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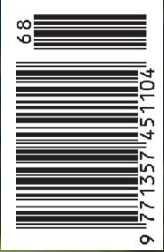
**FERRARI F355
COLLECTORS' GUIDE**

Issue 268 June 2018 £4.90

ALFA SZ: AERO HEAVEN



68



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ABARTH 124GT
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MIKI BIASION
Lancia's rally legend
ALFA STELVIO QV
Quadrifoglio UK drive
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- *No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



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, Mike Rysiecki, Tim Pitt, James Wheeler, 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

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CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Peter Collins



Shane O'Donoghue



Richard Heseltine



Richard Dredge



Spencer Herbert



As I write this, the spring sunshine has finally deigned to appear. The roads are suddenly populated with cars emerging from their winter hibernation and people are polishing their prides and joys to gleam in the rays. Just one reason why it's my favourite time of year.

You may well be picking up this copy of *Auto Italia* at our Brooklands Italian Car Day. If so, congratulations on getting out to enjoy the first really big event of the season. 2018 seems to me to boast a record-breaking number of shows for your delectation.

We have two further Brooklands events for your diary this year. First up is Supercar Saturday – note, *not* Supercar Sunday; it's been moved forward by one day this year, to Saturday 28 July. This is a real feast for supercar lovers, run to a very similar format as the Italian Car Day and with an awful lot of impressive horsepower on display (much of it Italian, of course).

Then there's the Autumn Motorsport Festival on 14 October, where racing cars of all descriptions – again many of them Italian – are given free rein on the Brooklands track.

There are too many other events to shout about here – see our listing on page 16 for the full lowdown – but we should mention Festival Italia at Brands Hatch (19 August) and our favourite classic show in Italy, Padova (25-28 October). In between are tons of local events, club run-outs, racing days, autojumbles and concours events.

Rest assured, if you can't make a particular event, our team of writers and photographers will be out and about more than ever before to bring you the best of what's on. Go on, though: you know you want to get your car driven, seen and enjoyed.

Chris Rees
Editor

chrisrees@auto-italia.net

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ISSUE 268

JUNE 2018



18



24



30



34



46



54



74

FEATURES

- 18 **FERRARI 488 PISTA**
We drive the prototype – and we're blown away
- 24 **ALFA ROMEO STELVIO QUADRIFOGLIO**
First UK drive of Alfa's 510hp super-SUV
- 30 **ABARTH 124GT**
It's got a carbon hardtop and lightweight wheels
- 34 **ALFA ROMEO SZ CODA TRONCA**
A rare and utterly delightful early 1960s Alfa
- 40 **FERRARI 250 MM**
Historically significant Ferrari spider racer
- 46 **INTERMECCANICA INDRA**
Ultra-rare V8 coupe – which we test in the UK
- 54 **MIKI BIASION INTERVIEW**
We catch up with the Lancia rallying legend
- 58 **GOODWOOD MEMBERS' MEETING**
Classic race action – in the snow!
- 60 **RETROMOBILE**
Italian cars shine in Paris
- 64 **FERRARI: UNDER THE SKIN**
Farewell review of the Design Museum exhibition
- 66 **LONDON CLASSIC CAR SHOW**
Action and static displays at ExCeL
- 74 **FERRARI F355 COLLECTORS' GUIDE**
Modern classic: everything you need to know

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REGULARS

- 06 **NEWS**
Maserati's mighty new Alfa Stelvio crusher
- 70 **READERS' CARS**
Amazing Fiat 124 Spider from Australia
- 84 **CLASSIFIEDS**
Find your perfect Italian car here
- 90 **BACK ISSUES**
Discover every car we've ever featured
- 98 **OBSCURATI**
A Fiat 127 built by Lamborghini – yes, really!

NEWS & VIEWS

NEW 590HP LEVANTE TROFEO

MASERATI HAS UNLEASHED A 590HP VERSION OF ITS LEVANTE, DUBBED THE TROFEO, TO CHALLENGE ALFA ROMEO'S STELVIO QUADRIFOGLIO



Maserati's new V8 petrol-powered Levante Trofeo slots in at the top of its range as one of the most powerful SUVs on the market – and one of the most potent Maseratis ever.

The Ferrari-built 3.8-litre twin-turbo V8 engine has been developed from that seen in other Maserati range models, and delivers 590hp at 6250rpm, while peak torque of 538lb ft (730Nm) arrives at 2250rpm. It has the highest output per litre (156hp per litre) of any Maserati powerplant ever.

It's been specially developed to mate up to

Maserati's Q4 'Intelligent All-Wheel Drive' system. The chassis has also been tuned to handle the higher power output and Maserati's Integrated Vehicle Control (IVC) system arrives for the first time in the Levante, ensuring "improved driving dynamics," says the company.

Claimed performance figures are 0-62mph in 3.9 seconds and a top speed of 187mph (300km/h). A new 'Corsa' driving mode includes launch control, as well as opening the exhaust valves, providing faster gearshifts, lowering the air suspension and

sharpening the damping.

The Trofeo is distinguished by a plethora of carbonfibre details. The front side air intakes are more aggressively designed, and there are two aerodynamic front winglets, carbon blades and a carbon splitter. A redesigned bonnet features two vents for better cooling, while the V8 engine cover is made of high-gloss carbonfibre and the intake manifolds are painted red.

Full Matrix LED headlights join a front grille with piano black bars and a lower honeycomb mesh grille. Other features are body-colour





door handles, carbon side skirt inserts, brake callipers in red, blue, black, silver or yellow, and 'Trofeo' logos on the C-pillars.

At the rear end are more carbon elements and a body-colour lower valance embracing dark-finish oval quad exhausts. 22-inch forged aluminium 'Orione' wheels are the largest size ever fitted to a Maserati and are available in either polished or matt finishes.

The interior features sport seats in 'Pieno Fiore' natural leather with Trofeo logos stitched on the headrests. Also new are matt carbon trim and paddle shifters, specific instrument graphics, Trofeo-badged mats and a unique Maserati clock.

Production starts this summer, initially for North America, but Maserati hasn't ruled out a European and UK launch.

MASERATI GRANTURISMO NEARS END OF LINE

Maserati dealers report that they are ordering their final stocks of the recently updated GranTurismo and GranCabrio models. Production is slated to end later this year, with the last examples likely to be registered in 2019.



ALFA'S MILLE MIGLIA 90TH ANNIVERSARY

Alfa Romeo will attend the 2018 Mille Miglia as guest of honour, coinciding with the 90th anniversary of its first victory in the legendary race.

1928 saw the first of Alfa Romeo's 11 victories in the event, which was held from 1927 to 1957. Giuseppe Campari and Giulio Ramponi triumphed in a 6C 1500 Super Sport, covering the 1618km route at an average speed of 84km/h (52mph).

Competing in the 2018 race will be four classic Alfa Romeos from the FCA Heritage collection: a 6C 1500 SS, 6C 1750 GS, 1900 SS and 1900 Sport Spider. The 6C 1750 Gran Sport stands out among these, as the legendary model which Tazio Nuvolari and Giovanni Battista Guidotti drove to victory in the 1930 Mille Miglia.

The 2018 race will visit the recently renovated Museo Storico Alfa Romeo. Here each car in the race will take part in a time trial on the in-house circuit at Arese. The event will also include 30 new Giulia and Stelvio cars which are running as official cars.

PANDAS CONQUER DESERT

No fewer than 400 teams competed in the latest Panda Raid 2018, a competition open only to Fiat Panda models built before 2003. Over 3000 kilometres and seven stages, the race ran from Madrid to the Sahara desert, finishing in Marrakesh in Morocco. The 10th anniversary Raid featured both 4x2 and 4x4 versions in a record entry of 400 Panda cars from as far afield as Argentina, Cambodia, USA and Italy.





NEW FIAT TIPO S-DESIGN

Fiat has expanded its Tipo range to include a new S-Design model that features sportier styling. The new model can be recognised by its glossy black grille trim, fog light edging and mirror caps. Bi-Xenon headlights make their first appearance on a Tipo, too, while new diamond-cut 18-inch alloy wheels, tinted rear windows and body-colour handles complete the look. It's available in five colours, including an exclusive new Street Grey.

The interior gains new Techno leather-and-fabric seats with double stitching, replicated on the gearknob and steering wheel. There are glossy black accents on the dashboard, too, while a Uconnect 7-inch infotainment system with Apple CarPlay/Android Auto is standard.

The Tipo S-Design is offered with just one engine: the 1.4-litre T-Jet 120hp petrol. It's available now priced from £18,145 (hatchback) and £19,145 (station wagon).

LAMBORGHINI CELEBRATES ESPADA & ISLERO 50TH

At the recent Techno Classica show in Essen, Germany, Lamborghini has celebrated the 50th anniversary of its iconic Espada and Islero models.

Nearly 1300 examples of the Espada were produced in three series: S1 (1968-1970), S2 (1970-1972) and S3 (1972-1978), making it the second-best selling model among Lamborghini classics.



On the stand at Essen was a Series III Espada from 1976, in blue with a mustard interior, currently undergoing a full restoration at Lamborghini Polo Storico. The restored car is destined for display in the Lamborghini Museum.

The Islero was also launched in 1968 and just over 220 units were built up until 1970. On display in Essen was an Islero S in Pallid Green with a Tobacco interior, and is one of the rare S models with 350hp, only 70 of which were produced.

Lamborghini is also reproducing original manuals for historic models, including Espada and Islero S owners' manuals.



GIULIETTAS STAR IN TOURING CARS

On its maiden outing in the British Touring Car Championship, the DUO/HMS Alfa Romeo Giulietta scored an excellent podium finish. Rob Austin steered his Giulietta to third place in the third race of the season opener at Brands Hatch in April.

The result at the 1.2-mile Indy Circuit came after Austin finished sixth from 29th on the grid in an earlier race. It meant that he left the weekend in an impressive fourth place outright in the BTCC championship, with 26 points.

Meanwhile, Fabrizio Giovanardi is to be reunited with Alfa Romeo when he drives



a Giulietta TCR for the Romeo Ferraris team in the 2018 World Touring Car Cup. It's the first time the 51-year old has competed in a World Touring Car since 2006. He famously won in an Alfa Romeo in the 2000-2001 European Super Touring Cup and 2002 European Touring Car Championship.

In addition, Aiden Moffat and Derek Palmer will take part in a two-car Alfa Romeo Giulietta entry into the new TCR UK Series this year, entered by the Scottish DPE Motorsport team.



LAMBORGHINI WINS SEBRING

Having won the 24 Hours of Daytona in January, Lamborghini has also triumphed in the 12 Hours of Sebring. The Huracán GT3 of Paul Miller Racing won the 66th edition of the classic American endurance race.

Drivers Bryan Sellers, Madison Snow and Corey Lewis kept the Huracán GT3 in the top five positions for the entire 12-hour duration of the race during a tight fight. After more than 300 laps and over 2000km, the Huracán GT3 crossed the line in first position ahead of the Ferrari 488 GT3 and the Mercedes AMG GT3.

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124 spider

Official fuel consumption figures for the Abarth 124 spider range mpg (l/100km): Combined 42.8 (6.6) – 44.1 (6.4), Urban 31.0 (9.1) – 33.2 (8.5), Extra urban 54.3 (5.2) – 55.4 (5.1), CO₂ Emissions: 153 – 148 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. *Personal Contract Hire. Abarth 124 spider 1.4 MultiAir 170hp Manual (with Portogallo 1974 Grey Metallic paint at £600 incl. VAT). Initial rental £2,587, followed by 23 monthly rentals of £199, inc. VAT & excl. maintenance. Based on 6,000 miles p.a. Excess mileage charges apply. Vehicles must be registered between 01/04/18 and 30/06/18. Subject to status. Guarantees may be required. Participating Dealers. Ts&Cs apply. SL1 0WU. LEASYS

INFO

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MONTREALS MAKE MONEY

At the recent Classic Car Auctions sale at the Classic Car & Restoration Show, the highest price achieved was for a restored 1972 Alfa Montreal, which sold above its upper estimate for £59,400. Another Montreal project car also sold for £28,600 to an internet bid from New Zealand, again above its upper estimate.



FERRARI MARQUE AUCTION

A low-mileage 1972 Ferrari 365 GTB/4 Daytona is among the cars up for grabs at the Silverstone Auctions exclusive Ferrari sale in association with Ferrari Owners' Club GB at Silverstone circuit on 18 May.



The Daytona is one of only 158 UK-supplied cars and one of 15 finished in Argento Auteuil. It was part-restored in 2012 and, with the odometer reading just 35,900 miles, it's estimated to make £500,000 to £575,000.

It joins a catalogue of 30 Ferraris offered at the sale, alongside a Ferrari memorabilia auction. For more information, visit www.silverstoneauctions.com



NICK MASON'S MOST EXPENSIVE MASERATI BOOK

Pink Floyd drummer and Maserati collector, Nick Mason, has launched the world's most expensive motoring book. The Archive Edition of the award-winning Maserati history, *Maserati, the Family Silver* is priced at an astonishing £12,950. Limited to just 26 copies worldwide, the two-volume edition comes in a bespoke leather 'tool case' crafted from cowhide, with both volumes hand-bound in linen and leather, with a solid silver hallmarked Maserati trident plaque in the cover. Each set has a numbered vellum page signed by Nick Mason, Sir Stirling Moss and the late John Surtees. Also included is an original gouache painting by Michael Turner and Dexter Brown.



F1 STARS' CARS

Alongside historic F1 cars, RM Sotheby's is auctioning two ex-F1 driver-owned Ferrari road cars at its forthcoming Monaco sale in May.

Heading the lots is a 1978 Ferrari 308 GTS once owned by Scuderia Ferrari F1 driver, Gilles Villeneuve. It was gifted to the Canadian driver by Enzo Ferrari at the start of his six-year association with the Ferrari racing team, when Villeneuve was in Europe for training. With 36,000km on its odometer, it has several features differentiating it from a standard production car. It was used by Villeneuve until his tragic death at the 1982 Belgian Grand Prix.

Also on sale is a 1971 Dino 246 GT once owned by



F1 driver René Arnoux. Built as a European-specification M-Series Dino 246 GT, it was purchased by Arnoux before he joined Scuderia Ferrari. Arnoux subsequently had his Dino restored at the Ferrari factory.

The auction also includes a 1957 Ferrari 250 GT Berlinetta Competizione 'Tour de France' alongside a bespoke 2011 599 GTO and a rare Pininfarina Sergio, as shown at the 2015 Geneva show.



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TREMENDOUS TRANSAXLES

I really enjoyed your 'Alfa Transaxle' supplement in Issue 266. Thank you! This, because I ran a 1983 GTV6 2.5 (for seven years) and a 1987 75 V6 3.0 (for two years), with each giving so much pleasure. These two did some serious European mileages too, and looking at their histories, all my Alfas were taken 'over the Channel' at least once.

My life of Alfa Romeos started long ago, in 1977, with a 1973 2000 Berlina and I haven't looked back. I'm currently running my twelfth Alfa – a 2017 Giulietta Speciale 1.4 tb. I can thoroughly recommend one!

Your SZ/RZ article was very comprehensive, too, and I'm very tempted to give Jamie Porter an order for a 24V 3.2 75 now, especially with the SZ front suspension. What a great 'might-have been'!

One further point, if I may: I recall reading that the SZ engine was fitted with non-identical cams, or one at least being timed differently to the other; thereby gaining its 210hp versus the 75's 192hp. Can you or any readers verify this please? Or was it only a figment of my imagination?

Patrick Ewing

Compared to the regular 75 V6, the SZ engine featured modified intake and exhaust manifolds, integrated Motronic electronic fuel injection and ignition, a bigger air filter and, you're right, new camshafts. As for whether the cams are non-identical, we've certainly never heard that before – Ed

MALTESE MAGIC

By now, I hope that some of you have discovered the Italian cop series,

Maltese, set in mid-seventies Sicily. If you haven't, you should give it a go. It is fairly violent and reminds me a bit of *The Sweeney* (maybe it's the flared trousers!) but apart from some great views of Sicily and, in particular, Trapani, it is for the cars that fans of Italian metal should watch. I mean, how often do you see an Alfa Romeo Matta on TV?

There are lots of great cars in this series, most of which seem to be Guilias but also quite a few Lancias and Fiats. They even throw in a Triumph and a Mini to keep us Brits happy; little do they realise that we would rather have more Alfas. It also occurred to me what a lovely sporty, boxy little car that Giulia was, and how well it handled. What a long way from that, the current Giulia is, 50 years later. Oh, apart from the cars, I thought the series was great; it just goes to show



we care about more than just Italian metal! I hope you enjoy *Maltese* as much as I did.

Philip Rolfe

LOVING LANCIA'S COUPES

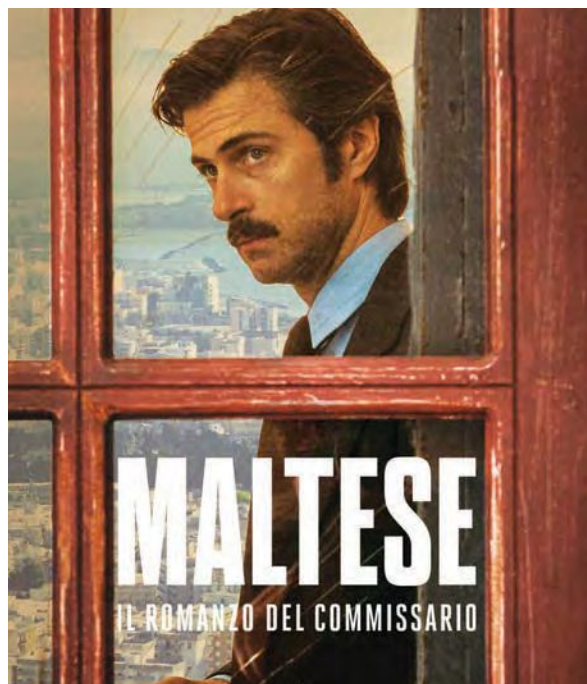
I was on the overnight ferry last night with a book I have been meaning to read for some time, detailing the history of Lancia coupes right up until the Kappa. As I read it, I expected to be a bit disappointed in the later 1970s, 80s and 90s stuff, but no – Giorgio Pianta waved his magic here too!

