series	212	Motto	220	Geneva 2012	196
300S (Spa)	110	Quattroporte Series III	46	Ghibli MY2013	211	Viotti	221	Geneva 2018	267
300S	209	Quattroporte Series III	123	Ghibli MY2014 Group Test	217	Savio	222	Ghia Coupes Alfa/Lancia	22
450S (Recreation)	84	Quattroporte Series III	123	Ghibli MY2017	253	Fantuzzi	223	Giannini Story pt1	45
450S (Spa)	91	Quattroporte Series IV v BMW	21	Ghibli S MY2018	264	Boneschi	224	Giannini Story pt2	56
Tipo 63	36	Quattroporte Series IV Evo	38	Levante	243/252/272	Colli	225	Giugiaro	87
Tipo 63 (Panini)	102	Quattroporte Series IV	124	Levante Q4 Ice DrIving	255	Sibona & Basano	226	Gordon Keeble	250
Tipo 61	89	Quattroporte Series V	91	Levante S in Dubai	263	Riva	227	Goodwood Revival 2005	113
Tipo 61 Birdcage Ch.2461	211	Quattroporte Series V (2004)	96	Levante S + Granturismo MY18	265	Moterosa	228	Goodwood Revival 2010	179
A6GCM	47	Quattroporte Series V (Yellow)	103	OSCA		Balbo	229	Goodwood Revival 2012	193
A6G2000 Zagato	34	Quattroporte V Sport GT	119	OSCA 1500S Coupe	41	Ellena	231	Goodwood Revival 2012	204
A6GCS Pininfarina Coupe	49	Quattroporte V Sport GT	125	OSCA Story	29	Italdesign	232	Goodwood Revival 2013	215
A6GCS	245	Quattroporte V Auto 2007.	130	OSCA 2500GT	32	Giugiaro	234	Goodwood Revival 2015	227
A6G 2000 by Frua	49	Quattroporte V GTS Auto 2008.	140	OSCA MT4	59	Bandini	251	Goodwood Revival 2016	253
A6G Frua Coupe	72	Quattroporte V + P1 Boats.	142	OSCA Tipo 4	203	Scaglione	252	Goodwood Revival 2017	262
A6 1500	63	Quattroporte V v QP IV.	256	OSCA 1600 Coupe	102	Stanguellini	254	Goodwood Revival 2018	272
A6GCS (Blue)	132	Quattroporte S.	149	OSCA V12 F1	257	SPECIAL FEATURES		Goodwood FOS 1997	17
A6GCS (2053)	211	Quattroporte Sport GT S	156	OSCA 1600GT	266	20 Years of Auto Italia	229	Goodwood FOS 2012	199
A6G 54 Zagato	202	Quattroporte Sport GT S	172	PAGANI		AC 378 by Zagato	203	Goodwood FOS 2017	259
A6G 54 Frua	203	Quattroporte Bellagio Touring	196	Pagani Zonda C12	38	Aguzzoli 1600 Coupe	136	Goodwood 75th Members	256
A6G 54 Coupe by Frua	230	Quattroporte Evo Superstar.	196	Pagani Zonda C12/C12S	53	Arnolt Aston Martin	48	Goodwood 76th Members	268
A6G 2000 (Baillon)	270	Quattroporte VI Launch	204	Pagani Zonda S 7.3	95	Aston Martin Vanquish Zagato	105	Gran Premio Nuvolari	155
Race Transporter	112	Quattroporte VI GTS in Venice	214	Pagani Zonda S 7.3 Roadster	104	Autobianchi 500	60	Harvey Bailey Suspension test	104
Cegga (Hillclimber)	48	Quattroporte VI S	241	Pagani Zonda F	115	Autobianchi		Innocenti 950 Spider / Coupe	157
Mistral/250 California Spider	30	Quattroporte VI MY2018	247					Innocenti 186 GT	227
Mistral vs AC 428	56	3200GT	27/36					Innocenti Mini Cooper MK.	267
Mistral Coupe	70							Intermeccanica Italia	206
Mistral 3.7 Spyder	144							Intermeccanica Indra	268
								Isotta Fraschini P1 Powerboats.	121