I bought a late, low-mileage Kappa Coupé 20V Turbo last year and drove it all round Italy, then home four-up, and it was just such a fantastic GT car; this coming from an ex-owner of a Maserati GranTurismo and GranSport.

If Lancias had a Ford badge, in the ilk of a Mk1 or Mk2, or even Mk3 Turbo, they would be worth mega-bucks. Yet having seen those Fords stripped, in terms of engineering they are like a Fisher Price toy in comparison to Lancia. And I had no idea about the racing success of the lowly Lancia Beta Montecarlo Turbo – pure magic! Now that's a car I would love to see in action - maybe at the Silver Flag.

I thoroughly enjoyed reading *Auto Italia* mag over the past week. I really believe what *Auto Italia* has done for the history of Italian motoring will never be truly appreciated. Even FCA itself has started a heritage restoration business across all four brands, but during the wilderness your publication kept the interest going.

Patrick Hurst



Country Lane Tours

'It is not the cheaper things that we want to possess, but expensive things that cost a lot less' - John Ruskin



The 2017 Haggis Trail, West Coast and islands, was a great success, with a wide range of thirty-nine cars, the earliest being 1926, taking part.

The 2nd Haggis Trail takes in the East Coast via Alnwick, Edinburgh, St. Andrews, and Aberdeen as far as the fishing port of Fraserburgh (above) before heading west through Inverness to take a trip on the famous Jacobite Express from Fort William to Mallaig and then on to the final night in Dunblane.

RIGHT: The famous Kelpies at Falkirk

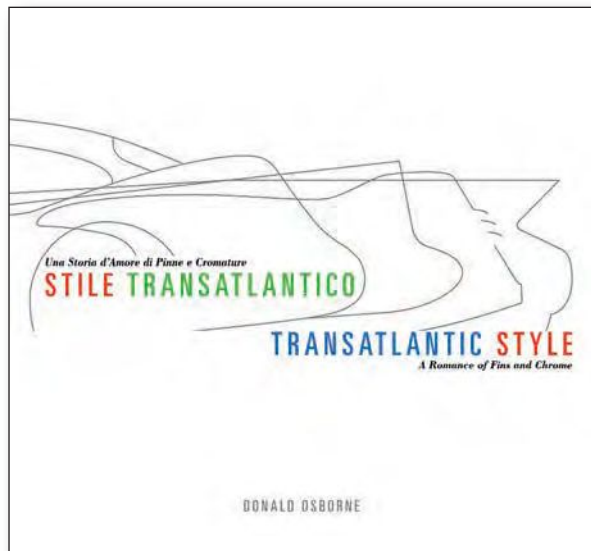
This escorted tour follows the usual *Country Lane Tours* format of leisurely driving through scenic countryside with numerous sightseeing opportunities, several two night halts, and detailed easy-to-follow route instructions ensuring stress-free navigation. The tour organiser is in attendance throughout as well as a support vehicle crewed by an experienced mechanic so any queries or problems are easily resolved.

There's far too much to list here so a full schedule is available by emailing your name and postal address to countrylanetours@gmail.com or calling Ian on 01824 790280.



BOOKSHELF

REVIEWS OF THE LATEST TITLES



**Transatlantic Style:
A Romance of Fins and
Chrome**

**By Donald Osbourne
Coachbuilt Press
ISBN: 978-0988273368
£100**

This thumping, large-format hardback book has the look and feel of a coffee table special, but it's much more than that. Michael Furman's sumptuous images of 1950s Italian coachbuilt exotica are accompanied by well-researched text from first-time author Osbourne, a face familiar on the small screen in the USA as a classic car expert. The narrative centres on the symbiotic relationship between American car manufacturers and Italian *carrozzerie*; how small body shops dug themselves out of the rubble after WW2 and survived – prospered even – as subcontractors to Detroit players. That, and how Stateside influences filtered down into Italian car design.

While readers may be familiar with much of the

info held in its 284 pages, there are plenty of nuggets to satiate even the most knowledgeable enthusiast. For starters, the identity of the stylist behind Pinin Farina's time-defying Lancia Aurelia B20 is revealed. The use of period images and ephemera is also welcome, not least those lifted from the scrapbook of brilliant designer/inventor Mario Revelli di Beaumont.

This isn't a cheap book, by any stretch, and the dust cover branding for the likes of insurance companies and so on is a little crass, but let's not end on a negative. This is an intriguing book on a fascinating subject.

Richard Heseltine

**Ferrari: Under the Skin
By Andrew
Nahum/Design Museum
Phaidon Press
ISBN: 978-0714875187
£39.95**

If you missed the superb *Ferrari: Under the Skin* exhibition at the Design Museum in London (it's now closed, sadly), don't

despair. This fantastic book supplies an excellent overview of what was in that stunning exhibition (which you can read about on page 64).

You're almost certain to find something you never knew about Ferrari within this book's 240 pages. There are insights into not only Ferrari the man, but the nuts and bolts of what makes the Ferrari brand tick.

Written by Andrew Nahum, a technology and engineering expert from the Science Museum, it's thoroughly researched and well presented. The quality throughout is very high and the huge number of illustrations include personal ephemera, technical drawings, master models and behind-the-scenes development. Certainly not everything from the exhibition is pictured in the book – the treasures of Enzo's early life are hardly shown at all, for instance – but there's plenty enough here for Ferrari enthusiasts to get excited about. – **Chris Rees**

**Gilco: Il Design della
Leggerezza
By Omodeo-Salé Serena
Gilcodesign
ISBN: 9788894310504
€48.00**

For most British readers, the name Gilco won't mean much. But the company set up by Gilberto Colombo was for some years one of the most potent forces in Italian car racing.

Indeed, Enzo Ferrari recognised his talents and Colombo developed



Ferrari's 125 chassis and contributed to racing Ferrari chassis uninterrupted until 1957. He also worked with manufacturers including Alfa Romeo, Lancia and Maserati, but perhaps the most interesting chapters concern the small-scale models with Gilco chassis.

This book details in a rather fabulous way the complete story of the

man, his company and his creations. It's superbly illustrated and every single one of its 240 pages is packed with fascinating revelations. This is a real treat not only for fans of 1950s Italian racing cars but also lovers of the obscure. The Italian text is even translated into English as well, so you don't miss any detail. – **Chris Rees**





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editor@fiatmotorclubgb.co.uk;

press-officer is gavin@fiatmotorclubgb.co.uk

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DIARY DATES 2018



May 5
Auto Italia Italian Car Day



May 25-27
Concorso d'Eleganza Villa d'Este



May 26
All Ireland Italian Motor Event



June 29-30 & July 1
23rd Vernasca Silver Flag

May 5
Auto Italia Italian Car Day
Brooklands, Surrey
www.auto-italia.net

May 13
Classics at the Villa
Villa Scalabrini
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www.classicsatthevilla.com

May 11-13
Lancia Motor Club Great Northern Weekend
Drymem
www.lanciamotorclub.co.uk

May 16-19
Mille Miglia
Brescia-Padova-Rome-Parma-Brescia
www.1000miglia.eu

May 19-20
Beaulieu Spring Autojumble
National Motor Museum,
Hampshire
www.beaulieu.co.uk

May 20
AROC South West Alfa Day
Haynes Motor Museum, Somerset
www.aroc-uk.com/events-diary

May 25-27
Concorso d'Eleganza Villa d'Este
Lake Como, Italy
concorsodeleganzavilladeste.com

May 26-27
La Vie en Bleu/La Vita Rossa
Prescott, Glos
www.prescott-hillclimb.com

May 26
All Ireland Italian Motor Event
Lagan Valley Island Centre, Lisburn,
Northern Ireland
visitlisburncastlereagh.com

June 2
Alton Italian Car Day
Departure Lounge
Café, Alton, Hampshire
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June 3
AROC Italian Extravaganza
Newby Hall, Yorkshire
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June 8-11
Lancia Motor Club Sliding Pillar Rally
Chepstow
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June 29-30 & July 1
23rd Vernasca Silver Flag
Classic car hillclimb, Castel'Arquato
www.vernascasilverflag.it

July 1
AROC National Alfa Day
Weston Park, Shropshire
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July 12-15
Goodwood Festival of Speed
Chichester, Sussex
www.goodwood.com

July 20-22
Silverstone Classic 2018
Silverstone Circuit
www.silverstoneclassic.com

July 28 (DATE CHANGE)
Supercar Saturday
Brooklands www.auto-italia.net

Supercar Sunday 2018 has been recast as 'Supercar Saturday'. The event, which is held at Brooklands Museum in Surrey and is run by *Auto Italia* magazine, has traditionally been held on a Sunday but the 2018 event will take place on Saturday 28 July, not Sunday 29 July. For more information, go to auto-italia.net/events



August 3-5
Lancia Motor Club National & AGM
Kenilworth, Warwickshire
www.lanciamotorclub.co.uk

August 4-5
Beaulieu Supercar Weekend
National Motor Museum, Hampshire
www.beaulieu.co.uk

August 5
Italian Car Day by Abarth East Midlands
Heage Windmill, Derbyshire

August 19
Festival Italia
Brands Hatch Circuit, Kent
www.festivalitalia.com

August 30 - September 1
Salon Privé
Blenheim Palace, Oxon
salonpriveconcours.com

September 1-2
Beaulieu International Autojumble
National Motor Museum, Hampshire
www.beaulieu.co.uk

September 7-9
Goodwood Revival
Chichester, Sussex
www.goodwood.com

September 14-16
Best Of Italy Race
Castell'Arquato to Morfasso
www.bestofitalyrace.com

September 23
AROC Southern Alfa Day
Winkworth Arboretum, Surrey
www.aroc-uk.com/events-diary

October 14
Autumn Motorsport Festival
Brooklands, www.auto-italia.net



October 25-28
Auto e Moto d'Epoca 2018
Padova, Italy
autoemotodepoca.com

November 9-11
NEC Classic Motor Show
Birmingham
www.necclassicmotorshow.com

TRUE THOROUGHbred

Few cars excite as much as a 'Special Series' Ferrari – and the 488 Pista promises to be the most special of them all. We get behind the wheel of a pre-production prototype and come away deeply affected

Words: Shane O'Donoghue
Images: Ferrari



Evolution of Ferrari's core mid-engined V8 sports cars tend to be a bit special. Think 360 Challenge, 430 Scuderia and 458 Speciale, which all graced the cover of *Auto Italia* back in November 2015. Well, now there's a new one and it's called the 488 Pista. That name, as you probably know, means 'racetrack' in Italian, so you'd assume that this car is designed first and foremost for driving on a race circuit, yet Ferrari says that the changes to the 488 GTB that create the Pista don't detract from its on-road usability. Indeed, some of the engine updates make the new car easier to drive at slow speeds than before.

And the engine is undoubtedly at the heart of the Pista's updates. It's a twin-turbocharged 3.9-litre V8, just like in the GTB, but a massive 50 per cent of its components are new. Weight is down by 18kg (and the Pista is 90kg lighter than the GTB overall, depending on which options you specify), and the power increase is 50hp, up to 720hp. That, in case you don't have our 2015 issue to hand, represents the largest increase in

power for a Ferrari 'Special Series' model yet. But the figures only tell part of the story, as Ferrari's powertrain engineers obsessively worked on improving all aspects of the engine's performance. Response, usability and sound were focused on just as much as the peak output. Key new components include (but are certainly not limited to) a carbon intake plenum, lighter inlet valves and springs, titanium connecting rods, lighter flywheel and crankshaft, Inconel exhaust manifolds, speed sensors on the turbos and larger intercoolers.

Bigger intercoolers have been made possible by a rethink of the car's airflow management and a focus on reducing the air temperature into the engine (to the benefit, ultimately, of performance and efficiency). The main engine air intakes on the GTB are ahead of the rear wheels, above the intercoolers (hence the horizontal split in the visible intake behind the doors), but the Pista's engine takes its air exclusively from new openings at the back of the car, integrated into the restyling that includes a larger



spoiler at the trailing edge of the deck. This repositioning also contributes to engine performance. Not content with the increase in surface area of the intercoolers, Ferrari then had a look at the air feeding them and realised that hot air exiting the 488 GTB's radiators (mounted low down in the nose, sloping down from front to back) was making its way to the intercooler inlets. For the Pista, the radiators slope the other way. That contributes to a net reduction in temperature of the air entering the engine's cylinders of 15 degrees – a massive improvement.

Many manufacturers talk about tenuous links between their road cars and racing, but the 488 Pista was developed at the same time as the 488 Challenge racer and they share a significant number of components and ideas, including those relocated radiators, which also reduce drag by giving the front wheels a virtual fairing. In the Pista, they've also allowed Ferrari to implement what it calls the S-Duct, giving the front end a unique appearance. The air passes through the front bumper and exits over the lower bonnet line. Apparently, this accounts for 18 per cent of the overall increase in downforce while causing just two per cent more drag. A further 23 per cent of the downforce is attributed to the front bumper reshaping ahead of the wheels. Some of the ideas used come straight from the Ferrari 488 GTE race car. In all, the Pista is 20 per cent more aerodynamically efficient in terms of its ratio of downforce to drag than the GTB. And though form

must follow function when such improvements are sought, there's no doubt that the Pista's appearance gains from the aerodynamic enhancements – it's more purposeful and menacing than ever.

Not that it's very easy for us to see the detail today, as the engineering prototype we're about to drive in Italy is covered in an eye-fooling black and white camouflage wrap. That can't disguise the aggressive stance and sharper lines, however, nor the 20-inch wheels that are more air than alloy (Ferrari's £18,000 optional carbonfibre rims were sadly not fitted to this engineering test car). This vehicle is said to be 90 per cent finished, with some final polishing and tweaking and some software changes still to be implemented.

ON ROAD, ON TRACK

First up, we take to the road, mixing with early morning traffic through the middle of Fiorano Modenese before heading up towards the mountains. At no stage does the speed limit exceed 70km/h (44mph), which might seem like a strange environment in which to test Ferrari's most powerful V8 ever, but the reason is to prove that the Pista is still a viable road car. Within minutes of our departure there are deep, wide potholes, mini roundabouts and even speed bumps to contend with. The surface doesn't improve as we leave town, where the roads have been ravaged by severe weather. To make matters worse, it starts to rain – and the 488 Pista is fitted with sticky (in the dry) Michelin Pilot Sport Cup 2 tyres. Time to twist the familiar



Manettino switch on the steering wheel to 'Wet'. The Pista's springs are stiffer than the GTB's, but the recalibrated SCM-E adaptive dampers still have a soft setting that's selected in Wet mode. The seven-speed 'F1' dual-clutch gearbox and throttle are adjusted for smoother driving, too, and anyone could drive this car in this guise, so tractable is the engine. It even absorbs bumps well and doesn't make you wince every time you hit a pothole. Sure, there's more road noise than the better-insulated GTB, but that's to be expected. What's more, even in Wet mode, when a gap opens in the traffic, you're not waiting for the turbochargers to spool up; the Pista just darts forward at your bidding.

Thankfully, the clouds part and the ground starts to dry out for the next part of the test. Raffaele De Simone, Ferrari's talented (and annoyingly affable) chief development driver, is in the hot seat to take us around the Fiorano test track. Given that this man spent the last year or so driving this very car to its limits on this very track, it's no surprise that it's an impressive demonstration of pace and control. The speed is remarkable, of course, but what stands out, even from the passenger seat, is that the chassis is playful, allowing De Simone to push beyond the limits of the tyres' adhesion at will and still adjust the car's trajectory so that it goes exactly where he wants it.

On the cool-down lap, we talk about the remit for the Pista's driving dynamics and De Simone says that it's designed for everyone to enjoy, not just people with his skill level. Indeed, Ferrari says it's mostly for

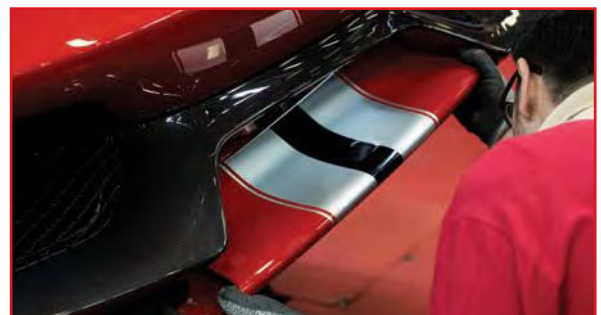
Test driver De Simone demonstrates the hyper adjustability of the Pista. It's the most rewarding Special Series Ferrari yet



TECHNICAL SPECIFICATIONS

FERRARI 488 PISTA

ENGINE:	3902cc V8 twin-turbo
COMPRESSION RATIO:	9.6:1
POWER:	720hp at 8000rpm
TORQUE:	516lb ft (770Nm) at 3000rpm (in seventh gear)
TRANSMISSION:	7-speed dual-clutch automatic, rear-wheel drive
BRAKES:	398 x 223 x 38mm (front) 360 x 233 x 32mm (rear)
TYRES:	245/35 ZR20 (front), 305/30 ZR20 (rear)
DIMENSIONS:	4605mm (L), 1975mm (W), 1206mm (H)
WEIGHT:	1280kg (with optional equipment)
FUEL CONSUMPTION:	24.5mpg
CO ₂ :	263g/km
MAX SPEED:	211mph
0-62MPH:	2.85sec
PRICE:	£252,695



road use, with the capability for extreme high-speed driving on track. That's why the 488's electronic driver aids have been further enhanced. So there's a new version (6.0) of Side Slip Control, which features the first Ferrari road car to use something called Ferrari Dynamic Enhancer (FDE). This can adjust the brake pressure at each individual calliper, much like electronic stability control, but it's designed to enhance oversteer and make it easier to control and access, no matter your skill level. Turn the Manettino to 'CT-OFF' and it is enabled.