Isotta Fraschini P1 Powerboats. 124	Monte Carlo Historique 2010. 178	Rally Club Valpantena 210	Targa Florio In a Fiat 1100 ('11). 192	Zender 'Progetto Cinque' 22
Isotta Fraschini P1 Powerboats. 125	Monte Carlo Historique 2016. 244	Renault Dauphine by Alfa 141	Targa Florio Classic 2012 206	Zastava 750 Fiat 600 191
Isotta Fraschini 8A SS. 158	Monte Carlo Historique 2017. 255	Retro Mobile 219	Turin: Fiat City 119	
Italian cars in films. 155	Monte Carlo Historique 2018. 267	Retro Mobile 2016 243	Tour Auto 2006 121	ITALIAN BIKES
Italdesign Aztec. 163	Monaco Grand Prix Historique 122	Retro Mobile 2017 255	Tecno Lola T290 128	Alan Cathcart on bikes 30
Lada Riva Twin Cam 215	Monaco Grand Prix Historique 177	Retro Mobile 2018 268	Tecno PA123 Formula 1 116	Aprilia RSV1000 67
Le Mitiche Sport Bassano 112	Monaco Grand Prix Historique 220	Replica P4s 38/51/54	Trofeo Baleares 82	Aprilia Tuono 72
Le Mitiche Sport Bassano 213	Motor valley 80	Riva Factory Visit 144	Triumph Italia 178	Benelli 500-4 19
Le Mitiche Sport Bassano 237	Motor valley 2 84	Riva Ferrari 32 242	TVR by Fissore 78	Benelli Tornado 900 40
Le Mans Classic 2006 124	Motor valley 2010 168	Ruote Borrani 225	Ultima Alfa 123	Benelli Tornado 900 40
Le Mans Classic 2009 162	Motor valley 2014 222	Salon Prive London 2013 214	Uniques International Concours 180	Bimota DB2R 13
Le Mans Classic 2014 224	Motor Diesel 188	Salon Prive Blenheim 2017 261	Uniques International Concours 206	Bimota YB11 10
Ligier JS2 236	Mostro Scambio Imola 2011 192	St James Concours 2013 214	Villa d'Este Concours 83	Bimota 500 VDue 16
LIFE F1 track test 162	Museo Nicolis 143	Serenissima 538 Jet Coupe 121	Villa d'Este Concours 108	Cagiva Planet 125 22
Lincoln Dual-Ghia 214	Mugello Historic 146	Serenissima F1 140	Villa d'Este Ferraris 109	Ducati 955 10
Marangoni Tyre Test 84	Nazzaro Tipo 3 159	SCAT 22hp 201	Villa d'Este Ferraris 122	Ducati ST2 17
Martini Story Pt1 205	Nazzaro Tipo 3 (Sicilian Dream) 239	Siata 750 Gran Sport 28	Villa d'Este Ferraris 135	Ducati 620 82
Mallorca Classic Rally 184	Nash Healey Roadster 205	Siata/Fiat 750 Spider Corsa 253	Villa d'Este 2006 120	Ducati 749 82
Minardi (team) 12	NSU Sport Prinz 223	Siata Sportscars 54	Villa d'Este 2007 134	Ducati 750 21
Minardi Subaru F1 39	OM 665 SSMM Superba 224	Siata Spring 111	Villa d'Este 2008 148	Ducati 800SS 82
Monteverdi 375S 71	OSI Ford Taunus 20M 130	Siata 1300/1500 114	Villa d'Este 2009 161	Ducati 996SP vs Ferrari F40 41
Michelotti 132 Flares 81	OSI 1200 Spider 216	Stola Monotipo/Barchetta 25	Villa d'Este 2010 174	Ducati MH900 Evo 43
Mille Miglia 2006 122	OZ Alloy Factory Visit 160	Stola Stratos (Concept) 53	Villa d'Este 2011 187	Ducati 996R 66
Mille Miglia 2008 152	Padova Show 2005 116	Stanguellini 1100S 35	Villa d'Este Ferraris 2011 189	Ducati 999 66
Mitomachina 2006 128	Padova Show 2006 129	Sunbeam Venezia 60/214	Villa d'Este Alfa 2012 199	Ducati 1000DS 82
Moretti 850 Sportiva S1 24	Padova Show 2008 142	Stab. Farina Jowett Jupiter 101	Villa d'Este 2012 212	Ducati 1098 128
Moretti 850 Sportiva S2 54	Padova Show 2009 155	Silverflag 114	Villa d'Este 2014 224	Gilera 500-4 15
Moretti 850 Sportiva S2 112	Padova Show 2010 169	Silverflag 2006 128	Villa d'Este 2015 233	Husqvarna Nox 70
Moretti 850 Sportiva S2 118	Padova Show 2011 182	Silverflag 2007 138	Villa d'Este 2015 238	Laverda Ghost 14
Moretti 750 Tour Du Monde 41	Padova Show 2012 193	Silverflag 2009 163	Villa d'Este 2016 247	Laverda 750s 20
Moretti 750 Gran Sport 109	Padova Show 2014 218	Silverflag 2010 176	Val Savioire 2005 103	Laverda 1000 SEI 244
Moretti Event Switzerland 191	Padova Show 2015 231	Silverflag 2011 190	Val Savioire Classic 110	Moto Guzzi RS 12
Moretti + Dany Brawand 204	Padova Show 2016 241	Silverflag 2012 202	Val Savioire Classic 125	Moto Guzzi Furia 75
Maggiore - Puntograle 31	Padova Show 2017 263	Silverflag 2013 213	Val Savioire Classic 2008 125	Moto Guzzi 500V8 239
Modena Tour 79	Padova Show report 252	Silverflag 2014 225	Val Camonica 2008 225	MV Agusta F4 35
Modena Terra di Motori 122	Pininfarina at 75 114	Silverflag 2015 236	Val Camonica Adamello 2012. 194	MV Agusta 750 Brutale 71
Modena Experience 194	Pininfarina at 80 178	Silverflag 2016 250	Val Camonica Adamello. 201	MV Agusta 500-4 133/240
Modena Experience 204	Pininfarina Peugeot 540 Cab 235	Silverflag 2017 261	Zagato Bristol 44	MV Agusta 350-4 11/242
Monterey 2011. 189	P1 Car Club 110/114/131	Silverflag 2018 + Merzario 272	Zagato Hillman Imp 51	Vee Two Desmo Shark 23
Monterey 2014. 226	Police Cars 208	Talacrest 226	Zagato Story part 1 53	Piaggio APE Cross 205
Monte Carlo Historique 2006. 119	Rally Legends 2010 170	Targa Florio (Recreation) 71	Zagato Story part 2 54	Italian Scooters 246
Monte Carlo Historique 2007. 131	Rally Legends 2011 183	Targa Florio Centenary 118	Zagato 85th Birthday 97	
Monte Carlo Historique 2009. 157	Rally Legends 2012 207	Targa Florio Giro di Sicilia 123	Zagato Mostro 234	

DON'T FORGET YOUR BINDERS! KEEP YOUR AUTO ITALIA COLLECTION IN MINT CONDITION



Email* us with the make and model of your car and we will search our archives for THREE back issues containing key features that include buyers' guides, road tests and model launches. Postage included

PACKAGE PRICES (3 issues)

£12 UK – £15 Europe – £18 Rest of World

*Offer not available through the website and subject to what we have left in stock.

claire@gingerbeerpromotions.com

**BINDERS £9.95 UK,
£12.00 EU,
£15.00 RoW.**

AUTO ITALIA CLASSIFIEDS

SELLING YOUR ITALIAN CAR? FREE SERVICE TO READERS.

EMAIL LIZ.SOLO@NTLWORLD.COM

ALFA ROMEO



Alfa Romeo 105 Spider 2.0. 1987, 54,000 miles, Ivory, superb condition, garaged all year, summer use only, full MOT and history, new hood, 2 owners, £13,500 ono, AROC member for 16 years. Tel: Bryan Pooley, 01883 342483. Email: elinpooley@btinternet.com. A274/018



1986 Alfa Romeo Spider 2 litre series 3 QV. 62,000 miles, red, this is an excellent example of one of the most iconic Italian sports cars, lovingly maintained to its original spec, with a large file of work over recent years to include reupholstered interior, new radiator, battery, exhaust system and numerous other work. This model has the Bosch fuel injection and electronic ignition for reliability and bodywork is in excellent condition, garaged all year round, but all used in summer months. Full MOT without advisories, £11,995. Tel: 07718 674371. Email: billbakeruk@yahoo.co.uk. A274/050



Alfa Romeo Alfasud Ti 105 Green Cloverleaf. 1984, 54,650 miles, silver, in good condition and garaged since 1990, I have had her since 1988. Well maintained and serviced: new clutch, discs all round plus new front calipers, new rad and Koni sport shocks. Has clean interior (little split in gear gaiter rubber/leatherette and small worn patch on driver's seat), I put in rear belts. Drives beautifully and sounds great, recent service and MOT this August, £7700. Please call Marek: 07879 448289 (London). A274/015



Alfa Romeo 105 Giulia. 1971, silver. My very special Bertone Junior is up for sale, it attracts a lot of admirers and has 2 characters, one is a performance Classic road car sitting on period GTA Corsa wheels, the other allows the owner to take part in Classic hill climbs, sprints and continental speed events, it complies with MSA scrutineering requirements. A well known car in AROC circles, this is an excellent car which is maintained regardless of cost and is in top mechanical condition. It was originally restored in 2000 and altered to the GTA style together with Harvey Bailey fast road suspension, GTA exhaust system, Monza fuel cap and GTA Corsa wheels. The 1300 engine was rebuilt as a 1962cc Nord engine (original engine). The car is road tax exempt and the MOT exempt from May 2018, there is a service history back to 1980. Car will be sold with a voluntary MOT, £29,500 ovno; also included are the original front seats and the steering wheel, also Deluxe Garage elasticated car cover, red with Alfa logo. Email: nvarney158@gmail.com. A274/014



1983 Alfa Romeo Alfasud Ti 1.7 Trofeo Tribute. 92,000 miles, red, rare Sud Ti with 1.7 litre Sprint engine, full mechanical overhaul in 2017, new BBS style wheels and tyres, full leather interior, paintwork presentable due to Trofeo bodykit, MOT till April 2019, original service book and manual, reluctant sale, £7500. Tel: 07775 607698. A274/048



Alfetta GTV. Silver, only 15,000 miles from new, excellent original condition, only 2 owners, owned by me since 1989. Tel: 01606 888470 (Cheshire). A271/026



Black Magic Alfa 145 Cloverleaf. Reluctant sale of a great old school hot hatch. Complete history folder, much money has been spent on keeping this car in top shape, full tan leather interior, mileage 69,000, full 12 months' MOT with no advisories, lots more images available, £3000 ono, contact for full details. Tel: James 07831 591526. Email: jameswhallis@gmail.com. A274/043
Alfa Romeo 145 TS 1750. 2000, Rosso Red, unfinished project, the car is complete, in my ownership for 16 years, offers invited. Tel: 01477 500607. A274/021



Alfa Romeo 147 JTDM 16v Lusso. 2006, 87,000 miles, black metallic, immaculate interior with heated leather, 17-inch supersport alloys, 87K with full service history, just had clutch, driveshafts, cambelt and water pump at Autolusso. All books and docs from new inc bill of sale, 2 working keys, very good condition throughout, genuine reason for sale, MOT with no advisories Jan 2019, £1795 ovno. Tel: Mark, 07982 248030. A274/022



Alfa Romeo 147 GTA. 2003. Just turned 70K miles in the classic red with black leather interior. The teledials in stunning shadow chrome help to set the car apart from the crowd, the private number plate is included in the sale. The car has the mandatory Q2 fitted, Autodelta intake, Scorpion stainless steel exhaust, colour coded strut brace and 330mm Brembo brakes. The engine is beautifully detailed and the cambelt and water pump has been done, this car is also in the lower car tax bracket, £8995. Tel: Jamie Porter, 01763 244441. A274/016



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, includes over £1000 worth of Alpine car stereo equipment fitted, this comprises of a head unit, door speaker upgrades, amplifier in the boot and small bass sub unit. A real bargain for an Alfa enthusiast, can post pictures on request, £950. Tel: Ray, 07886 002482 (Essex). A274/046



2003 Alfa Romeo 156 GTA Sportswagon. Part of a private collection, new clutch, timing belt and water pump, alternator and exhaust, and 4 new Goodyear all season tyres, excellent original condition, owned 6 years, just serviced. Tel: 07840 095198. Email: antoniogrech@yahoo.co.uk (London). A274/013



Alfa Romeo 156 2.0 Twin Spark. 85,000 miles, owned by us since first registered on 5 June 1998, regularly serviced and cared for by Alfa specialist garage. Cosmo blue bodywork, navy velour seats etc, leather steering wheel, bodywork, interior trim, engine, gearbox etc, all in good condition. Recently failed MOT due to rust in sills but could be restoration project or source of parts, £150 or offer. Tel: 07775 851362 (located in Wiltshire). A274/020