With that, De Simone vacates the car and it's my turn to take the wheel. It's the familiar chunky leather-and-carbon item from the GTB, fitted with the change-up light sequence and featuring the controversial indicator, lights and wiper controls. The instrumentation behind is unchanged, but the glovebox is gone, visually slimming down the dashboard, while there's more Alcantara around the cabin and aluminium in a triangular pattern in places. The prototype features thin, figure-hugging bucket seats and four-point harnesses. I already know that I'll be needing those. Hold down the big red engine-start button and the V8 blares into life, settling down to a menacing idle, yet not a particularly loud one. Tug the large right-hand gearchange paddle and we're off. No histrionics, no difficulty, just smooth movement away from rest.

De Simone suggests selecting Race mode to start with as that uses a new gearchange strategy, making shifts some 30 milliseconds quicker than before. Holding the throttle all the way down, the up-shifts are verging on violent, punctuating the manic racer scream from the V8 behind. Those new manifolds and exhaust contribute to a much higher level of noise at wide-open throttle and the sounds are less obviously from a turbocharged car, too. There's no escaping the mid-

range torque produced by those turbos, though, as the Pista hurtles down the track. Ferrari's variable torque management system means there's more torque available in each successive gear and the effect is startlingly unending acceleration.

Before long, one of Fiorano's tight right-hand corners looms and the uprated brakes show their mettle, revealing savage stopping power and eerie stability in the chassis – and that I've not tightened up my harness enough. No time to worry about that now, as there's a long sweeping right-hander to grapple with, building the speed up and feeling the aero at work, though it's important to get to the inside of the corner late in preparation for the tightening direction change. The Pista clearly communicates how much grip there is available here, through the lively steering and the seat of your pants, goading you to push beyond. At that limit it's remarkably docile and controllable, not at all on a sharp knife edge of grip.

There's no sense of significant, destabilising weight-transfer as you sweep to the left of the track for another long corner, this one opening before the next big braking zone. On the exit of this tight right-hander you have to tell yourself to ignore the too-close-for-comfort crash barrier and allow the car to deal with a severe ridge across the track before braking and turning blind downhill and to the right. The Pista chases the horizon again before you bang back down the gears for a left-hand hairpin. It takes a surprising amount of provocation to unstick the rear tyres here, such is the traction available, and seconds later we're deep into three-figure speeds once more.

Four laps like this go by in the blink of an eye, each one revealing the depths of the Pista's ability and, crucially, its usability. No doubt it's quicker than the GTB in such circumstances against the clock, but who cares when you're having this much fun? Viva l'evoluzione! 🇮🇹

On track, the Pista really shows its aerodynamic advantage, while the brakes and levels of grip are astonishingly good





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SPLASHDOWN

The 510hp Stelvio Quadrifoglio lands in the UK in September. We bag an advance drive in Alfa's burly bruiser on British roads to find out just how well it handles them

Story by Chris Rees
Images by Michael Ward





Remember the weather event dubbed 'The Beast From the East' earlier this year? Well, with perfect timing for our test drive of the new Alfa Romeo Stelvio Quadrifoglio in the hills of west Berkshire and Wiltshire, we caught the final swish of the beast's tail. Arriving at our pre-arranged venue, we found it all but blocked in by snowdrifts and abandoned vehicles. Clearly, this road test was going to be a challenging one.

As it turned out, this proved to be the perfect time and place to appreciate the full glory of Alfa's new ultra-high performance SUV. Coping with 510hp on snow-spattered potholed roads would have been near-impossible in most other cars, but the Stelvio just dealt with it.

For instance, I can't imagine putting a Giulia QV in Race mode in snowmelt conditions like these. Going 'Race' turns all the car's safety systems off; and even in the dry, the 510hp Giulia is the very definition of lairy. In the wet (or indeed snow), it's positively ludicrous. Yet here I am on some super-slippery stuff and I find myself having absolute confidence in switching the Stelvio's DNA dial to its most extreme Race position.

Why? Because the Stelvio has four-wheel drive, unlike the rear-drive Giulia QV. That means you've got a safety net when the wheels start to slip in corners – which they are doing frequently on these barely de-iced roads. In normal driving, 100 per cent of the Stelvio's torque is directed to the rear wheels, but when there's a loss of traction (such as on snow), up to 50 per cent of torque is sent to the front end via a transfer case. So the Stelvio behaves sedately; it's the opposite of lairy.

It also helps that there are winter tyres on our car – 20-inch Pirelli Scorpions created specifically for the QV, sized 255/45 R20 front, 285/40 R20 rear (in contrast to the regular Pirelli P Zero or P Corsa summer tyres). These provide tremendous grip on Berkshire's wintry roads, even though ultimately the winter tyre is softer than the summer one, so it doesn't deliver the same levels of dynamism that I experienced when I first drove the Stelvio QV in Dubai, where in the sweltering heat the tyres were super-grippy.

Putting the QV's prodigious power down in mid-corner can still make the rear end drift, but the combination of 4x4, winter rubber and torque vectoring via the rear diff makes the transition to full grip feel almost like four-wheel steer. While that may be less fun than swinging the tail out to 90 degrees in a Giulia QV, ultimately the Stelvio is the quicker car in the real world because of the utter confidence you have in the 4x4 system.

Did I say that Race mode turns all systems off? Not quite. As Alessandro Guicciardi (head of Vehicle Concept & Integration for Alfa and Maserati) tells me: "Even with all systems off in Race, they will still intervene in certain circumstances, for instance if they determine a rollover situation might be imminent, or if the front wheels are spinning at a very different speed to the rear ones."

The aim of Alfa's development team was to make the Stelvio better balanced through corners than Porsche's Macan (the QV's most obvious rival). In that aim, Alfa has definitely succeeded. No doubt having Roberto Fedeli (the same man who did the Ferrari 458 Speciale and Giulia QV) on board as Chief Technical Officer has



made a big difference.

In terms of handling, the three main areas of development were the suspension (using Mubea springs and ZF dampers), all-wheel drive system (by Magna) and stability control (from Continental). Alfa spent a lot of time with each of these suppliers to get a package that delivers agility and predictability. Just one example of that: the stability control intervenes so smoothly that you hardly even notice it.

The steering is both feelsome and fast-acting, with the most direct ratio in its class. Indeed, for some drivers, the sharpness of the helm might come as a surprise, but for enthusiasts, it's a total treat. On the sharply twisting roads of my test route, I sensed much less of the feeling that the QV was about to oversteer than I did on my first drive on the wide, fast roads of Dubai. There is some body movement, as you'd expect of a high-riding SUV, but it never feels remotely roly-poly and it settles into a superbly neutral attitude almost instantly. Sensational stuff.

One word on ride quality: it's superb. Even in the sportiest suspension setting, it's not harsh. You can play with the adjustable dampers to soften the ride, and I found that switching to the 'mid' position in Race mode is a surprisingly good compromise: it gives extra compliance over these potholed roads without sacrificing too much handling sharpness.

So much for cornering. How about the straight-line stuff? Even with lightweight components such as the carbonfibre driveshaft and aluminium doors, wheelarches, bonnet and tailgate, the QV isn't exactly a ballerina, with a kerb weight of 1830kg. But the sheer power under the bonnet gives it a class-leading power-to-weight ratio of 279hp per tonne.

Sheer power? Yes: the 510hp turbo V6 from the



Giulia QV is utterly blistering, delivering performance that truly stuffs other SUVs. 0-62mph comes up in just 3.8 seconds and it'll top out at 176mph. Yet it's so easy to drive. The massive slug of torque (600Nm) available from just 2500rpm makes it effortless. This is the first time that Alfa Romeo has mated its blistering 2.9-litre V6 Bi-Turbo engine to Q4 four-wheel drive and it fairly catapults off the line. The noise is pretty special, too, especially in Race mode; above 3000rpm the exhaust valves open fully and you get the full-beans belly-full of decibels, with not a hint of artificially piped sound – this is an old school, analogue, heavy-metal soundtrack.

Despite its prodigious power, the Stelvio QV deals with slippery roads breathtakingly well

The specially calibrated ZF eight-speed automatic is smooth, intuitive and fast-acting (taking just 150 milliseconds to change cogs when you're in Race

mode). The aluminium paddle shifters are perfect for manual changes, too, offering control and fun in equal measure. But it's a shame that the gear lever on the centre console has such a nasty plasticky feel and a sharp edge where your fingers wrap around it.

Our test car was fitted with regular brakes, rather than the carbon option (which will set you back an extra £5500) – but they're so powerful that I can't see why you'd ever need anything more. The yellow callipers (a £425 option) zing out at you, too.

Speaking of colour, seven paint options are available for the Stelvio QV, with darker shades working better than light ones in my view. Our test car looked fairly 'stealth' in Vesuvio Grey paint – not especially standout compared to the multitude of SUVs now on our roads – but there's no doubt that the striking grille and

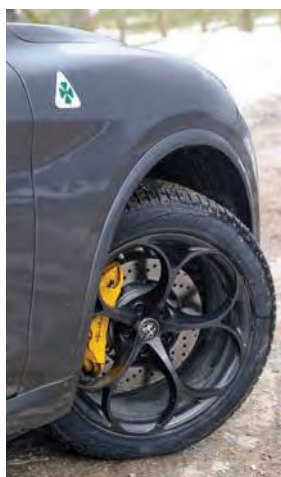


“ It settles into a superbly neutral cornering attitude almost instantly. Sensational stuff. ”

TECHNICAL SPECIFICATIONS

ALFA ROMEO STELVIO QUADRIFOGLIO

ENGINE:	V6-cyl petrol twin-turbo
CAPACITY:	2891cc
BORE X STROKE:	86.5mm x 82mm
COMPRESSION RATIO:	9.3:1
POWER:	510hp @ 6500rpm
TORQUE:	443lb ft (600Nm) @ 2500rpm
TRANSMISSION:	8-speed auto, 4WD
SUSPENSION:	Double wishbone (front), multilink (rear)
TYRES:	255/45 R20 front, 285/40 R20 rear
DIMENSIONS:	4702 (L) 1681 (W) 1955mm (H)
WEIGHT:	1830kg
MAX SPEED:	176mph
0-62MPH:	3.8 sec
FUEL CONSUMPTION:	31.4mpg
CO ₂ :	210g/km
PRICE:	£69,500



fundamentally well proportioned outline give the Stelvio an air of superiority on the road. The main distinguishing features of the QV are its vents in the bonnet, side intercooler vents, side skirts, body-coloured wheelarch extensions, quad exhaust tailpipes and green cloverleaf badges.

Inside, our test car came with an all-black cabin with carbonfibre accents (genuine carbon, thank you, not the sticky-backed plastic you see all too often). The carbon-and-Alcantara steering wheel looks and feels great with its red starter button, and the seat stitching exudes an air of Italian haute couture. The central touchscreen is unchanged from the regular Stelvio, but this is one of the things I like least about the car: it's slow to work and its narrow letterbox format makes it feel small.

The Stelvio QV is already on sale in Italy and other markets – it has been since January 2018, in fact – and it's priced well above the UK price point. Alfa Romeo UK has made a conscious decision to price the QV extremely competitively. In fact, at £69,500, it's something of a bargain among cars of this ilk. What other SUV can you get with 510hp for the same money? Nothing. The Stelvio's closest rival, the Porsche Macan Turbo Performance Package, only has 434hp and costs £69,505 (£5 more than the

Alfa). Range Rovers with 510hp or more cost almost £90k. The Stelvio QV is on sale now at Alfa dealers, with the first deliveries arriving in September. I feared there might be production restrictions due to limited engine supplies, but Alfa affirms that there won't be any such issues.

Interestingly, Alfa thinks the market for the Stelvio QV is quite different to the Giulia. While the saloon appeals to male drivers of an older profile, the SUV should attract drivers of both sexes and a wider age group. Fact is, it's more practical, more comfortable, has the benefit of 4x4 and is absolutely not intimidating to drive, even in Race mode. It's much more likely to be an everyday car than the Giulia QV.

That's the Stelvio in a nutshell. As my drive on potholed, far-from-perfect UK tarmac demonstrated, this is an all-rounder of the first order. It's a practical five-seater SUV with loads of space inside, and yet a supercar slayer and divine through corners when you press on (let's not forget it's the fastest SUV ever timed around the Nürburgring, with a lap time of 7 minutes 51.7 seconds). And it's all done in remarkable comfort and total safety, even in Race mode. I'm pretty darned excited about the Stelvio Quadrifoglio; and I really never expected to say that about an SUV. 🇮🇹

The carbon-and-Alcantara steering wheel looks and feels great. Pressing the red starter button unleashes an epic exhaust note



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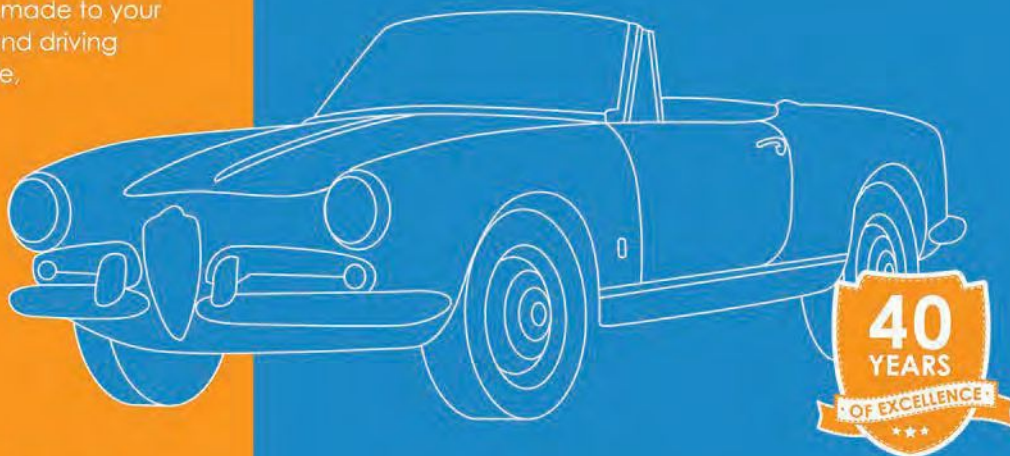
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Hard Nut

With its carbon hardtop and lightweight OZ wheels, the new GT version of the Abarth 124 Spider is the true enthusiast's choice

Story by Chris Rees





When the Abarth version of Fiat's classic 124 Spider was launched in 1972, it came with a hardtop to improve stiffness. So it's entirely fitting that the new GT version of the current 124 Spider that Abarth has just launched comes with a hardtop.

When I first heard that the 124GT was in the pipeline, I kind of assumed it would adopt the same roof mechanism as the Mazda MX-5 RF. After all, the Abarth 124 Spider is based on the Mazda MX-5, so it would have been natural for the hardtop version simply to copy the roof system of the MX-5 RF's retractable targa design. But Abarth has its own form to follow: the fixed-hardtop Fiat-Abarth 124 Rally.

So Abarth has gone its own way. Unlike the 1970s glassfibre original, though, the 21st century Abarth 124GT hardtop is made of carbonfibre – which, Abarth says, is the only roadster on the market with a carbon hardtop. The roof sure looks great and it feels well made, too, with thick foam headlining, proper window rubbers and a generous-sized glass rear window that has a demisting element which can clear the screen in a claimed three minutes.

The hardtop is very lightweight at 16 kilograms, so it adds little to the car's overall weight (although it does

raise the centre of gravity slightly). Significantly, Abarth claims the roof benefits the torsional rigidity of the 124. I can't say I noticed a huge difference between hard and soft versions on my back-to-back drive, but it's good to boast about, I guess. Whether it adds more rigidity than the optional aluminium strut brace you can also buy, Abarth doesn't say.

There is certainly more wind noise around the hardtop's B-pillars at speed than the soft-top because of the bluff profile of the leading edges. But overall, the fact that the hardtop is much better insulated than the fabric roof means the GT is surprisingly refined. Indeed, on a German autobahn I managed to coax the GT up to an indicated 149mph (slightly higher than the claimed max, in fact) and my passenger was still able to have a phone conversation. Clearly more entertaining than talking to me...

One downside of the insulation the hardtop provides is that you can't hear the Record Monza exhaust nearly as clearly as you do with the soft-top. That's a shame, because it's probably the fruitiest-sounding exhaust of any four-cylinder car currently on sale.

Unlike the 1972 Rally's fixed hardtop, the 2018 iteration is removable, although it's hardly the work of an instant. You have to undo five screws using a hex key: two on the outside (hidden by little covers), two





TECHNICAL SPECIFICATIONS

ABARTH 124GT

ENGINE:	1368cc 4-cylinder turbo
POWER:	170hp @ 5500rpm
TORQUE:	184lb ft @ 2500rpm
TRANSMISSION:	6-speed manual (auto option), rear-wheel drive
SUSPENSION:	Double wishbones with anti-roll bar (fr); multilink with anti-roll bar (r); Bilstein springs
BRAKES:	280mm vented discs (fr); 280mm solid discs (r)
TYRES:	205/45 R17
DIMENSIONS:	4054mm (L), 1740mm (W), 1233mm (H)
WEIGHT:	1064kg
MAX SPEED:	143mph
0-62MPH:	6.8sec
PRICE:	£33,000 (est)

inside at the back and one above the windscreen. It takes a few minutes to do, but you'll obviously need somewhere to store it. Once removed, the standard soft-top is ready to be used instead.

With the hardtop in place, the GT does look great. It comes in a choice of three colours: Portogallo 1974 Grey, Costa Brava 1972 Red or Turini 1975 White. The mirror caps come in either gunmetal (matching the front spoiler) or alternatively carbonfibre or red. A no-cost option is the 'heritage pack' consisting of a matt black bonnet and bootlid (like the classic 124 Rally) "to prevent the driver from being dazzled by the sun." Other options include a carbonfibre rear spoiler and a carbon front bumper insert. Inside, it's all standard Abarth but you do get a very nice Bose sound system as standard.

The extra weight of the hardtop is offset somewhat by the OZ Ultra-Light 17-inch alloy wheels, which are each three kilograms lighter than the standard Abarth wheels. They also look pretty funky. Take the 16kg hardtop off and the GT weighs 12kg less than the regular 124, and with less unsprung weight, the handling is the keenest of any 124 model.

The 124GT goes on sale in May in the UK, with a price still to be announced, but we think it'll be around the £33,000 mark. This is not a limited edition, by the way, so there's no ceiling on production numbers. As a car to use all year round, the GT makes more sense than the regular Spider – and the kudos of that carbon roof and the lightweight wheels certainly gives it an edge for the enthusiast driver. No question, it's my favourite 124 yet. 🇮🇹



FIAT 124 SPIDER EUROPA

Remember when Pininfarina took over production of the Fiat 124 Spider in the 1980s? It renamed the model Spidereuropa, and now there's a new Spider Europa special edition on sale. However, as its name suggests, it's not for Brexit Britain, but only for continental customers.

That's a shame because I think it looks great, especially its 17-inch 'Historical' four-spoke alloys that evoke the style of the Cromodora alloys fitted to the 1970s Fiat 124 Abarth Rally. Also evoking a classic 1970s look is the rear boot rack and luggage set. It looks better than it works in practice, though, as it blocks your rear view entirely, and the retaining straps flap annoyingly at all speeds.

The Europa is a limited edition of just 140 examples, priced at 32,390 euros. Never mind that you can't order one in the UK: the good news is that you can buy most of the bits from Mopar to make your own one. 17in Historical alloys cost £809.68, for instance. The boot lid rack is £674.74. And the '124' grille emblem is a snip at £69.42. OK, you won't get the Europa's exclusive Red Passione paint with silver mirrors, but you can get very close.





FIAT 124 SPIDER S-DESIGN

There's another new model in the 124 Spider range this month: the S-Design. Priced at £26,905, it's essentially a dress-up version of the Fiat 124 Spider. Based on the premium Lusso model, it's available only in Ice White paint with a gunmetal rollover bar, window frames and mirror covers, plus new 17-inch alloys, Italian flag badging and red side stripes.

I can report that those stripes don't make the car any faster. But I did get the chance to sample Fiat's six-speed automatic transmission in a 124 for the first time. Frankly, unless you really need automatic, manual is far, far better. The auto 'box tries to keep the 140hp engine spinning below 1750rpm, at which point it suffers from a nasty booming noise. There's no sports setting, either, nor steering wheel paddles to change gear manually. As a result, the whole experience feels soft to the point of being flaccid. Since the Fiat's suspension is set up much more softly than the Abarth's, with a wallowy cornering gait (albeit a cossetting ride), I guess you could argue that auto kind of suits the Fiat's wafy, cruising nature.



THEREBY HANGS A TAIL

We drive an ultra-rare chopped-tail second-series Alfa Sprint Zagato 'Coda Tronca' – and quickly discover why the SZ is such a legend

Story & images by Peter Collins





Sitting down to tot up the number of commercially available variants of the Alfa Romeo Giulietta, it is astonishing that there were no fewer than eight totally different models. Perhaps more surprisingly, looking at photos of what was left of the Alfa Romeo factory after WW2, is the fact that you could buy one at all.

The Italian government had realised how vital industrialisation of the country was and quickly formed a state-owned company named IRI Finmeccanica to assist in the modernisation and recovery of the most devastated industries.

With this financial help and against the odds, Alfa Romeo developed the 1900, its first monocoque car. With a four-cylinder twin overhead camshaft engine of 1884cc it quickly became popular but it also quickly became clear that it was a car only the affluent could afford. The 1900 would not be enough to turn the company around and so the brains at Arese concluded that what was required was a more compact version with an engine of about two-thirds of its capacity: the Giulietta.

Organised by ex-Porsche/Volkswagen and Cisitalia/Siata man, Rudolf Hruska, it would be gratifying to say that all went well, and that the new car was launched to rapturous applause, but sadly this didn't happen. Not because the car was inadequate, but because however talented the Alfa team was (with Giuseppe Busso responsible for mechanicals and Ivo Colucci designing the chassis), bringing the final vehicle to production proved very difficult. One problem in particular concerned an indefinable 'rumble' through the bodyshell on the road.

The first Giulietta was announced at the Turin Show in 1954 not as a berlina (saloon), but as a coupe. Hitherto manufacturers had usually always announced a new model series as a berlina first and then, over time, introduced estate, coupe and convertible versions later.

The official version given for doing this followed on from a Satta quote that Alfa Romeo stood for sportiness. However, there was a more fundamental reason as Finmeccanica had issued bonds based on the launch of the saloon on time and, on top of this, to stimulate sales, had offered new cars as prizes. Rudolf Hruska, having been offered a permanent job as Technical Director, reacted by saying, "Ma siamo matti" ('we are crazy'). The fact was that only the Berlina's platform chassis was ready and there was still a huge amount of work to be done before it could be considered ready for the showroom.

Then Hruska had an idea. What did Alfa Romeo mean to the general public? Answer: cars with a definite bias towards performance with a touch of style and glamour. What did he have available to him? Answer: a developed chassis.

So he went to Bertone to create the Sprint, one of the best-looking little coupes the world had ever seen. This exquisite car was powered by a 1290cc four-cylinder, twin-overhead camshaft engine derived from the Alfa 1900. It was rated at 65hp and coupled to a four-speed gearbox that, in early examples, was controlled via a steering column-mounted lever.

Not surprisingly, within a year, owners started competing with their Sprints. Luciano Ciolfi gained the distinction winning first time out at Castelfuano in



March 1955. After that, the Mille Miglia was the goal but, despite the car's potential, the 1300cc GT class was taken convincingly by Porsches.

Alfa Romeo was stung into action and at the 1956 Turin motor show, a developed version was announced called Sprint Veloce. This was intended to redress the balance in motorsport as well as provide a more dynamic model for the road. It looked very similar apart from its sliding side and rear windows made of Plexiglas, plus the bonnet, bootlid and doors in aluminium. As well as weight saving, Alfa developed an upgraded engine fed by two side-draught twin-choke carburettors and with an increased compression ratio of 9:1 instead of 8.5, so it had 90hp at 6500rpm.

The plan worked well enough for the new Sprint Veloce to sweep the board, finishing 1-2-3 in class and 11-12-15 overall in the extremely wet 1956 Mille Miglia. Carlo Leto di Priolo and his brother, Dore, in their Sprint Veloce, when heading down from the Radicofani into a fast downhill left-hander with a bridge parapet at the bottom, felt the car begin to get away from them and, out of control, rolled over into the stream below before coming to a stop very badly damaged, with both crew injured. It seemed as if it would be possible to rebuild the car but, the story goes, the estimate for this work to be done by Alfa Romeo reached Carlo whilst he was still in hospital and he very nearly had a relapse.

By coincidence, the brothers also owned a Fiat 8V Zagato and it occurred to them that Elio Zagato might be able to help them. A tubular frame was constructed and a new body, to Elio's brother Gianni's design, took shape. The end result was much lighter and lower than the standard car, but still retained features such as the original central radiator grille.

The car debuted at Monza on 2 September 1956, in the Coppa Intereuropa race, with Massimo Leto di Priolo at the wheel. He duly won, having out-qualified

Sprint Veloces in the hands of the likes of Jo Bonnier, by two seconds. The resultant publicity led other SV owners to beat a path to Zagato's door where an updated, further-developed SV Zagato, as the car had been named, was under consideration.

Three further cars were built, after which the clamour from (very) wealthy amateur race drivers was such that Zagato decided to construct another 14 cars, but this time to a more coherent design. The upright radiator grille was changed to one that wrapped over a flatter and more curved nose. This led up to a lower roof that terminated in a short, rounded tail. The nose was very similar to 'our' car here and the 1290cc motor was now modified by some *preparatori* to produce a staggering figure well in excess of 100hp – it had started at half that figure.

Sporting successes continued. Frenchmen Bernard Consten and Jean Hebert were particularly quick in rallies with their SVZ (as the cars were now known) but Zagato had to deal with the fact that Alfa Romeo still did not consider the model to be one of its own, so to become an owner, you first had to buy a Sprint Veloce, then take it to Zagato, where it was chopped and rebuilt into an SVZ. This was an immensely expensive exercise until Alfa relented and agreed to supply Zagato with chassis, bulkheads and running gear, as turned out for the Sprint Speciale in 1960. These were based on a shorter chassis than the Sprint. Sergio Pedretti debuted the first Alfa factory-based SVZ in the sportscar race accompanying the May 1960 Naples GP and duly won his class.

It was during 1960 that designer Ercole Spada arrived at Zagato for a short time. This was when Dr Wunibald Kamm had been expounding his theories on aerodynamics, in particular the tails of cars. The theory had always been that in order to gain lower Cd figures and cleaner airflow, the tail of a car should taper down to a point, as in the long-tailed Maserati Tipo 61



The cut-off 'Coda Tronca' tail was proven to be more aerodynamically efficient than the 'teardrop' shape

Birdcage and OSCA sports racers. After much experimentation, however, Dr Kamm came up with the theory that if you cut that long tail off vertically, before it reaches its tapered point, not only would you save a little weight but also keep the advantages of the tapered tail without sacrificing much in the overall Cd figure. Spada applied the theory to the SZ by lengthening, by 150mm over the standard SZ, and tapering the tail, but terminating it vertically behind the rear window. He also incorporated a lower nose treatment and a lower roof so that in tests around Monza, Elio Zagato was around 6mph faster than in its predecessor. Spada also added disc brakes at the front and three leading-shoe drums at the rear. The proof of the aerodynamics was borne out at Le Mans where one was timed at no less than 220km/h (137mph) on the Mulsanne Straight. Astonishing.

TECHNICAL SPECIFICATIONS

ALFA GIULIETTA SZ CODA TRONCA

ENGINE:	1290cc four-cyl twin-cam
BORE X STROKE:	74mm x 75mm
COMPRESSION RATIO:	9.7:1
POWER:	100hp @ 6500rpm
TORQUE:	130Nm (96lb ft) @ 5500rpm
BRAKES:	Discs front and rear
FUEL SYSTEM:	Twin Weber 40
TYRES:	155/15
DIMENSIONS:	3920mm (L), 1540mm (W), 1250mm (H)
WEIGHT:	770kg
MAX SPEED:	124mph



Our featured car is one of these SZ Coda Troncas – 'truncated tails'. It's chassis number 00174, completed on 9 September 1961. According to Alfa historian, Fusi, some 62 SZs were constructed that year, the last year of SZ production, as 1962 was taken up with development of what became the TZ1.

Chassis 00174 was sold to none other than Massimo Leto di Priolo, the man who had raced the very first SZ to be built, back in 1956. He was a prolific Italian racer and a leading member of the Scuderia St Ambrosiana, a racing team based in Milan and named after the city's patron saint. This team had had an illustrious past and amongst its founders were Italian greats such as Gigi Villorosi, Franco Cortese and Giovanni Lurani.

Compiling a history for 00174 has not been easy. The main event that it took part in was an ambitious run in the 1962 Sebring 12 Hours where it was piloted by the





illustrious Carlo Facetti, alongside Di Priolo, achieving a laudable 12th place finish. The car ran with one of the first sets of front disc brakes fitted to the model and it's the only example to have front brake air scoops fitted in the front valance. Originally it would have been fitted with bi-metallic Borrani wheels which the owner, Jason Wright, still has, but wisely he prefers to race it on stronger alloy examples.

Over the years, 00174 moved around northern Italy from custodian to custodian until Jason acquired it about 10 years ago. Since then it has been restored and maintained by Alfa expert, Ivo Salvadori of Basel, Switzerland. The superb result is what you see here.

Racer it may have been, but taking it up into the hills above the city revealed what a totally useable little car this is. First problem, though, is getting in. This is a tiny, jewel-like machine with a very low roof,

hence the great aerodynamics. Once installed, though, you would be happy to stay all day. No wonder they were great long-distance cars at Sebring, Le Mans or the Coupe des Alpes.

That little 1300cc twin-cam pulls like a train and goes like a rocket. It is very difficult to believe there are so few cubic centimetres involved. The whole machine fits like a glove and can be manipulated in the same way, with a light touch, easily making sure it goes wherever you want it to with economy of effort. All the time, you play delightful Alfa tunes changing up and down those five superbly chosen gears. The brakes are firm and progressive in a way that defines all Giulietta models. With all this and superb looks, too, you can see why the following TZs were so successful if they had this as a base point. What an amazing family of cars the Giuliettas turned out to be. 🇮🇹

Any SZ is extremely rare but this one is unique in having brake cooling air scoops in the front valance

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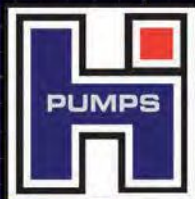
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Raw Beauty

This beautiful and rare 1953 Ferrari 250 MM started out with Pinin Farina bodywork, but was then converted to a spider by Morelli and finally shaped as per Vignale. It has an illustrious racing story to tell

Story: Ruoteclassiche/Gaetano Derosa
Photos: Ruoteclassiche/Paolo Carlini

A chingly beautiful, rare and successful in competition, the Mille Miglia spider designed by Alfredo Vignale is one of the great Ferraris of the early years. One of the very first Ferraris to be equipped with the legendary 250 engine, the Vignale 250 MM Spider is indeed a rarity: as few as 15 examples were built in total.

But the car featured on these pages was not born this way. It started life as a Pinin Farina *berlinetta*, which was subsequently converted into a spider by Morelli and then finally changed to Vignale's shape, the way it has remained till today. This 250 was not built to be a show queen, as its Mille Miglia tag hints: this was a car designed to win

races – which it did on many occasions.

“Luigi Villoresi's ability to manage the race was a masterpiece of skill. The driver had to muster all his resources to hold the powerful 410-liter Ferrari on the road, despite the hard wet ground, to get the most of its horsepower.” So said *Auto Italiana* magazine in the aftermath of the 1951 Mille Miglia. The acclaimed driver, Gigi, teaming up with his trusty mechanic, Piero Cassani, crossed the finish line in first place in Brescia, after racing the 1574km long route: 12 hours, 50 minutes and 18 seconds, an average of 121,822 km per hour. Villoresi's triumph was the first of the three victories achieved by the Ferrari-Vignale partnership with models which were as beautiful as they were powerful, in the

classic Brescia-Rome-Brescia race, until 1953.

Born on 15 June 1913 in Turin, Alfredo Vignale had developed great metalworking skills with the aid of an anvil, mallet and hammer. Under the precious advice of his masters, Felice Mario Boano and Pietro Frua, he had learned how to bend the aluminium sheet into sinuous and elegant shapes. In the second half of the 1930s, his vast experience in the field earned him the post of bodywork manager at Giovanni Farina's workshop. He was always keen to work as his own master, and the post-war period gave him the opportunity to turn his dream into reality.

On 28 October 1946, Alfredo formed Carrozzeria Vignale in via Cigliano in Turin. Vignale personally designed the company





TECHNICAL SPECIFICATIONS

FERARRI 250 MM SPIDER VIGNALE

ENGINE:	2953cc V12 60-degree SOHC
BORE X STROKE:	73mm x 58.8mm
COMPRESSION RATIO:	9.0:1
POWER:	240hp at 7200rpm
INDUCTION:	Three Weber 36 IF / 4C carburetors
TRANSMISSION:	Four-speed manual, rear-wheel drive
SUSPENSION:	Double wishbones, transverse semi-elliptic spring (front), live axle, semi-elliptic springs (rear), hydraulic dampers
BRAKES:	Drums front and rear
TYRES:	6.00 x 16
WEIGHT:	850kg
MAX SPEED:	155mph
FUEL CONSUMPTION:	20mpg



'0276' was originally a berlinetta coupe bodied by Pinin Farina. Here Franco Cornacchia races at the Trieste-Opicina event in 1953





Bottom right: Clemente Biondetti at the start of the 1954 Mille Miglia, in which he came fourth. The body had by now been converted into a spider by the coachbuilder Morelli

logo: a white-coloured 'V' against a blue background with two small red triangles on the bottom, surrounding the silhouette of one of Turin's most famous landmarks, the Mole Antonelliana, right in the centre of the badge. Alfredo quickly established a professional – and highly productive – relationship with the prolific designer, Giovanni Michelotti, who had become very experienced working at Farina's facilities.

Like Vignale, Enzo Ferrari had founded his factory in Maranello in the post-war period and had made contact with the Turin designer through Franco Cornacchia, known in the car community as a valuable racer of the Guastalla stable and a Milanese trustee of the Prancing Horse. The commendatore had entrusted Touring with the first iterations of his projects. Allergic by nature to long-term commitment, Ferrari's penchant was, however, for talented, skilful artists endowed with the ability to demonstrate showmanship, and in the early days he was not so much for classic

coachbuilders. Enzo was looking for someone who could create elegant and yet also eccentric shapes to accommodate the wishes of the wealthy clients who were starting to knock at Maranello's doors.

It was to Vignale that Ferrari turned. If we were to draw comparisons with the fashion business, Touring and subsequently Pinin Farina represented Giorgio Armani for Ferrari, while Vignale was his Jean-Paul Gaultier. For the 1952 edition of the Mille Miglia, Vignale created a small Berlinetta (saloon) on a chassis equipped with Ferrari's brand new 250 engine. Called the 250 S, it was raced by the likes of Giovanni Bracco and Alfonso Rolfo, who battled with the Mercedes-Benz 300s led by Rudolf Caracciola, Hermann Lang and Karl Kling. It was a hard-fought struggle. The small 230hp engine of the Ferrari 250 S toiled on straight roads, but recovered uphill and in the curves. Bracco, with unforgettable manoeuvres on the Futa (including occasional close encounters with embankments along the way), eventually



MILLE MIGLIA MAGIC

The Commendatore liked to call the Mille Miglia "the most beautiful race in the world." Ferrari took part in the Mille Miglia right from the start in 1947, winning in eight of the 11 years up until 1957. In the years when Ferrari didn't win, it took the role of the main opponent. Besides the official victories, several teams raced with the Prancing Horse and snatched prominent places in the general classification of the race, boosting the legend of the House of Maranello, according to which Ferrari and Alfa Romeo share the role of absolute champions in the Freccia Rossa register.