CLASSIFIEDS ITALIAN CARS FOR SALE



2003 Alfa Romeo 156 GTA 3.2 V6. Red, the car has covered 97,000 miles, the cambelt was replaced on 30/4/2018 and a full service was carried out on 29/6/2018. 4 new Michelin tyres were fitted last year and has done roughly 3000 miles since then, there is part service history missing. Under my ownership the car has been well maintained and garaged, I will have a new MOT put on the car, £8700. For more info please contact me. Tel: 07731 621429. Email: ahonissett1965@yahoo.co.uk. A274/049



Alfa Romeo 156 V6 2.5. Restored and repainted 6 months ago at Italicar; powder-coated wheels, newish Vredestein tyres, grey leather upholstery, wood-rim steering wheel, 94,600 miles, recent suspension work by Richard Drake Motors. Super condition, £2495 ono. Tel: 07762 374758. Email: john.tipler@paston.co.uk. A274/045



Alfa Romeo 156 1.6 TS Turismo. 2003, 26,000 miles, silver, dealer pre reg plus one owner car. Genuine mileage, service history and in excellent condition, garaged. MOT to July 2019, on private plate (not included in sale), £3500, AROC member. Tel: 07947 892766 (South Wales). A274/019



Alfa Romeo 159 Turismo 16v JTDm 170 estate. Diesel car, black, 131,000 miles, MOT 12 months, excellent condition inside and out, two owners, service history, for sale £4000. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A274/005



Alfa Romeo 159 JTDm Ti 2.0 litre Sportwagon. 2011 (61), 51,000 miles, 2 owners, in immaculate condition, MOT 10 months plus 4x Ti wheels and tyres, Parrot, leather, £9995 ono. Tel: 07816 335474 (Devon). A274/047



Alfa Romeo GT Cloverleaf JTDm 16v 170 Q2. 2008, 96,000 miles, Atlantico Blue, rare, top of the line model, with FSH and sensible enhancements. Q2 LSD 18" alloys, rear parking sensors, Bose hifi with subwoofer remap and EGR blanking, Eibach ProKit springs, Bilstein B6 dampers, grooved discs, EBC Greenstuff pads, Powerflex bushes, Pioneer head unit with DAB, Bluetooth hands free, CD/DVD. Recent work: turbo goK, clutch master/slave cylinders 87K, timing belt water pump 86K, clutch flywheel driveshafts 59K, £4149. Tel: 07810 181552. A274/017



1999 Alfa Romeo 166 Super (3.0 V6 manual). 130,000 miles, Grigio Nettuno (656 Neptune Grey)/black Momo leather with Zender body kit + Novitec front lip spoiler, supersport 17" alloys (horseshoe alloys also available if preferred). Service book with plenty of stamps, full cambelt kit @ 117K/April 2012 and cambelt only mid-2017, MOT to Feb 2019 (failed on fog lamp bulb last time). AROC member owned as recently as 2017. DSP audio and wood effect steering wheel, no knocks or rattles from suspension. Goes like stink and sounds sublime. Known issues: air con not blowing cold + usual 166 eccentricities: central locking and indicator cancelling. Lovely car, in no rush to sell (becoming very rare and values starting to rise) but will listen to offers, £1995. Tel: 07739 974011. Email: mike@purple-jellyfish.co.uk. A274/044

Alfa 166 2.0 Twin Spark. Dec 2004, genuine 64,000k, one owner, FSH, leather excellent condition, SORN one year, is in very good running order, £3500. Tel: Sal, 01274 502802 (West Yorks). A274/051

Next issue on sale 5 Dec



Mrspeedlux



1971 Fiat Vignale Gamine
Rare RHD in good original order:
£24,995



1972 Alfa Romeo 2000 Spider
UK RHD example, £30k restoration, upgrades:
£17,995



1968 Alfa Romeo 1750 Spider
Factory RHD model in good restored condition:
£34,995



1971 Lancia Fulvia 1.3S Coupe
Cromodoras, £5k overhaul just completed, superb!
£19,995



1972 Lancia Fulvia 1.3S
Excellent example in a rare colour, much new work:
£17,995



1968 Fiat Dino 2000 coupe
Fantastic example, unrepeatable original car:
£59,995



1971 Citroen SM
New g/box, XWxs, clutch, SS valves, lovely:
£39,995

We are Italian car specialists, more vehicles online and arriving, please see our website
T +44 (0) 1424 893362 E hello@mrspeedlux.com W www.mrspeedlux.com

ITALIAN CARS FOR SALE CLASSIFIEDS



Alfa Romeo Brera 2.2 JTS. MOT September 2019, full timing chain kit fitted 4000 miles ago, new polybushes on anti-roll bar, FSH, 82,000 miles, £3500. Tel: 07570 550404. A274/012



Alfa Romeo Spider V6. 2001, 72,000 miles, dark grey, MOT July '19, full history. At 70K new Koni front suspension and std rear incl pan arms, bushes, springs and discs + SS exhaust (all from Alfaholics). New Avon tyres, powder coated wheels and hood @ 71K, fitted with GT lightweight flywheel and clutch, lovely car to drive, £6300 ono. Tel: Richard, 01789 763153 (Warwickshire). A274/023



2001 Alfa Romeo 916 Spider Lusso TS. Grigio Chiaro, our much loved Spider is up for sale, well known in Wessex AROC, it has been well maintained by local Alfa specialist with FSH and runs sweetly, black leather interior, electric hood, modern stereo with Bluetooth. New set of tyres fitted, new battery and MOT until April 2019, overseas work forces sale, £2850 ovno. Tel: Nigel, 07884 373068. A274/065



Alfa Romeo 916 GTV 2 litre Twinspark. Black, available for spares or as a project. Sadly too much needed for MOT to be economic, only 74,000 miles, strong engine and gearbox. Recent or fairly recent radiator, battery, discs/pads, alternator etc, whole car uplift please, not breaking, offers to Neil, wheels and tyres in picture by separate negotiation. Tel: 07713 880678. A274/066