Among the most significant performances, we can recall that of Giulio Cabianca, who set off onboard a 250 MM Vignale Spider (identical to the one featured on these pages) on 25-26 April 1953. Teaming up with the navigator, Gianfranco Roghi, the Venetian racer managed to place his barchetta in ninth place in the general classification, by covering the 1512km Brescia-Rome-Brescia stretch in just 11 hours, 51 minutes and 39 seconds, which equates to an average speed of about 78mph.

Born in Verona but Modenese by adoption, Giulio Cabianca began his racing career at the end of World War II, and was devoted to Sports Prototype cars. The Ossa stable's number one driver won the Italian title in the 1100cc class in 1951. He also had a chance to compete in a few Formula One grands prix in 1958. Fate prevented him from going further: he died prematurely in 1961, at the age of 38, while testing a Cooper in Modena.






crossed the finishing line. Thanks to this victory, the 12-cylinder 3.0-litre engine was renamed the '250 MM' for Mille Miglia.

It is this engine that's fitted in the Ferrari Vignale Spider featured on these pages. Built in 1953, it lived three intense sporting lives, wearing three different sets of clothing.

Commissioned by Franco Cornacchia, chassis number 0276 had a 250 MM engine fitted and was initially 'dressed' by Pinin Farina as a berlinetta (saloon). It was officially delivered to the owner of the

Guastalla stable on 14 March 1953. Its destiny was to win many races, including Trieste-Opicina on 21 June; it also came fifth overall in the 1953 Targa Florio and fourth in the Grand Prix Supercortemaggiore at Monza. On 17 July 1953, Cornacchia handed over the car to Luigi Piotti (by which time, the number plate MI 220258 had been fitted); he teamed up with the very skilled Clemente Biondetti in competitions.

The decision to convert the car into a spider came at the end of 1953 and was

realised with the help of the Ferrara-based coachbuilder, Morelli. Biondetti raced the car in this form at the 1954 Mille Miglia, where it finished in fourth place. The car was exported to America in 1957 where it raced in many competitions with a V8 engine fitted instead of the V12; fortunately the 12-cylinder engine remained with the car. In 1978, the bodywork – which had been badly damaged – was replaced with the correct Vignale shape in Italy, as detailed in Marcel Massini's historical register. 

Among Vignale's many design details are pleasingly styled and functional air outlets behind the rear wheelarches. Some of the 15 examples made had a polished aluminium finish





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ITALIAN RARE BIT

Franco Scaglione's very last design, the little-known Intermeccanica Indra is not just beautiful but surprisingly mature to drive, too, as we discover behind the wheel of an ultra-rare UK-based example

Story by Richard Heseltine
Images by Michael Ward

Without a filter between brain and mouth, the crash landing is met with a stream of expletives. It turns out that the Intermeccanica Indra has surprisingly supple suspension and reasonable ground clearance, all things being relative, but it cannot simply absorb sleeping policeman. It's just an idea, but try traversing the next one at walking pace. And there will invariably be a next one as we're in a historic dockyard in Kent which is awash with them. The wingman, the car's affable owner Andy

May, winces but is all smiles afterwards. The Indra is his baby, but it's far from babied. This car gets used – and how.

This is not the ideal locale to be testing a 1970s super-coupe; the sort of car that in your mind's eye is capable of leaping continents in a single bound. That's what GTs were once all about, after all, but you can be forgiven for being unfamiliar with the Indra. In modern day journalistic parlance, Intermeccanica Automobili was a boutique manufacturer. Formed in 1959 by Hungarian-born Canadian, Ferenc 'Frank' Reisner, the

marque has since produced a bewildering array of models spanning everything from Formula Junior single-seaters to Mustang station wagons via Checker-based 'neo-classics' and VW Kübelwagen clones. Nevertheless, it remains inextricably linked with small-series exotica, the Indra being only one of many.

Reisner built his first 'special', a VW-based Devin kit car, in 1958 before departing Montreal for Europe on a go-day holiday. While



in Rome, he and his wife Paula acquired a Siata 1400 and continued their road trip while contemplating their future. As the trip drew to a close, neither was keen to return home and toyed with establishing a motor racing magazine in Milan, before using the money accrued from the sale of the Devin to form a small tuning firm in Turin. Thus, Intermeccanica was born.

Just as night follows day, making go-quicker bits prompted the creation of an open-wheel racing car. That, and a small sports car dubbed the Imp which featured Steyr-Puch running gear. This in turn led to the firm becoming embroiled in the Italo-American Apollo project which was met with much hoopla in the early 1960s, but which sadly never quite took flight. If nothing else, this scheme to build a V8-engined GT with the North American market in mind set the template for cars made under the Intermeccanica nameplate to the end of the decade and into the 1970s. It also resulted in the Turin minnow teaming up with styling

great, Franco Scaglione, for the first time.

Of prodigious talent and erratic discipline, Scaglione was Nuccio Bertone's collaborator and foil for much of the 1950s, shaping such legendary show queens as the Alfa Romeo BAT cars. However, he was prone to disappearing acts which didn't sit well with his employer and sometime business partner. Following a spat during the 1959 Turin Motor Show, Scaglione expected a contrite Bertone to beg him to stay. Instead, the exasperated studio chief fired him and took a punt on an untried youngster – Giorgetto Giugiaro – instead. Scaglione became a freelancer; a pen for hire who, in addition to restyling the Apollo, would design all manner of Intermeccanica projects including the sublime Griffith/Torino/Italia roadster (although American Robert Cumberford has claimed it was based on his sketches), the Murena 429GT shooting brake and the sadly short-lived Titania Veltro.

While the Italia was selling reasonably well in the USA via concessionaire Joe Vos,

Intermeccanica made more money from sales in continental Europe. A chance visit to the Turin works by Austrian, Johannes Ortner, who years earlier had hillclimbed an Intermeccanica Imp, set in motion a chain of events that resulted in Abarth importer Erich Bitter becoming a distributor for the marque in West Germany. Rallye Bitter took delivery of its first Italia in 1969 and thus began four-year relationship; one that was fractious at best.

Given the testy relationship between equally headstrong entrepreneurs, it is all the more remarkable that they would conspire to create a new model, with Bitter introducing Reisner to General Motors' executive Bob Lutz. 'Maximum Bob' was then helming GM's Opel subsidiary in Germany, which was having trouble selling its Diplomat range-topper. An exotic halo car based on the four-door saloon was deemed just the ticket, and Opel produced just such a machine in the shape of the Chuck Jordan-designed CD coupe, but it remained a one-off. Instead, Lutz agreed to





supply Intermeccanica with all the necessary Diplomat parts – including 2.8-litre straight-six or ‘Opel-spec’ Chevrolet V8 engines – to build a prototype for possible limited production. The result of his labours would be unveiled at the 1971 Geneva Motor Show.

Scaglione was 64 years old when he penned the Indra, the prototype being well received on its big reveal in Switzerland. *Road & Track* reported: “Another shapely newcomer

soured. Lutz is quoted in Andrew McCredie’s book, *Intermeccanica - The Story of the Prancing Bull*, as saying, “Those first few Indras were absolute nightmares. There were issues with the wiring harness where you’d turn on the lights and the windshield wipers go on.” Not only that, unbeknown to Reisner, Bitter was working on a car of his own, the 1973 Baur-made CD fastback. Throw in political and economical ructions in Italy, GM

the only known Indra. Owner May is evangelical about small-series Italian exotica, and no stranger to the marque.

“When I sold my De Tomaso Pantera GT5S in 2014, I was looking for something interesting to fill the gap,” he recalls. “I came across an impossibly beautiful car that I’d never heard of in a New York dealership. That car was the Intermeccanica Torino Italia that I’d eventually spend almost two years

“ I fell in love with the Indra fastback. But with only 27 built, finding one was always going to be an impossible dream ”

is the Intermeccanica Indra built from Opel Diplomat components, including the De Dion back end, in a hefty box-section chassis. Indra, it seems, is the bull god featuring in Turin’s city crest, and the car will be marketed by Opel agents only at a price of up to 34,000DM (US \$9000+) in Germany with very full equipment.”

Unfortunately, the Indra was foiled before it got halfway out of the starting gate. Initially offered in notchback coupé or roadster configurations, with a 2+2 fastback coming on line later, demand was initially strong. General Motors even offered Reisner a factory in Germany in which to build the car in volume, but he declined. This did little to bolster the relationship; one that quickly

backpedalling on its involvement, and a switch to Ford power amounting to little, and the Indra was doomed. Intermeccanica tanked in 1975 but was reborn in the USA and Canada, converting proprietary fodder into convertibles and making high-end Porsche 356 replicas, among other schemes.

As to how many Intermeccanicas made it to the UK, that’s anyone’s guess. A dark green Indra was imported in period and equipped with a Mathwall Engineering-built F5000-spec Chevy small block V8. It appeared on the front cover of *On Four Wheels* magazine but later disappeared from view. As many as four Intermeccanicas of various flavours currently live in the UK, including a Formula Junior racer, but this is

restoring. Of course, I then had to research the story of Intermeccanica. It was then that I fell in love with the Indra and most especially the fastback version. However, with only 27 produced [along with 40 notchback coupés and 60 convertibles], that was always going to be an impossible dream.

“While researching some hard-to-find parts for the Torino Italia restoration, I came across a ‘free ad’ for the Indra on a well-known website. I dismissed it as a scam and tried to forget about it. However, it kept nagging away at me and, after a couple of weeks, I called the number and chatted to the owner who turned out to be a Brit living in France. If I’d like to come over, he would show me the car. The following weekend we were there. I

The Indra came with either 2.8-litre Opel straight-six or 5.4-litre Chevy V8 power, but all fastbacks were all V8s. This car is currently riding on 15-inch BBS wheels rather than the original Cromodora 14s





said to my partner Dawn that if we saw it and it made our jaws drop, then we'd just buy it. It did, and we were soon making a return trip to France to take it home with us."

And thus began a rolling rebuild. "The car was in running condition, but it had a number of issues. Chief among them was a horrible grinding noise from the rear end. It turned out to be just a badly worn wheel bearing. However, the bearings are extremely hard to source and made by only one supplier in Germany, hence they're mightily expensive. On the expectation that I would be keeping the car for the foreseeable future, I bought two sets to ensure future availability. This is an issue with this kind of car: identifying the

origins of original parts to keep them well maintained. Intermeccanica, in common with other low-volume Italian marques, used whatever parts were available. Trying to identify and source them 40-plus years on is not always an easy task."

May has since racked up around 4000 miles in the Indra, many of them in France. "On our first big trip to Bordeaux, the car persistently ran hot; both engine and passenger compartment," he says. "The floors actually got so hot that they roasted our feet! I've re-cored the radiator which seems to have solved the issue for the engine, redone the carpet underlay and got the air conditioning working, which makes for a more pleasant

driving experience."

Which brings us to today and congested Kent. Up close, the Indra is a thing of beauty. While riding on more recent BBS lattice wheels rather than the original Cromodoras, it could only be a product of the early 1970s. It boasts a dramatic-looking outline, the pointy snout and blistered arches. This was Scaglione's final car design and one of the best from his bulging back catalogue, even if it isn't among the most celebrated.

You could call it cynicism, but past experience of small-volume exotica leads you to expect comedy ergonomics and the giddy aroma of Bostik. That simply isn't the case here. The car's cabin is much more



TECHNICAL SPECIFICATIONS

INTERMECCANICA INDRA

ENGINE:	5343cc GM V8
POWER:	250hp at 5000rpm
TORQUE:	322lb ft at 3400rpm
TRANSMISSION:	Three-speed auto, rear-wheel drive
SUSPENSION:	Wishbones, coil springs, anti-roll bar (F), de Dion rigid axle, trailing arms, transverse linkage, coil springs, anti-roll bar (R)
BRAKES:	Discs all round
TYRES:	185/65 HR14
DIMENSIONS:	4480mm (L), 1790mm (W), 1160mm (H)
WEIGHT:	1300kg (dry)
MAX SPEED:	140mph



comfortable than preconceptions would have you believe. Nothing is hard to reach, while the steering wheel doesn't rest on your lap as with some other Latin GTs we can think of. The instruments are easily legible, the speedo reading to 300km/h, and all-round visibility is excellent thanks to the expansive glass house and spindly pillars. As for it being a 2+2, it's nothing of the sort.

The Indra's V8 doesn't fire with surround-sound thunder. It's all very civilised, in keeping with the GT idiom. Sadly, the mean streets of Chatham are not conducive to driving the car with gusto. What we did learn

from the briefest of sorties is that it feels remarkably rigid. This car has never been restored, just fettled, but there are no percussive creaks or shudders through the structure. It's also a giggle under kickdown, the General Motors TH400 auto transmission cushioning changes well. The revelatory part is the steering. With most exotics of this period, low-speed manoeuvring is a chore. Not here. The power-assisted set-up is superbly weighted. It's light at pottering speeds and suitably meaty when up and running. There are no dead spots, either. And while you do feel occasionally feel bumps,

the ride quality is better than most modern-day performance saloons.

Even after only a few minutes behind the wheel, it's easy to understand why May has few qualms about driving the Indra on pan-European jaunts. It isn't the least bit intimidating. The Intermeccanica is usable in the real world. While purists will rail against the use of a pushrod 'eight' rather than a peaky multi-cam V12, you can fix a small-block Chevy unit with a hammer. The Indra isn't perfect by any stretch, but it does cast a poetic spell. The real tragedy is that it never got to charm a wider audience. 🇮🇹

For a low-volume specialist GT car from the 1970s, the Indra feels surprisingly taut and mature to drive





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WE CAUGHT UP WITH RALLYING LEGEND, MIKI BIASION, WHEN HE CAME TO THE UK RECENTLY. HE TOLD US SOME OF HIS STORIES ABOUT THE PEOPLE WHO MADE LANCIA RALLYING SO GREAT

Story by Martin Holmes
Images by Martin Holmes, Michael Ward,
Peter Collins and Peter Baker



“ If you asked me to work 24 hours a day for the team, I was not able to say no ”

Miki Biasion's credentials in the World Rally Championship are beyond impeccable. Some eight Italian drivers have won WRC events, but Miki is easily the most successful, winning on 17 occasions. The next best Italian is Sandro Munari with seven wins, but Miki won more than all the others put together, and only Biasion, Munari and Andrea Aghini did this in Lancia cars.

Miki was not solely a Lancia man, of course. His last three seasons of professional WRC rallying were with the British-based Ford team, and his first professional year was spent driving for General Motors Italy in its Opel Ascona 400 in 1982. That team was run by the legendary tuner and car manufacturer, Virgilio Conrero.

Miki told us: "I immediately sensed that this was a really good team because Conrero was not only an important tuner but also a wonderful person, very nice and very clever. I was the youngest driver in the team but I was able to fight against the Fiat Abarth 131s in the Italian rally championship in 1982. Conrero was an engineer who specialised in engines. We felt

these were much better than those prepared by the official Opel team in Germany."

Miki's results in the Italian championship were noticed in Turin by Jolly Club and Cesare Fiorio of the Lancia factory team asked him to drive for the team in 1983 in the European Rally Championship in a Group B Lancia 037 car, which he won.

Jolly Club was owned by Robert Angiolini but the general manager was Claudio Bortoletto. This was Miki's first contact with Fiorio himself.

"Cesare was a remarkable strategist and tactician," he says. "He invented the Lancia HF team and brought Sandro Munari into the world championship. It was not easy to be one of his drivers because his most important objective was to win the factory championships. He used his drivers as he needed, choosing them for their aptitude in each kind of condition or surface. He used specialists in Monte Carlo, in Corsica, in Argentina, in Africa, on the 1000 Lakes and so on. The most prominent Italian driver had been Munari. I arrived at Lancia only after Munari had already ended his career."

Of all these drivers,

there was only one other Italian, Attilio Bettega. Did his arrival create any political pressures?

"I didn't have many opportunities to compete against him, except at the Sanremo Rally. Attilio was at that time very motivated, and he had much more experience than me. For me, he was an example to follow. I believe that Attilio was the only Italian driver after Munari who showed the world that Italian drivers are fast not only on asphalt but also on gravel."

Miki moved to the official Lancia Martini team to coincide with the introduction of the Delta S4. He worked with new people, one of the most important being Giorgio Pianta. "He was responsible for the testing work on the S4. I already had a good reputation with the Lancia team as a tester, so Giorgio called me many times to help him during the development of the S4. The team's engineer, Sergio Limone, also called me many times when we were at the test track at La Mandria, near Turin, or in the roads of Tuscany. All this helped Henri Toivonen win the car's first major event, the RAC Rally of 1985. Giorgio was part of the team, all of



FROM LEFT: Miki with Virgilio Conrero in 1981; Jolly Club owner Roberto Angiolini; Miki walks with Attilio Bettega in 1984



ABOVE LEFT: Cesare Fiorio, Giorgio Pianta and Martini team owner Ninni Russo
ABOVE RIGHT: Miki in his home town, Bassano del Grappa, in 1988



whom were dedicated to gaining the best performance of the car.

“The big problem was that the S4 was the first 4x4 rally car for Lancia. We had to experiment with so many different systems to understand. It was a long and very difficult job. The person in charge of the development of the S4 was Giorgio Pianta, working with engineer, Claudio Lombardi. Pianta was responsible for the differential, engine and gearbox; Lombardi for the engine; Limone for the chassis and the suspension; and then

there was a team of mechanics with Vittoli and Buschiazzo in charge of the development during the test.”

Lombardi had also helped in the development of the road version Delta HF 4WD. “When Fiorio went to Ferrari,” recalls Miki, “Claudio arrived as the Team Manager. I think Claudio was a very good engineer, but I think his Team Manager work was not his best opportunity. His mind was more concentrated on developing the car rather than choosing rally strategies or drivers for

the team. I think he was too much a gentleman to be a team manager. His mentality was very open. I mean if I asked him to fit square wheels he would say, ‘No Miki, from my personal point of view they don’t go very well. But if you want to try we can arrange some square wheels for you.’ If he asked me to work 24 hours a day, I was not able to say no to him.”

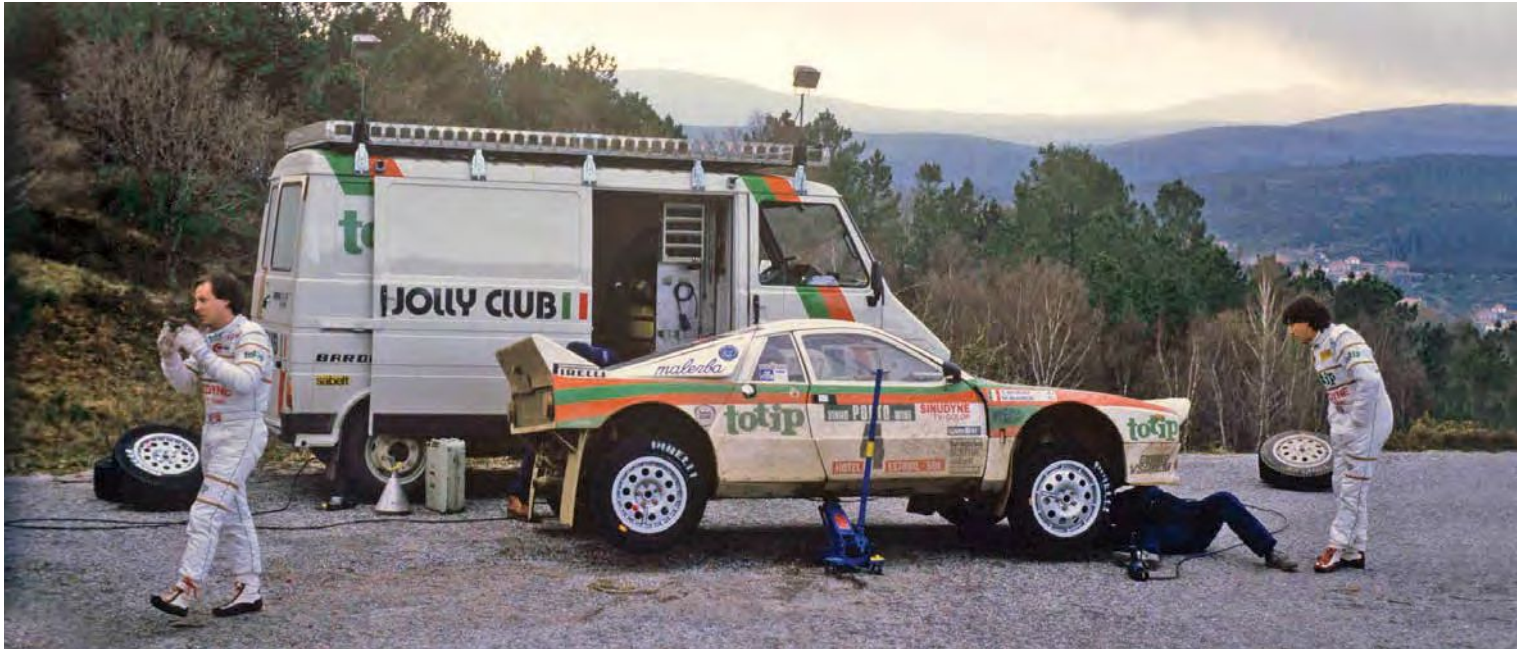
One of the most important engineers in the Group A days was Vittorio Roberti, who was in charge of testing. He used to go to all the test sessions and was

especially responsible for the development of the Safari Rally car, spending a lot of time in Africa. Twice Miki won the Safari, both times in a Delta.

“The best point about all these engineers was that they were open to all the ideas, all the requests of the drivers, ensuring the cars for each rally were fully prepared. Up to the last minutes before the start of the rally, they were open to making modifications, to do something different that could improve the performance also during the rally. They were open to modifying the car even

BELOW LEFT: Biasion, Fiorio and Lombardi in 1987
BELOW RIGHT: Claudio Lombardi launches the HF integrale in 1987





the during the rally, without any prior testing, if there was an opportunity of victory.”

What does Miki think was the strongest point about Lancia competition? “It was not only the mentality of the engineers but also of the mechanics. Sometimes an engineer might change something on the car but the mechanics didn’t know why. From their experience working on many rallies and maybe based from the engineering point of view, they could give him the opportunity to think again. This was very

important for the team. All the team from the last mechanic to the first of the engineers, everybody was involved in the victory. The team won the rallies not because of the engineers or the driver, or because of their decisions, but because of the mechanics. All these different parts of the team were responsible for the victory and the competitiveness of the cars.”

It was with Lancia that Miki scored his greatest successes, including in the legendary Rally 037

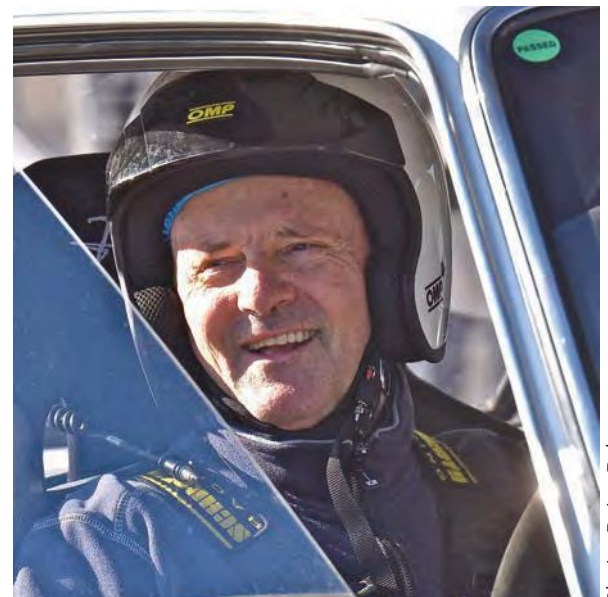


Photo: Peter Baker

CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Goodwood Members' Meeting

Snow, spins and spectacle: the 76th Goodwood Members' Meeting was highly memorable

Story by Richard Heseltine

Images by Peter Collins & Jochen Van

Cauwenberge/Goodwood



Faces turned blue, much like the air. The 76th Goodwood Members' Meeting was memorable on so many levels, not least the reaction of competitors and spectators alike to each Siberian gust. And that was before you factored in the snow. That racing took place at all in March 2018 was miraculous given the amount of white stuff that fell on West Sussex during the race weekend. Even when it wasn't snowing, the cold played havoc with the old cars and their pilots, leading to some surprising results. Italian cars were often in the mix.

Patrick Blakeney-Edwards guided Peter Neumark's Alfa Romeo 8C 2300 Zagato to victory in the Caracciola Sportswagenrennen race for pre-war sports cars. Duncan Pittaway led off the line aboard his Bugatti

Type 35, but his time at the front of the field lasted for only a few seconds as Blakeney-Edwards stamped his authority and scampered away. The gap between the lead duo was three seconds at half-distance, with Alfa Romeo 8C 2600 driver Christopher Mann a further 21 seconds in arrears in third. Pittaway's race was enlivened when his car's centre-hinged bonnet parted company, but this didn't seem to slow him down. Mann's race came to a smoky end with only five minutes left to run, with Frazer Nash-BMW 328 driver, Alistair Pugh, assuming the position from Max Werner's road-equipped Alfa 8C. Blakeney-Edwards won from Pittaway by 28 seconds, with Werner claiming third place on the last lap after exploiting the Alfa's superior horsepower on the pit straight.

"It's a privilege to race such a historic car," the elated



ABOVE, CLOCKWISE FROM TOP LEFT: Daniel Ghose in Alfa 8C 2300 Zagato; Vincent Gaye's 275 GTB; Paul Waine in trouble in his De Sanctis F3

victor said after receiving the garlands. "This is one of those circuits that I identify with. It's perfect for pre-war cars. It's a credit to the Goodwood team that they have been able to keep things moving in such challenging conditions."

However, this would prove to be the only victory for an Italian marque on the 12-race programme, but five-time Le Mans winner Emanuele Pirro starred in the 45-minute Moss Trophy encounter for 1960-62 GT cars. Jon Minshaw was first into Madgwick aboard his Jaguar E-type roadster, chased initially by Tom Alexander's Aston Martin DB4GT, but all hell broke loose within half a lap, after Martin O'Connell's E-type cannoned into Gregor Fiskens's similar car. The race then became a three-way battle between Minshaw, fellow E-type man John Young and Pirro in the ex-Count Volpi Ferrari 250 GT SWB 'Breadvan'. Minshaw was the first to pit for a driver changeover, team-mate Phil Keen matching his searing pace thereafter. Pirro swapped with Lukas Halusa within a lap, but the Breadvan's owner couldn't match his pace. Man on the move was former World Touring Car Champion, Rob Huff, aboard Richard Meins' E-type. He steered the Jaguar on its bumpstops and was the fastest man on track by a significant margin. He soon jumped the Breadvan, the Young E-type having by now lost several places. Huff gradually reeled in Keen but ran out of time to challenge for the win. He was five seconds in arrears at the flag, with Halusa hanging on for third.

BELOW LEFT: Alfa 8C chases down Delage
BELOW RIGHT: Jason Wright brakes hard at the end of the Lavant Straight

Ferrari specialist James Cottingham stormed to victory in the Ronnie Hoare Trophy, but not aboard a Ferrari. The historic ace belied his lack of experience of Phil Hylander's Porsche 904 to conquer a quality field, but only after making up for a tentative start in damp conditions. The pole-sitter was beaten to Madgwick for the first time by fellow front-row starters, Ferrari 275 GTB/C man Vincent Gaye, and James Bellinger aboard Keith Ahler's shapely SLR-Morgan. However, Cottingham was in front as the lead trio descended on St Mary's for the second time and had a one-second advantage next time around. By quarter-distance of the 20-minute encounter, the top three had a nine-second advantage over the warring Porsche 911s of Mark Bates and Ambrogia Perfetti in fourth and fifth.

Cottingham worked the traffic more efficiently than his pursuers, Gaye and Bellinger being never more than a few inches apart. On the penultimate lap, Gaye closed appreciably on Cottingham, only to spin off at St Mary's. He rejoined the fray having dropped only one place. The amiable Frenchman clung on for third behind Cottingham and Bellinger following a storming drive.

The fourth running of the Members' Meeting – and the fiftieth event of the 'modern' Goodwood era – wasn't without incident, but the can-do spirit of drivers and spectators alike was inspirational. We've only just thawed out.



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
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Paris Money-Go-Round

Italian classics made some eyebrow-raising sums in Paris

Words & images: Peter Collins



As Ernest Hemingway said: "Paris is a moveable feast." And for one week, the annual historic and classic automotive orgy that is Rétromobile certainly involved a lot of movement this year. You needed to criss-cross the city to cover all that went on; from Porte de Versailles in the south west, to the Grand Palais on the north bank via the Place Vendôme: there was hardly any breathing space for at least five days.

As always, the festival kicked off on Wednesday with the RM Sotheby's sale. A Lancia Delta Evo Dealers Collection took a staggering 161,000 euros here, whilst an ex-Jean Sage 1957 Alfa Giulietta Ti, prepped for mild competition, went for 41,000 euros. It's difficult to predict if these prices mean a seismic upward shift in values, or whether the pent-up demand of a winter doing little has temporarily opened the floodgates.

A seemingly perfect Maserati MC12 Stradale took over two million euros, which makes it about equal with its blood brother, the Ferrari Enzo. Early Lamborghini Espadas seem to be on a roll, with 161,000 euros taken for one, while someone shelled out 736,200 euros on a Maserati Mistral Spyder. 792,500 euros for an OSCA 2000 S raised eyebrows, as did a very formal Alfa 2500 6C Berlina for 143,750. All you'd need then is a 1900 Super and a 2600 Berlina to complete the set...

Rétromobile seems to grow in size every year. From the original compact little show full of French fancies and quirks, it is now a major annual shop-window for the leading old car purveyors, with a historic show section added on.

The Artcurial auction provided huge interest. Due to reasons beyond its control, the auction house lost the presence of the Ferrari 275P and its star Ferrari



CLOCKWISE FROM TOP LEFT: Ferrari FXX, ex-Boffa Maserati A6GCS, Bertone Ferrari 250 GT, Autobiانchi A111, Maserati with Peugeot 404 Ferrari barge, early Alfa Giulietta SV

PF Spider failed to sell, but the ex-Boffa Maserati A6GCS took nearly 2.5 million euros whilst, at the other end of the spectrum, an early Espada went for 169,000 euros. An indication of how Lancia Flaminias are moving from being unwanted space-users, was an unkempt and shabby Touring Cabriolet, for which someone shelled out a high-estimate 122,800 euros. All was not lost for feature cars, however, as a Ferrari FXX, with spares, went for 2.674 million euros. From the same stable, a superb 365 GT 2+2 took 238,400 euros, a bit of a bargain. The ex-Ronnie Hoare and very rare Lotus Twin Cam-engined De Tomaso Vallerlunga went over top estimate at 292,000 euros, although a De Tomaso Mangusta that had sold at Bonhams in London a couple of years ago failed to change hands here. For those with an eye for a rare

find, a pretty Glas 1300 GT by Frua sold for 24,000 euros, which was 10k over top estimate, while a very early Alfa Giulietta SV took 214,600 euros.

In the show itself there was plenty to see from a barn-find Ferrari Daytona, still covered in genuine barn dust and dirt, to an immaculate Autobiانchi A111 – when did you last see one of those? The fabulous Abarth collection of Englebert Moll was on show for all to see on two special stands, covering all the significant competition cars from the Corso Marche factory, as well as some oddities such as a Zagato 500 and one of the 027 Pf sports racers. In addition to Abarth cars, the mighty 6.0-litre V12 engine, designed and built for the stillborn T-140 prototype sports-racer, was on show. Intended for the 1968 Le Mans, a sudden change in the rules by the FIA, when the car's





development was well underway, rendered it obsolete before the chassis was built, losing Abarth a lot of money in the process. Also on show was one of the fearsome 3 litre V8 sports prototypes, as used by Johannes Ortner to win the European Mountain Climb championship, plus the little Abarth OT 2000 America (a Fiat 850 Coupe fitted with a full-house Abarth 2.0-litre twin-cam – perhaps the ultimate Q-car).

A new innovation was an area with classics priced at under 25,000 euros. Here we found a Vignale 1500 Fiat, a Siata Spring and a very smart Alfa Romeo Giulietta Ti amongst various models of Fulvia. The main hall contained many dealers, with Max Girardo displaying a Lancia Delta S4 and Alfa Romeo Tipo 33/2 chassis 019. Enormous areas were occupied by the likes of Gregor Fisker, which showed a Maserati 250F amongst many other delights.

It seems as if Fiat has finally woken up to the importance of history in the marketing of its cars, as a large stand was devoted to the classic workshop now available in Turin for owners of historic Fiat Group cars of the past. Included on show was the possibly unique Abarth 2400 Coupe bodied by Allemano – featured in *Auto Italia* back in 1996 – that was driven by Annelise Abarth. To demonstrate the vastness of diversity available over the years from FCA constituent companies, there was also a Pininfarina Lancia Appia Coupe and a new Alfa Romeo Stelvio in ultimate specification guise.



Lukas Huni from Switzerland always impresses with many cars and models rarely ever seen, but this year he featured many Ferrari 250 GT SWB Berlinettas. I counted at least nine, including all the various road/racing alloy/steel variations and, perhaps the *piece de resistance*, the Giugiaro/Bertone-designed 250 GT (chassis 3269) that was built for a Genovese businessman complete with sharknose front end styling.

That finder of obscurities, Christophe Pund, scored a major coup for Italophiles, as he had none other than the second Alfa Romeo Sportiva Coupe on his stand for sale with an eye-watering price tag attached. Last but not least for diehard fans of Italian machinery, at the opposite end of the spectrum was a little Autobianchi van.

CLOCKWISE FROM TOP LEFT: Alfa Romeo T33, Pininfarina Abarth 027, De Tomaso Vallelunga, chic Autobianchi van, Frua Glas 1300 GT



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Ferrari: Under the Skin

At the conclusion of the London Design Museum's Ferrari exhibition, we celebrate a sensational show

Story & images by Chris Rees





Sorry, it's now too late to visit the Ferrari Under the Skin show at London's Design Museum. If you went – congratulations, you were one of the lucky ones. If you didn't – well, here are some of the highlights of a heavenly display for Ferrari fans.