Alfa Romeo GTV V6. 6 speed, 1999, FSH, Autodelta remap (240+ bhp), Ragazzon Quad exhausts, new clutch, 173K miles, FSH, Vela Blue with blue leather, owned for last 8 years with £12K of receipts, £2495. Tel: 01926 817986 (Warwickshire). A274/063



1995 Alfa Romeo ES-30 RZ. 16,500 miles, yellow with black interior. Full MOT, rare car in excellent condition, serial no 211 of a production run of 278, £65,000 ono. Tel: David Weavers, 01502 556968. A274/062

FERRARI

Ferrari Mondial 3.4T Cabriolet. 40K miles and full Ferrari service history, very original car, all handbooks, keys and tools present, £52,950. Tel: 07816 310683. A274/024



Ferrari 360 Modena. The car has just had a full pre-purchase inspection, cambelt change and service in June. Full service history at either Ferrari main dealers or Ferrari specialists, the car has recently had £6000 spent on servicing and new parts including: a brand new clutch, new cambelts, 2x Michelin Pilot Sport rear tyres, new cam cover gaskets, 2x new exhaust oxygen sensors, new spark plugs, £74,995. Tel/text: Chris, 07703 805535 (London, can be available in Birmingham or Wales). A274/061



2003 Ferrari 360 Spyder. Rosso/Corsa, manual, RHD, Tubi exhaust, FSH, 18,800 miles, new clutch, belts, brakes and battery fitted in March 2018. Alloys refurbished, all original manuals, leather toolkit, battery conditioner, dust sheet and master key included. All paperwork available since vehicle originally purchased, 4 owners, I have owned the car for over 4 years with the mileage on purchase at 8400, I have had it serviced every 12 months. The vehicle has never been taken on track days, £87,500. Tel: David, 01706 810142. Email: david@rattenclough.com. A274/064



Ferrari 328 GTS. 1987, 21K mls, Rosso Red and Crema, with a/c and colour coded roof aerofoil, I bought this from a main dealer approx 1990. Excellent service history, just had a major belt service and complete suspension and brake refurbishment, all invoices and MOTs present, original jack, tools, leather service wallet pack and map-reading lamp. Original NCT spare tyre has never been used, 328 private number subject to negotiation, in impeccable condition, totally standard and unmolested, £99,995. Tel: 07801 659093. A274/029



Ferrari 328 GTS. 1989, Rosso/Crema, 56,830 miles, FSH, original tools, books etc, stunning perfect car, welcome to any test or inspection. Recent service and new MOT, this car is as good as it's going to get! Email: prsche@msn.com for more pics and info, or phone FOC member Anthony, 07779 726845. A274/031



Ferrari 458 Spider. Purchased from Meridien Modena in Feb 2018, 3250 miles, one previous owner, Ferrari power warranty to Feb 2020, free servicing to Aug 2020, recently MOT'd and serviced, all stamps present. Perfect specification, Corsa Red, red carpets, black carbon sports seats, carbon driver zone, centre console, carbon kick plates and carbon rear tailgate, grey alloys with yellow calipers. This is a reluctant sale with genuine reasons to pass on this wonderful machine, £194,995 ono, strictly no canvassers. Email: charlysparrow1@hotmail.com. A274/032



Ferrari 308GTS QV. Very rare Azzurro metallic blue Ferrari 308 GTS QV with contrasting Crème leather c/w blue piping. Huge history file going right back to the original order made with Ferrari, including front and rear spoilers, air conditioning, toolkit, service book and manuals. Last service included new belts, etc in March 2018, long-term FOC member, inspection and/or demonstration can be arranged. Email: ccashopping@icloud.com. A274/026



Ferrari 512 TR. One of only 50 UK RHD pre ABS 512 TR built. Mine for the last 7 yrs, much as I love it I fancy a change, 31,500 mls, Red Mag Red. Full history and recently detailed, hi res photos available. Tel: 07831 328308 (south Bucks). A274/030

Ferrari 308 GT4. Very early GT4 registered 1/1/75 to Toleman Ltd, was originally metallic Viola which I believe maybe unique in a UK RHD car, now red. Cloth interior, comes with the incredibly rare leather Dino wallet and service book, needs complete and total restoration but could be an amazing project, 95% complete, £25K. Tel: Nick Record, 07836 573204. A274/025

1987 Ferrari 328 GTB race car. Campaigned in the Ferrari Owners' Club Classic race series over the years as a front running car, this is a very well known car, modified to group 4 specification, for more information please contact Robert, 07802 638618. A274/027

Ferrari 348TB. LHD, 1993, 38,500km, Rosso with tan, one previous owner, full history, belts 2016, just serviced October '18, always garaged and used by me in the south of France, now in UK, needs to be seen, really is superb, call or whatsapp, £45,750. Tel: 07768 028400. Email: brian@davies@aol.com for full update and full photo specification (FOClub member). A274/028

Ferrari California. Only used in dry conditions, garaged, black roof factory fitted, black decals factory fitted, Ferrari charger supplied, red Ferrari embossed cover, GTECH complete treatment, Ferrari warranty, service cover until October 2019, 10,200 miles, £114,000. Email: richard.welland@waiglobal.com. A274/052

FIAT

Fiat Uno 45S 19. Demo model purchased from new so one owner car, 141,655 miles. Major renovation carried out, last MOT showed no advisories and dry storage since, phone for more details etc, offers near £2000. Tel: 07710 486059 (Herts). A274/053



Quantas
Vehicle Logistics

Insured up to £3000000 as standard.
Which can be increased for higher value cars All of our enclosed transporters are fitted with winches for non-running vehicles.

- Low angle loading decks fitted on all of our transporters.
- Discrete transporters – no sign writing on any of our vehicles.
- Each vehicle is inspected and detailed on one of our vehicle inspection forms. A video of the vehicle is taken and can be emailed on request.

All transportations are monitored with satellite tracking GPS, giving customers peace of mind.

Office: 01529 455566 Mobile: 07383 522010
info@quantasvehiclelogistics.co.uk



Original ABARTH Exhausts
UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS

NEW OLD STOCK
www.abarth-exhausts.com
'60 - '70 - '80 - '90

Autobianchi • Audi • Austin • Austin-Healy • Alfa Romeo
BMW • Datsun • Fiat • Fiat/ABARTH • Ford • Innocenti
Jaguar • Lancia • Mercedes Benz • Morris • MG • NSU
Opel • Peugeot • Renault • Rover • Simca • Chrysler (F)
Sunbeam • Triumph • Toyota • Volkswagen • Volvo

Ad van Ling
Vedel 21
6904 PJ Zevenaar - The Netherlands
T: 0031 (0)6 57 32 39 09
E: info@abarth-exhausts.com

Klaus Kleber
T: 0049 (0)17 22 93 81 17

ABARTH
EXHAUSTS



AVANTI MOTORSPORT
ABARTH / ALFA / FIAT / LANCIA
1000s of used parts in stock
Performance Engine Parts
Engine & Gearbox Rebuilds
5 & 6 Speed Close Ratio Gearkits
LSD Units, Final Drives
Tel.: 01458 446517
Email: avantimotors@btconnect.com

Alfa Workshop Services
www.alfaworkshop.co.uk



- Servicing, all Alfa Romeo models
- Modification.
- Restoration of classic Alfas.
- Race car preparation
- Part sourcing and supply.
- Machine shop on site
- Fully equipped with Alfa Romeo Special Tools
- Alfa Romeo Examiner HD
- Alfa Romeo WiTech Plus

t: 01763 244441 or 245481

Unit 15 Orchard Road, Royston, Hertfordshire, SG8 5HD, UK
e: jamie@alfaworkshop.co.uk
e: sheyne@alfaworkshop.co.uk

Alfanatic

The Alfanatic team specialise in service, maintenance and repair of all Alfa Romeo Cars

- Highly skilled technicians
- Modern & classic models of Alfa Romeo
- Latest Diagnostic testing
- Repairs to the highest standards
- MOTs
- Free courtesy cars available
- Family run business
- Unrivalled local reputation

Alfa Service & Repairs, St James Road, Fleet, Hampshire, GU51 3QH
t: 01252 629159 www.alfanatic.co.uk



General Servicing & Restoration
Engine & Gearbox rebuilds
Performance Upgrades

Alfa Romeo and Fiat Dino Specialists:
Giulia '105 Series
Giulietta / Alfetta / GTV6 / 75 / SZ 3.5 / 3.7 litre engine conversions
'Quick-shift' gear linkages
RS Racing Handling Kits
Fiat Dino Coupe / Spider / 2000 / 2400



alex jupe motorsport
Tel: 01243 575760
alex@alexjupemotorsport.co.uk

To advertise in the Classified section of Auto Italia
Call Talkmedia
Tel: 01732 445325



THE DIRECTORY SPECIALIST SERVICES



FIAT COUPE SPECIALIST SPARES
 SPARES, SERVICING, RESTORATION & SALES
 WWW.FIATCOUPESPECIALIST.CO.UK
 01684 593187 @fiatcoupes
 Unit 3 Buckmans Ind Est Longdon Heath Upton upon Severn Worcestershire WR8 0RJ



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, £15,000 ono. Tel: 07925 904194. Email: miller221245@gmail.com. A274/003



Fiat Barchetta. 1998, silver with black interior, 41,000 miles with a comprehensive history file including original brochure and handbook, MOT July 2019 with no advisories, considerable recent expenditure. Owned and enjoyed for 10 years and used only in the summer as a third car, now though I just fancy a change, £3950. Please call me for more details. Tel: 01626 363876. A274/001



Lancia Kappa Coupe. 1999, 88,421 miles (142,300km), 5-cyl 20V 244cc engine with VRS. As featured in this issue of *Auto Italia*. Two owners from new, first was a Lancia main dealer in Karlstadt, Germany, who kept it as his personal car until bought by me in 2012. A quick and very comfortable car. Poltrona Frau leather with heated and electric seats, automatic climate control and on-board computer, stereo radio with 6CD changer. Cam belt changed at 58,500 miles, full service history, recent new exhaust system. This car is one of only 837 built with this engine, from a total of 3326. In excellent condition, MOT until April 2019. A very good investment at around £8750, number plate not included. Tel: 07739 897477 (Winchester). A274/008

LANCIA

1983 Lancia Beta Spyder 2000. Under 60,000 miles, red, RHD, solid but bubbling to upper right wing, tlc for winter, £7500 ono. Tel: 01323 898774 (East Sussex). A274/011

MASERATI



2007 Maserati Quattroporte 4.2 Sport GT ZF auto. As owned by *Auto Italia* editor, Chris Rees, and featured in this magazine (June 2017). 400hp V8 engine with ZF six-speed paddle-shift auto - much nicer to drive than the Duo Select transmission and more reliable. Dark grey with red-and-black duo-tone leather upholstery. Full spec including 'Sport' driving mode, front and rear climate control, sat nav, Bose audio, CD changer, electric rear sun blind, Xenon lights, cruise, parking sensors, heated seats, 20-inch alloys, piano black trim. Private plate 'V88 MSR' included. Fully stamped service book. New battery, two new Michelin Pilot Sport rear tyres. Excellent condition inside and out, 46,350 miles, MOT to November 2019, £16,900. Tel: 07721 913282. Email: chrisrees@auto-italia.net. A274/007

PARTS



Fiat Coupe 2L 20V Turbo complete steering rack, excellent condition, only 50K, for sale £100. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A274/006



Ferrari 348 catalytic convertors. 348 catalytic cconvertors, £100. Tel: 07787 528131. A274/039



512BB distributor cap. Single coil ignition, new old stock in perfect unused condition, Marelli part no. 71184501, Ferrari 95300043 or 95300048. Email: ricardio@btinternet.com. A274/035