Probably the greatest triumph of Under the Skin was

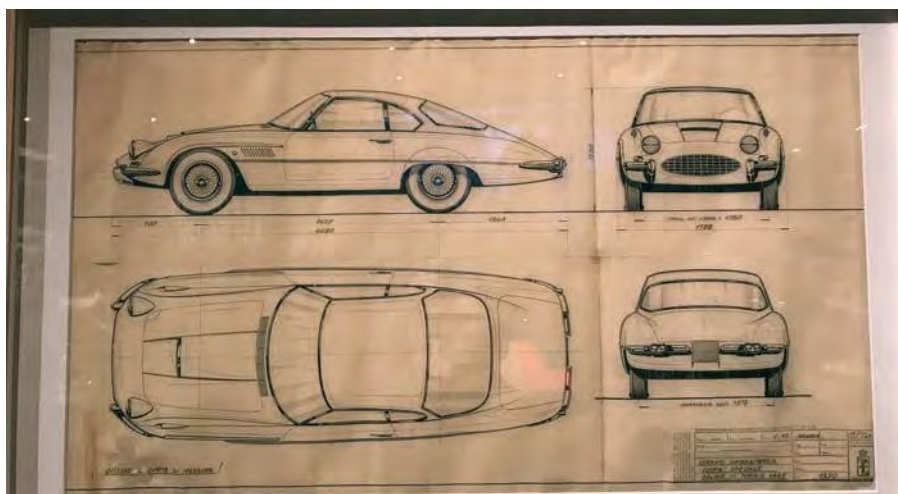


the collection of rare and quite possibly never-to-be-seen-again artefacts, especially from Enzo's early life. The 'under the skin' bits of the show were equally impressive: original hand-drawn sketches, scale models that resembled sculptures, wooden bucks of rare prototypes, engine parts and bare chassis.

The cars were the biggest draw, naturally, from the official replica of the very first Ferrari 125 S to Gordon Ramsay's LaFerrari Aperta and Michael Schumacher's F1-2000 racer.

Gianni Agnelli's own 166 MM from 1950 was here but perhaps the greatest car of the show was Ascari's 500 F2 racer from 1952, in which he won two F1 championships. It formed part of a stunning line of cars including Peter Collins's 1957 250 GT Cabriolet, the 250 GT Berlinetta 'Sperimentale' from 1961 (the 250 GTO 'development' car) and a 1962 250 GTO.

We can't ignore the unique Testarossa Spider that won Ferrari's official 70th year concours. It's owned by Ronald Stern, whose collection of memorabilia formed the backbone of this show. There's simply far too much to mention. Instead, just enjoy this gallery of exhibits from one incredible show.



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

London Classic Car Show

Italian cars starred at the London Classic Car Show and Historic Motorsport International held at London's ExCeL

Story by Mike Rysiecki

Images by Mike Rysiecki/David Marsh



The 2018 London Classic Car Show confirmed that British enthusiasts' love for Italian cars goes from strength to strength. In addition, the Historic Motorsport 'show-within-a-show' added some extra excitement for fans of Italian racing cars.

Almost a quarter of the cars entered in the quarter-mile indoor Grand Avenue 2018 demonstration runs were of Italian origin. The most unusual of the daily Italian moving-display cars were Alfas and included a 1923 RL Targa Florio (in which race Alfas finished first, second and fourth), a 1967 GTA-R 290 from Alfaholics and a 1992 RZ roadster. Ever F1's great showman, 'Il Leone', Nigel Mansell himself thrilled the London crowds by running the Grand Avenue in a front-engined Ferrari Dino 246 F1 car from the late 1950s (see pic, left). The last of the 'buccaneer' F1 drivers in the last of the front-engined Grand Prix racers seemed an appropriate climax to four days of classic indulgence at ExCeL London.

Many classic car dealers and auction houses excelled themselves with some extraordinary Italian content. Coys had a 'birdcage' Maserati and an orange 1967 P400 Miura, recently arrived from Portugal. Nick Wells explained that this example had been subsequently converted to SV specification at the Lamborghini factory in 1974 and performance-assured by the famed Valentino Balboni before delivery back to its owner.

Macari Performance Cars had another orange Miura on its stand, which also featured an especially rare Ferrari Daytona Spider (as used car in the 1975 Gumball Rally movie). This particular car is not one of the 'chopped' berlinettas but a factory-original movie convertible. David Hayhow challenged keen movie watchers to spot the film continuity errors when this car subbed for the original, which was wrecked in early filming. Hoyle-Fox displayed a stunning one-owner 1974 246





Dino, a Ferrari 330 GTC in blue and a RHD Ferrari 365 GTC in black. Paul McNeilly opined that properly executed and sympathetic colour changes are more accepted of late, particularly when the new hue better suits the particular Ferrari model.

How to separate the merely expensive from hyper-valuable originals? Just as at classic race meetings, it's sometimes hard to tell the £1m+ 'tool-room replicas' from the originals. At the London Classic Car Show there were plenty of both and dealers were refreshingly open about sharing details of the sometimes opinion-dividing recreations that allow wealthy owners to race with more vigour than they might risk with an elder sister.

Beside the gloss of the professional dealer stands, the UK Italian car clubs put on their own outstanding displays of glamour with carefully arranged displays worthy of the manufacturers themselves.

As always, the Fiat 500 Club took top honours for 'cuteness' while the Ferrari and Lamborghini clubs competed for 'wowness' in the supercar show stakes.

Lamborghini Club UK exhibited five cars with no apology for the recentness of three of its display cars. In the club's view, "every Lamborghini is (eventually) a classic." The 1976 Espada pleased those who were counting back the decades, while a Gallardo, Huracán and a new Aventador S LP740 in Nilla blue were enough to fuel the fantasies of a new cohort of bedroom poster enthusiasts. However, it was a bridge between the two Italian supercar families that provided a warming back-story. Twin brothers Paul and Mark Hart share a Countach refinished in the special fiery Diablo Rosso anniversary colour. Mark had first noticed Countachs in Knightsbridge back in 1981 when he worked in the prestige end of the West End hospitality business.



Years of hard work, saving and single-minded aspiration coincided with a dip in middle-aged exotic car values, enabling him to acquire this car and fulfil a long-held ambition. It's an unusual RHD, non-skirted QV-spec model from the 1987 change-over year.

Across the Grand Avenue on the Kent Ferrari Owners' Club stand sat Mark's brother Paul's immaculate Ferrari F355. In his opinion, it's "the ideal spec 355, with no driver aids, light controls and no paddle shifters, the last of the pure driving Ferraris." Alongside a 288 GTO, a 512 BB and a 308 GTB QV, it would be hard to pick just one to take home. The Kent Owners' Club certainly made sure the cream of their members' cars populated the show stand.

Enthusiasts who focused on Italian exhibits left the 2018 London Classic Car Show with their appetites fully satiated. Now we're fully warmed up for the annual *Auto Italia* event at Brooklands on 5 May.



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READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

FIAT 124 SPIDER

MICHAEL POLITO, AUSTRALIA

It all started at the young tender age of 10, growing up in the inner western Sydney suburb of Stanmore, where I met a gentleman, Matt Carroll, who had a wonderful collection of exotic and rare Italian and British racing cars; cars that he would showcase at many car events, including the Australian Grand Prix (Adelaide).

Matt had several Lotus

cars and a beautiful 246 Dino. It was the Dino that caught my eye with the drop dead gorgeous lines and the close-to-ground stance.

In awe of his collection and keen to have my very own collection one day, Matt offered his advice and suggested that I look at the very underrated Fiat 124 Spider. An affordable Italian sports car at that time that was

designed by the legendary design house, Pininfarina, the same *carrozzeria* behind many Ferraris including the 246 Dino. This is where my journey began.

NO TURNING BACK

After many years of researching and wanting to own an Italian classic motor vehicle, I made the decision in 2003 that it was time to buy one. The 124 Spider was manufactured by Fiat Automobiles from 1966 to 1980. The front-engined,

rear-wheel drive, four-wheel disc brake car was designed by the late Tom Tjaarda while at Pininfarina. The Fiat 124 Spider was never released in Australia, so finding a good one would have its challenges.

I stumbled across the car accidentally when I visited an Alfa Romeo Workshop in Sydney. The owner of the workshop was trying all he could to convince me to buy an Alfa Romeo instead of a Fiat. During our debate, unexpectedly, he

indicated that he had one, a black Fiat 124 Spider. To my surprise, sitting under a cover in an Alfa Romeo workshop, I found my early chrome bumper Spider. It was described as a 1971 Fiat 124 Spider. My initial thought upon removing the cover was that this car was going to need a lot of work. It was not running and there was a substantial amount of rust.

DIRECTION

With my late father's advice ringing in my



Photos: Calum Ballinger



ears – “When you start something, you must always finish it” – I made the courageous decision to embark on restoring this Fiat. My goal was to restore it to its original glory and for my Spider to be recognised as one of the best 124 Spiders in the world!

Firstly, the car was completely dismantled and sent off to the sandblasters as it was important to start with a blank canvas and have a good understanding of what I had to work with. The result wasn't good. There were rust holes

everywhere. The front end had clearly been involved in a serious incident. Nearly every panel had damage or rust. The bottom rocker panels (bottom seals) sub-structure was rotten and rust had found its way in to the inner structure. This was looking bad at this stage and the list continued to grow...

After many months researching and determining the direction I would take, I found that this car was not a 1971 model. According the VIN number and the libretto (the original Italian

registration papers) sourced from the gentleman who imported this car in 1984, my Spider was in fact the 645th Spider built and was a very early original black (Nero) spider. The Fiat 124 Spider debuted in Turin in November 1966, making this car one of the oldest surviving 124 Spiders known. With this new appreciation of what I had, I decided it would be wise to restore this vehicle to its original glory.

PERFECTION

Being a perfectionist, I wanted this car to be as

good as it could be and began a total restoration, unseen on any other Fiat 124 Spider.

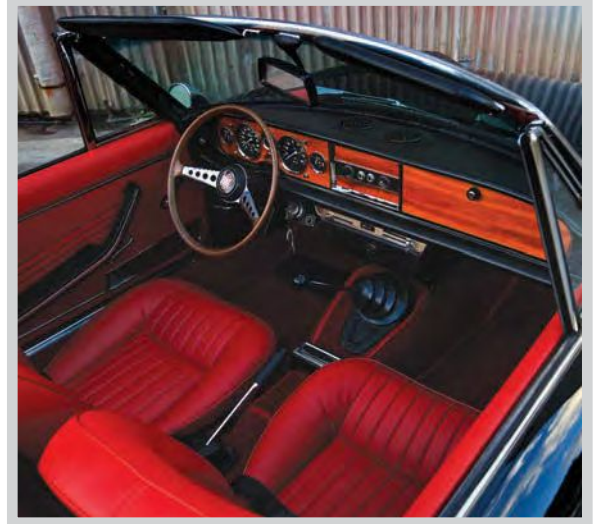
The car was returned to left-hand drive as they were never made in a right-hand drive configuration.

At some point prior to acquiring the car, the original 1438cc engine was replaced with a 1608cc engine. The 1.6-litre engine was tossed out and replaced with an original (period correct) 1438cc engine, as designed by ex-Ferrari engineer, Aurelio Lampredi. The engine was

completely torn down and rebuilt. Every nut, bolt and component was removed, repaired and or replaced.

The goal for the exterior was perfection. It had to be, as the car was going to be painted in its original black colour. All car enthusiasts know that the colour black is not forgiving and will show up all imperfections. It would take over four years to complete the exterior with major activities such as the removal and replacement of the front end, rear quarter panels, doors and substructure.





To ensure the car retained its original look and integrity, only genuine Fiat genuine 'new old stock' panels were sourced and used. It took an immense amount of time to source all the parts, which had to be shipped to Australia.

I wanted the car to have the original look and feel. A factory option set of rare Cromodora CD3 wheels were restored and installed together with period correct reproduction Michelin XAS tyres.

Interior colour options were limited as the black original cars were only

released in two colour options; Rosso (red) or Avorio (Ivory). Most Spiders around the world either had black or tan interiors, so Rosso was the obvious, rarer and more striking interior colour against the black exterior.

The restoration was completed in April 2017. My Fiat 124 Spider is exactly how I imagined it would be and I could not be prouder of the result. A special thank you to all who have contributed and supported the restoration, and for making my dream come true. The journey will continue!



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COLLECTORS' GUIDE

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

Ferrari F355

Ferrari went from zero to hero in a single jump when it replaced the 348 with the F355 – one of the prettiest and greatest mid-engined driver's cars ever created

Story by Richard Dredge & Spencer Herbert
Images by Michael Ward



When Ferrari launched the F355 in 1994, expectations were high. The 348 that came before was a disappointment to many, so in some ways Ferrari couldn't lose – whatever came next just had to be a step forward. But few could have predicted just what a landmark car Ferrari would create. Pretty, technologically advanced and thrilling to drive, the F355 was, and remains, one of the most beautiful products ever to come out of Maranello, and one of the greatest driver's cars to boot. Where the 348

represented the old Ferrari, the F355 was part of the new, although as the last of Maranello's hand-made V8s it hadn't quite made the complete jump so it was something of a transitional model.

When the F355 appeared in 1994, it was offered in fixed-head (Berlinetta) and targa (GTS) flavours. The very 1980s side strakes of the 348 were banished and in their place were huge air intakes in the doors to feed the mighty F1-inspired 3.5-litre dry-sumped V8 that nestled behind the cabin. And what a powerplant it was: five valves per cylinder (three inlet, two



exhaust), four camshafts, a flat-plane crank and a peak power output of 380hp delivered at a screaming 8250rpm, while the redline was set at a stratospheric 8500rpm. With 109hp per litre the 355's V8 had the highest specific output of any naturally aspirated car available at the time.

While the GTS offered a modicum of wind-in-the-hair motoring, the 355 Spider that went on sale in 1995 was fully open, featuring an electrically operated roof – perfect for top-down cruising along the Cote d'Azur. One year later, Ferrari added driver and passenger

airbags and the engine management system was upgraded from Motronic 2.7 to 5.2. This latter step was a big deal at the time, as the newer management system ensured cleaner exhaust emissions, a smoother power delivery and a more stable idle. There's much debate over which is the better system, though, because the earlier set-up provides a sharper throttle response and – in the eyes of some – extra power. Ferrari claimed the same peak power for both systems, but those in the know reckon that cars with the 2.7 set-up have noticeably more power – although





Targa-roofed GTS is rarest of the 355 family. Manual cars are correctly called F355; autos are 355 F1



this could be down to that sharper throttle response. In 1997 came another turning point in this model's evolution, and indeed Ferrari as a whole, because it was when the company introduced its F1 semi-automatic transmission with paddle shifts; until now

steering rack, uprated suspension, a wider track and stronger brakes, it was a great finale to a glorious production run. There was no 'Special Series' F355 but the closest to a stripped-out special was the 355 Challenge racer, while late in the production run came a

“ The F1 gearbox has a reputation for getting through clutches but they're reliable if driven properly ”

all versions had been fitted with a six-speed manual gearbox. The 'F' prefix was dropped for this model, which was known as the 355 F1.

Ferrari signed off the F355 with the Serie Fiorano Spider, with just over 100 made. Featuring a quicker

'Fiorano' handling pack but very few cars ever got this; it's reckoned just 14 such cars came to the UK.

By the time the final F355s rolled off the lines in Maranello, the mid-engined V8 had become the first Ferrari to sell more than 10,000 units; the tally

OWNER'S VIEW



Ian Barkaway has owned his 355 F1 GTS for just over four years now and has loved every minute of it. The car has covered a shade over 12,000 miles from new, which as you can see, presents perfectly in silver with contrasting dark grey leather interior. Ian's car has the F1 gearbox which in his own words has been "improved somewhat." Ian owns Barkaways Ferrari, a specialist renowned for its world-class restorations and servicing of classic and modern Ferraris. He handed the car over to his team who set about replacing the factory F1 gearbox pump with a version from the later Ferrari 360 Modena. This modification transformed both the speed and smoothness of the

gearchange. When coupled with a Stage 2 Capristo exhaust, throttle response has been improved, along with a soundtrack to die for.

"I have used the car for a number of events at Brooklands and after returning from the test track we had a lot of people asking what we had done to the car to make it sound so good," says Ian.

The 355 has proved to be extremely reliable, requiring only routine servicing and a set of Pirelli rear tyres. "I was given the opportunity to show the car at the Salon Prive event in 2016 and jumped at the chance. Because it has such low mileage, it was the ideal opportunity to have the team detail it. I was so proud to see my own car

displayed at the event."

For Ian, showing is only part of the experience: he prefers to drive the car as intended and is delighted with both the handling and power delivery. He says that the harder he pushes the car the better it responds.

The GTS removable top does have a tendency to allow the odd drip past its seals but Ian laughs: "It's a convertible, so the top should be off anyway".

Ian is fortunate to experience just about every model produced by Maranello but after a long hard day he can think of nothing better than jumping in his 355 to "just go and make some noise!"



actually stood at 11,273, around a quarter of which had F1 transmission. The Berlinetta was the most popular body style, followed by the Spider, with the GTS the rarest of all.

DRIVING IMPRESSIONS

The F355 is searingly fast, but you don't have to be going at insane speeds to enjoy it and you're not so insulated from the action that your licence is in danger every time you want to have some fun. Most F355s came with a manual gearbox. Few enthusiasts (is there any other kind where Ferrari is concerned?) prefer the F1 transmission. It's not that the paddle-shift is a bad system, but it dispenses with one of the real Ferrari pleasures – the open alloy shift gate with its smooth snick-click change and the satisfaction of a well-executed downshift.

Ferrari specialist Nick Cartwright adds: "The F1 gearbox has a reputation for getting through clutches but they're perfectly reliable if driven properly. I've known manual cars get through a clutch in 3000 miles and an F1 clutch last over 20,000 – it's all down to how they're driven."

The 355 is still a beautifully proportioned, gorgeous thing and it still turns heads. The interior's a little plain, but it has understated style and an excellent driving position. Once the 3496cc V8 has warmed through it spins smoothly all the way to a glorious, harmonious, wailing 8500rpm. And while 380bhp might not sound that impressive in a world of 600 horsepower cars, the linear delivery and F1 soundtrack more than make up



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TECHNICAL SPECIFICATIONS

FERRARI F355

ENGINE:	3496cc V8
BORE X STROKE:	85mm x 87mm
COMPRESSION RATIO:	11.1:1
FUELLING:	Bosch Motronic
POWER:	380hp at 8250rpm
TORQUE:	268lb ft (364Nm) at 6000rpm
TRANSMISSION:	Six-speed manual or semi-auto
BRAKES:	Ventilated discs: 300mm front, 310mm rear
TYRES:	225/40 ZR18 front, 265/40 ZR18 rear
DIMENSIONS:	4250mm (L), 1944mm (W), 1170mm (H)
WEIGHT:	1450kg (dry)
MAX SPEED:	183mph
0-62MPH:	4.6sec

for it, with the V8 really getting into its stride once there are 5000 revs on the dial.