Ferrari BB front indicator pods. In good used condition, lenses have good colour and only a few scratches that could be polished out by an expert. Ferrari part no. 50104108 and 50104207 or RH unit was 106389, no longer available from Ferrari. Email: ricardio@btinternet.com for more details and photos. A274/034



355 Nouvolari exhaust. Nouvolari exhaust for 355, nearly new, £750 inc UK delivery. Email: jj1231234@hotmail.com. A274/069
Fiat Stilo Abarth parts. Rear hatch with glass and spoiler, set of wheels, side skirts, rear lights, mirrors and parcel shelf, £150 job lot. Tel: 07541 310419. A274/009

Ferrari 308/328 Targa panel cover. Cover for the targa panel when stored behind the seats, brand new, £170. Tel: 01932 351640. A274/041

BF430 Becker stereo. BE 2112 Becker stereo removed from 2008 F430 which was replaced with a modern unit. Unit is in working condition and is in great shape and I have the code, looking for £500 for the unit which is much cheaper than those on eBay. Email: dmw.dmw@hotmail.co.uk. A274/054

Ferrari 348 genuine rear window seal. New boxed 348 rear window seal, I am told these are over £400 and no longer available, £150. Tel: 07787 52813. A274/038



Fiat 500 headlights. Pair, fit early models, genuine original Fiat parts, no damage, £32 each, excellent s/h condition. Tel: 07989 951895. A274/004



FF alloy wheels. Set of 4 newly refurbished FF alloys for sale, no damage before refurb, just needed freshening up. Used as spare set for winter tyres, no longer needed, £2200 or offers. Email: lee.hart@kesltd.co.uk. A274/067

MISCELLANEOUS

'OF12 TDF'. Registration 'OF12 TDF' for sale, held on certificate of entitlement until Jan 2019, easily renewed and easy to change ownership, no need for a V5, offers around £1200 accepted. Tel: 07977 516788. Email: cholley1@hotmail.co.uk. A274/055
'MN 288'. On retention in the Isle of Man, it can only be transferred to cars registered on the island. Serious offers only please to: bencrocker74@gmail.com. A274/056



Ferrari 348 Schedoni case, but will fit other models, £599 ono. Tel: 01932 35164. A274/040

Sell your Italian car, bike or spares here FREE OF CHARGE!

Colour photographs are free for PRIVATE advertisers! You can include approximately 30 words. Advertisements can be submitted by email, or posted using this form. Send your advert to:

Auto Italia Magazine, c/o Ginger Beer Promotions, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire MK45 4HS, United Kingdom, (email: liz.solo@ntlworld.com) to arrive no later than **15th November** for inclusion in the January issue. February issue deadline: **13th December**. All adverts received after the deadline will be inserted in the following issue.

Private adverts cannot be submitted by telephone. For TRADE RATES please email: david@talkmediasales.co.uk or call: 01732 445325.

PLEASE USE BLOCK CAPITALS

NAME: _____

ADDRESS: _____

POSTCODE: _____ EMAIL: _____

TEL NO: _____

WORDING FOR ADVERT:

TICK AS APPLICABLE PICTURE ENC: TRADE IDENTIFICATION:

HOW DO I SEND A PHOTO TO GO WITH MY ADVERT?

1. Email a jpeg file to liz.solo@ntlworld.com
2. Send a good quality photographic print (non-returnable). Post to above address

YOU CAN INCLUDE A PHOTOGRAPH WITH YOUR ADVERT FREE OF CHARGE!

**Adverts received before 15th November will go into January issue
 FEBRUARY DEADLINE: 13th DECEMBER**

The publishers accept no responsibility for the quality of goods sold through these pages although the greatest care will be taken to ensure that advertisements accepted are bona fide. Advertisers should take note of the requirements of the TRADE DESCRIPTIONS ACT 1968 when preparing their advertisements for publication.



Italian cloth touring map. 1920/1930 by Michelin, £35. Tel: 020 8399 7541 (Surrey). A274/042

Ferrari 275 GTB and GTS original owner's handbook. 1965, first edition, small amount of water damage to a few corners, cover loose on spine, sensible offers. Email: davidfrith46@yahoo.co.uk (N.Wales). A274/010

Ferrari books/brochures/prints. Moving house so looking to sell various Ferrari related items: automobilia books, various models 412/456/550/360/430/612; ltd edition Clarkson on Ferrari silk bound book; brochures 412/456/575/FF/California; large Pininfarina sketch prints 456/360 (obtained from Marenello Egham) currently framed but frames tatty; 11" x 8" plastic Scuderia shield, ideal for garage; limited edition no 28/50 signed David Wilson Schumacher F1 cars 97-03, all 7 cars, please email for prices. Email: markdorey456@hotmail.com. A274/033



'Ferrari World' magazine. I have 14 editions of Ferrari World magazine for sale including 4 year books 2010/2011/2012/2013. I'm open to offers as I want them out of the way, they are all immaculate, never been read. Email: bi.electricalsolutions@gmail.com. A274/037



599 luggage set. Pristine 599 luggage set. Email: alisongreen-parkes@hotmail.co.uk. A274/068



Ferrari handbooks. I have a collection of genuine Ferrari handbooks in mint condition that I wish to sell. They are for the following models, Dino 246 GT, 308 GT 4, 308 GTB, 365 GTC 4, 400 I, 330 GT (Mopar reprint), brochure 308 GTB/GTS and finally a 308 QV, 328 GTB/GTS workshop manual, POA. Tel: Martin, 07897 352555. Email: maisiepat@yahoo.com. A274/036



Hand made Scaglietti emblem wall art. All wood construction, measuring 615mm x 414mm, the letters are in 3D. This is the badge of this Italian Carrozzeri (coachbuilder) who is famous for creating many bodies for Ferrari, £85, shipping extra. Tel: 07564 637636. A274/002

F430 sunscreen. Reflective sunscreen to fit windscreen of F430 and I think will fit a 360 too. It's a great way to protect your dash and interior in the bright sunshine, looking for £50 which is less than half what it cost, only used twice. Email: dmw.dmw@hotmail.co.uk. A274/057

'SFA 5T'. Brilliant number plate for probably one of the best cars in the world, the Ferrari 812 Superfast, on retention. Email: zoe@karis.co.uk. A274/058

WANTED

Wanted: Espada S3 LHD. Will swap 4 Mercedes 230TE auto estate 1988, 69,000 mls, many new parts: auto box, brakes, exhaust, rad etc, + as new most boxed Nikon and Pentax collection and pro items etc, and/or new Snap-On tools and collectables. Tel: 01277 200530. Email: dcian@fastemail.us. (Essex). A274/059

Wanted: anything Lambo. Any cars mags, any language, swap 4 GT40 books and mag articles collection, USA trucks, cars, books, mags etc, also bike books, articles etc, most hrd and mv. Tel: 01277 200530. Email: dcian@fastemail.us (Essex). A274/060

ITALIAN CARS FOR SALE CLASSIFIEDS

DE TOMASO MUSTELA

TOM TJAARDA'S DESIGN FOR DE TOMASO, WHILE HE WAS AT GHIA, MIGHT HAVE BECOME ITALY'S VERY OWN FORD CAPRI

Story by Chris Rees

The late, great Tom Tjaarda had a vast number of car designs to his name, working for some of the greatest Italian styling studios of the day. His career in Italy started with Ghia in 1959, where he designed such as cars as the Innocenti Spider and helped on others like the VW Karmann Ghia 1500 Type 34 coupe.

He then moved to Pininfarina in 1961, creating exceptional classics such as the Fiat 124 Spider, Ferrari 330 GT 2+2 and Ferrari 365 GT California.

He returned to Ghia in 1968, working with Giorgetto Giugiaro on the Serenissima supercar, among others. 1969 proved to be a pivotal year for him: he designed the iconic Lancia Fulvia 1600 HF Competizione, Lancia Marica and Isuzu Bellett MX1600 GT. The same year also saw his very first project for De Tomaso, the subject of this Obscurati: the Mustela, dating from a time when Ghia, Ford and De Tomaso were all collaborating.

The shape of the Mustela was neat if unspectacular: a well-proportioned coupe with a low nose (echoing that of the De Tomaso Mangusta, perhaps), rising window line and air extraction vents in the C-pillars. All the badges – front, rear and wheels – were De Tomaso.

The 2+2-seat cabin featured a near-symmetrical dashboard with slabs of wood either side of a central binnacle that housed face-level vents, gauges and

switchgear. The seats and doors were sumptuously trimmed in white leather.

The engine was a front-mounted, tuned Ford 3.0-litre V6 with aluminium heads, double overhead camshafts and Lucas mechanical fuel injection. With a compression ratio of 9.5:1, its quoted power output was 230hp at 6500rpm, quite a lot more than the standard Ford V6. It was mated to a four-speed manual gearbox with overdrive.

The chassis' 2370mm wheelbase was shorter than the contemporary Ford Capri's; the car was also shorter overall at 4050mm, but wider at 1690mm and a lot lower at 1200mm. Independent suspension and disc brakes were used all round.

The Mustela was revealed at the October 1969 Turin Show and subsequently seen at a few other international shows. Could it have seen production? In an interview, Tjaarda confessed: "When I designed the Mustela, I was working on seven cars at the



same time, and this one wasn't very successful. I did it very quickly. Alejandro de Tomaso was very displeased with it, and he immediately went on to think about other projects. He could fire me on Thursday and then call me the following Monday anxiously wondering where I was. It took a lot of self-control to work with him."

Ultimately, neither Ford nor De Tomaso were interested in the Mustela as a production prospect. In truth, the Mustela didn't look special enough, especially alongside Tjaarda's other, rather more significant,

project for De Tomaso: the Pantera. Launched at the New York Show in January 1970, the Pantera catapulted Tjaarda's name into the design stratosphere. He got busier, designing the De Tomaso Deauville the same year, then in 1971 working on two more De Tomaso prototypes, the Zonda and the 1600 Spider (basically a rip-off of the Fiat X1/g). The Mustela name would be revived in 1973 for a Ford coupe project, dubbed the Mustela II – another Tjaarda design and another project that sadly never saw production.



AUTO ITALIA MERCHANDISE

Our superb range of quality clothing, available in a full range of sizes (S, M, L, XL, XXL), includes a tee-shirt, a polo shirt, a fleece and a hoody. The tee-shirt and polo shirt are available in black, royal blue, navy, red or white. The fleece and hoody are available in royal blue, navy or black. Customers have a choice of embroidered logos: either 'Scuderia Auto Italia' or 'Auto Italia'.



**NEW
for
2018**

Auto Italia Baseball Cap
Top quality cotton in dark blue with white flash. £12.95 + £1.50 P&P



Auto Italia Stickers

External, 135mm x 45mm, £1.50 (post free)

All orders and enquiries to:

claire@gingerbeerpromotions.com

1



2



2



AUTO Italia
State choice of Logo

3



4



Auto Italia Beanie Hat

Top quality in dark blue
One size fits all
£9.99 + £1.50 P&P

CLOTHING (SIZES S, M, L, XL, XXL)

- 1** Tee shirt £14.99 (+ £1.50 p&p) UK
- 2** Polo shirt £21.99 (+ £1.50 p&p) UK
- 3** Hoody £29.99 (+ £3.00 p&p) UK
- 4** Fleece £35.99 (+ £3.00 p&p) UK

Overseas orders at cost – apply for details:
claire@gingerbeerpromotions.com

MCGRATH MASERATI

SERVICE, RESTORATION & PARTS



**MODERN SERVICE
TRADITIONAL CRAFT**

MCGRATHMASERATI.CO.UK