The F355 has poise, too – even with the suspension in Comfort mode the handling is delicious, but switch to Sports and the 355 can cover ground at a rate that's quite indecent for a car that's been out of production for 20 years. Throw in superb steering, strong brakes plus fantastic balance and it's easy to see why the 355 was a landmark car for Ferrari.

WHAT TO LOOK FOR

Think of the F355 as a precision instrument. It needs regular expert attention to remain in fine fettle and any car that doesn't get this will be decidedly off-colour. With a fresh set of cambelts required every three years, and the engine or fuel tank having to come out to do the work, it's a big and costly job.

The engine is strong, although the valve guides can wear prematurely on early cars, resulting in heavy oil consumption – a compression test should highlight any issues. Exhaust manifolds crack (most cars have had new ones by now) and sports exhausts are a popular fitment, but beware as they can be very noisy when cruising.

Gearboxes are strong but clutches tend to need changing every 20,000 miles. Replacements can be as little as £600 but damaged release bearings will at least double this.





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The suspension features adaptive dampers which eventually fail, although if the car isn't driven on track very much they can last for up to 60,000 miles. Cars regularly driven hard can halve this.

The paint tends to crack at the base of the buttresses, allowing water to get into the bodywork. The nose also gets stone-chipped easily; any paint damage needs to be attended to swiftly. Less obvious is corrosion in the rear subframe, which is why a professional inspection before purchase is essential, with the car put on a ramp for a thorough analysis.

The leather trim that swathes the seats and dash can suffer from shrinkage if the car is left in the sun; only a full retrim will fix things properly. The centre console has a plastic finish that gets sticky with age; because replacing it is so costly, most owners just remove the plastic altogether.

Nick Cartwright concludes: "Don't be frightened by an early car with the Motronic 2.7 management system; everyone wants the later 5.2 system cars, but earlier ones – those without an airbag – are just as good an ownership proposition."

COST & VALUE ANALYSIS

For many, the 355 family is seen as the last of the truly beautiful Ferraris and demand has remained high, with prices following suit. Just 10 years ago, a good RHD example would have cost £30-40k; you will need more than double that figure for the same car today.

The 355 is young enough to be mileage-sensitive when it comes to pricing. An 'average' RHD car will have covered 30k miles. At the start of 2015, such a car would have cost £70k, moving towards £85k by the end of that year. 2016 saw similar gains, closing the year nearer the £97.5k mark. That's dropped slightly: in 2018 we're closer to £90k. LHD cars are naturally cheaper in the UK. Indeed an influx of left-hook imports explains some of the levelling in the prices recently.

The gearbox option does make a difference to values: manual cars carry the premium and by a margin. Each of the body styles has its own following and value-wise, it ascends in this order: GTB, GTS and Spider.

355s are actively sought by collectors, especially cars with less than 10k miles. The pick of the bunch would be a low mileage RHD manual F355 GTB with factory-supplied carbon seats and the rare Fiorano handling pack – think £135k plus.

Whilst a low-owner car is great, it's not uncommon to see good cars with 10 or more custodians. Higher mileage cars at the right price should not be shunned, if serviced properly and on schedule. As ever, service history is imperative. Look for a mix of Ferrari main service agents and reputable specialists. Tools and books are very important and if missing are not cheap or easy to replace. The right car will give years of enjoyment and a provide a safe place to park your money. 🇮🇹

As ever with Ferraris, a set of original books and tools is highly desirable. A full service history is vital

SALES & SERVICE

Autofficina, 5 Ruxley Lane, Epsom, Surrey KT19 0JB. Tel: 020 8391 0002.

Web: www.autofficina.co.uk

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Kent TN12 5LG. Tel: 01622 872100. Web: www.barkaways.com

DK Engineering, Little Green Street Farm, Green Street, Chorleywood,

Herts WD3 6EA. Tel: 01923 287 687. Web: www.dkeng.co.uk

Emblem Sports Cars, Unit 2c & 2d, Sharp Road, Poole, Dorset BH12 4BG.

Tel: 01202 722247. Web: www.emblemsportscars.com

Foskers, Unit 5 Brands Hatch Park, Scratchers Lane, Fawkham, Longfield,

Kent DA3 8PU. Tel: 01474 874777. Web: www.foskers.com

Hoyle-Fox Classics, Unit 9, Wycke Hill Business Park, Maldon,

Essex CM9 6UZ. Tel: 01621 841444. Web: www.hoylefoxclassics.co.uk

Joe Macari, 249-251 Merton Road, London SW18 5EB. Tel: 020 8870 9007.

Web: www.joemacari.com

Nick Cartwright Specialist Cars, Unit 3&4 Brookfield Park, Tansley,

Derbyshire DE4 5ND. Tel: 01629 56999. Web: www.nickcartwright.com

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Tel: 01428 606616. Web: www.rardleymotors.com

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ALFA ROMEO



1972 Alfa Romeo Spider 2000 Series 2. 90,750 miles, yellow, excellent condition Spider 2000. Full body off rebuild in 2005, maintained regardless of cost since. Rear diff rebuilt in 2012, gearbox rebuild and flywheel replaced at the end of 2015, receipts for work and parts available. Always garaged, very minor imperfections in paintwork at rear, limited mileage in recent years, £19,000. Email: kliddello1@gmail.com (located in London). A268/012



1988 Alfa Romeo Duetto S3 1.6. 50,000 miles, red, LHD direct import from Italy, MOT Sept '18, original engine, carburettors, excellent body, only needs some work on seats, reluctant sale due to space, £12,000. Tel: Paolo, 07785 232482 (West Sussex). A268/013

1983 Alfa Romeo Alfetta GTV 6. Red, very, very good overall condition, present owner for the past 30+ years. Acquired from, and maintained as required by, Lyles of Newcastle, bodywork cared for by Corbridge Coachworks in Northumberland. Full paper history, current AROC insurance valuation £10,000, offers/enquiries from Chris. Tel: 01670 856163. Email: jayceepen@yahoo.co.uk. A268/046



1977 Alfa Romeo 105 Spider. 109,000 miles, black. MOT to Feb 2019. Owned by me since 1983, mechanically good for age as fully maintained by classic Alfa specialists, including Alfa Workshop for last 5 years, whole history available. Bodywork could use TLC, car is garaged near Aldeburgh, Suffolk. Offers over £7500 to Hugh. Email: hs@altaberkeley.com. A268/040



Alfa Spider S3. RHD, Bell & Colvill, silver grey, leather Nardi wheel, 2 litre carb, new hood, 60,000 miles with good history. Not perfect but very clean and smart overall and structurally sound, totally usable and on the button. These cars are well overdue to go up in value, £12,500. Tel: 07798 797262. A268/005



1991 Alfa Romeo Spider S4 2.0. 110,000kms, black. A stunning example, imported from Germany in 1997, and converted to RHD. Full German service history, lots of invoices of work done in UK, stored under cover in winter by previous owners and myself. Under body treated with rust protection, recent oil filters and plugs change, recent upgraded alloys and brake calipers. Roof in excellent condition which also comes with tan roof tonneau, new matching windshield and Nardi steering wheel. Stainless steel exhaust from the cat back which gives a lovely tone. Bodywork is excellent with some light scratches and marks, with no rust. Seats have a few marks with no splits etc. MOT July 2018, all UK MOTs to verify mileage, an excellent investment, £10,250. Tel: 07791 509613. A268/039



1970 Alfa Romeo 1750 GTV. LHD, chassis no AR 1378476. Blue with black interior, period radio, same ownership for 30 years, mileage on original engine 68,121 miles. It now sports 4 lovely BWA rims with Hankook tyres, recently I fitted 4 new springs, 4 new adjustable shock absorbers and new servo plus reconditioned brake calipers and discs, radiator, alternator and starter motor. Always garaged. Excellent bodywork including chrome, £16,450. Tel: 01823 662174. Email: flmacri@aol.com. A268/038



1970 Alfa Romeo JZ 1600. This lovely JZ which I have dry stored for the last 10 years is now up for sale, the JZ is one of the best handling of the 105 series cars as it is a coupe built on the shorter Spider chassis. This is a 1600 and so is one of only 402 cars produced. The car is structurally very sound and runs well, it does need some work on the interior trim hence the very reasonable price, £40,000. I can be contacted on 01763 244441. Email: jamie@alfaworkshop.co.uk. A268/010



Alfetta. 94,720 miles, this Alfetta is the early very rare chrome bumper version, genuine RHD car now classed as historic so no longer needs taxing. Bodywork good, interior excellent, a delight to drive, is quicker than the GTV Juniors which now sell for around £20,000+, MOT to June 2018, extensive work recently done, all with receipts, brakes refurbished, calipers, pipes, discs, pads etc, all new. The car has had a new brake cable fitted, new exhaust fitted, new prop shaft coupling on all cylinders, new front tyres and front and rear Koni shock absorbers, has original wheels and also spare set of four wheels and two tyres and spare gearbox included in price. Gearbox stripped and inspected, condition excellent, plus other jobs to improve handling, car was resprayed completely in 2004 costing £2500. Comes with history file of work done, I believe I am third owner of car, it was owned by one person from 1978 until I bought it in 2014, it was in storage from 2007 to 2014. Last MOT had advisory regarding rust in front wing which has now been repaired with Zeibart undercoating. The engine bay has also been coated with Zeibart for extra protection, £8495. Email: richarddcruzemail@gmail.com. A268/045

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



2001 Alfa Romeo 146 Tourismo Internazionale. 114,000 miles, red. Registered by Autoworld Alfa Romeo Chesterfield and supplied to 1 private owner, complete with full documented service history. Original car with all owner manuals, 3 keys and original sales invoice, June 2018 MOT. Fitted with 5 speed manual and 2.0 TS engine, car is amongst the last few Alfa 146Ti registered and becoming increasingly rare, £1595, AROC member reducing collection. Email: redalfaromeo146ti@gmail.com (Chesterfield). A268/009



Alfa Romeo 147 GTA. May 2005, black leather interior, genuine 63K miles, MOT to Feb 2019. Owned for last 9 years, service history and maintenance bills. Q2, Scorpion stainless steel exhaust, 18" alloys, 4 new tyres, timing belt kit done at 60K miles, one to keep, £10,995 ono, for more information please phone Alex on 07746 508604. A268/037



2003 Alfa Romeo 156 GTA Sportwagon. 84,500 miles, red with black and grey leather interior, factory sunroof, Alfa Romeo service history. Cambelt, water pump, head gaskets, 6 spark plugs, radiator and coils all replaced last summer at 83,600 miles by my local Alfa dealership. Harvey Bailey suspension kit (HBE front and rear shock absorbers) and CDA air box, Q2 system, 330mm front discs, Supersprint stainless steel centre section and rear box. Parrot hands free phone, rear parking sensors. This lovely car has been in my ownership since 2005, but only 1200 miles covered in the past year does not justify keeping it, new MOT, garaged, £10,450. Tel: Ian, 07759 696378. A268/041



Alfa Romeo 147. 1600cc, petrol (Facelift), Sept 2005 (55), 74,660 miles, 6 Alfa services, cambelt kit 56,900, MOT Oct, 2 keys, HPI clear, Jet Black, always garaged, £995. Tel: 07522 312236 any time (Somerset). A268/042



Alfa Romeo 156 JTS Veloce. 2004, 78,900 miles, my 156 comes with 12 months' MOT, new battery, a fully stamped up service book to verify the genuine low mileage and 2 keys, last serviced at 70,342. Tyres are all Pirelli P7 Cinturato: fronts changed at 76,123 and rears changed at 70,876, I have owned this car since September 2016. Tel: Luke, 07467 147032. Email: luke515@btinternet.com (Berkshire). A268/015



2003 Alfa Romeo 156 GTA 3.2 V6. 73,000 miles, red, sunroof. Taxed until June, MOT until August. Standard wheels with spare set of SCDETTO wheels (as seen in photo). Great car but cambelt has broken so car is immobile, engine probably needs rebuild so price negotiated to allow for that and some bodywork, buyer to collect. Tel: 01454 311488 (Bristol). A268/044



Alfa Romeo GT Blackline. Diesel, 1.9. FSH, black leather, MOT June, 175,000 miles, new air con condenser and pads all round, new timing belt and water pump last year. Tel: 07570 550404 (Derby). A268/043



2000 Alfa Romeo GTV 3.0 V6. 105,700 miles, black. The good bits: Aero styling, Ragazzon Quad exhaust, Autodelta front splitter and side skirts, cup front wings, 3 keys, Koni STR front suspension shocks, Eibach springs, GTA teledials, MOT until Sep '18, Mocal oil cooler. Recent work: cambelt, front wheel bearings, full rear suspension rebuild, front suspension rebuild, refurbished brakes. Areas for improvement: bodywork, heated rear window, air conditioning, central locking, £4000. Tel: Jim, 07708 221163. Email: j.m.j.lawson@hotmail.co.uk. A268/014

2008 Alfa Romeo 159 2.4 Ti Q4 Sportwagon. 105,000 miles, red, service history, recent front suspension rebuild incl tyres, injectors replaced etc, rear exhaust, £5000 ono. Tel: 07703 357307 (Wiltshire). A268/047

1996 Alfa Romeo 916 GTV TS Lusso. 111,000 miles, blue, MOT 05.12.18, large history file, cambelt tensioners December 2014, 102,000 miles. Recent new Varta battery and exhaust, front downpipe. Dunlop tyres, black leather interior, drives very well, £850, call for details. Tel: 07854 932595 (Orpington area). A268/048



2005 Alfa Romeo GT 3.2 V6. 53,000 miles, rare Dijon Blue metallic, grey leather interior, new Autodelta exhaust system, Quaife LSD, top end engine rebuild and powder coated, 1 previous owner, MOT and FSH. This car wants for nothing and is one of the best examples in the UK, £10,500 ono, bought via Autolusso, sale due to purchase of new Giulia. Tel: Iain, 07969 998078. Email: robbo2006@btinternet.com. A268/011



2000 Alfa Romeo GTV 916 2 litre Twinspark. 74,000 miles, black, an excellent example of this iconic four-seater coupe. Drilled and grooved discs fitted 4000 miles ago, part stainless steel exhaust system, recent alternator and battery replacement, Sony Bluetooth digital radio (original radio available if required). Drives nicely, new motorhome coming so must sadly go, £1849 ovno. Tel: Neil, 07713 880678 (Dundee). A268/036



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1974 Alfa Romeo 1600 Junior Zagato
1 of 400 made,
1 owner, mint:
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1964 Alfa Romeo 2600 Spider
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1961 Lancia Flaminia berlina 2.5l
LHD Excellent example
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1971 Lancia Fulvia 1.35
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1970 Lancia Flavia 2000 coupe
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1972 Lancia Fulvia Sport 1.35
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standard wheels, new tyres, beautiful!
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2010 (10) Alfa Romeo Brera 1750tbi. Red with black leather. One of only 62 RHD with this engine, the only one to have, 210bhp turbo, 6 speed manual, petrol, 59,500 miles since new, MOT Nov 2018, 2 owners, FSH, extras include Graphite Prodrive wheels 18" with Pirelli tyres, full length black panoramic roof giving light interior, Ascari tuning exhaust system, subtle not raucous. New battery, spare key. AROC member, cherished car, garaged all winter, only 1000 miles covered in last year, ready for the show season or for a European motoring holiday! £10,995 priced to sell, located near Dover. Text: Phil on 07772 785927. Email: philjames1970@outlook.com (Kent). A268/054



2009 Alfa Romeo Brera Prodrive 3.2 V6S. 44,200 miles, red, 1 of only 250 V6s. Lovingly looked after, full service history, MOT till July, £13,950. Tel: Joseph, 07985 152923. A268/052



Alfa Romeo 916 Spider TS 1997. 86,000 miles, MOT Sept 2018, black leather interior. Totally original specification, but with many new parts. Recent timing belts and water pump, new discs and recon calipers, refurbished wheels, with new Bridgestones. Also new radiator, thermostat, battery, electric aerial, and new hood rear window section, aftermarket wind deflector. Comprehensive service history, further details and photos on request, £2300 ono. Tel: 07729 614261 (Northumberland). A268/051



2000 Alfa Romeo 916 GTV P2 3.2. Unique P2 3.2 GTV, definitely one of the very best 916 GTVs around. Superb condition after a 'better than new' £4500 respray in its original Nuvola Blue by Surface & Design TVR in 2010, another £4000 to remove new stone chips and restore the underside in 2015. Improved and repaired regardless of cost, incredible history file showing in excess of £20K spent in my ownership since I purchased in 2006. New (not rebuilt) 3.2 engine fitted and done only 17K since. Too much work to list, but briefly: full Alfaholics exhaust inc manifold, recon gearbox, Bilstein shocks all round, Powerflex rear, Alfaholics brakes, Q2 diff, short shifter, BMC CDA airbox, GTA clutch and flywheel, quality DAB/CD head unit and roof aerial fitted with the bodywork. All glass has been replaced with Alfa branded including the ultra rare rear screen and rear quarters, pristine proper GTV monogrammed mats, door rubber seals changed for new last year, pristine detailed engine bay, most lights changed for new, badges and grille replaced with new, recent recon gearbox, original alloys were changed for new instead of refurbishing, all work documented mostly done by renowned specialists Peak Alfa, >£1500 spent in last 6 months alone on refurbishing cooling system inc new radiator, oil cooler and pipework, plus more work on the brakes and handbrake, £10,000. Please call John for a chat or to view on 07764 940286. Email: jccarr@protonmail.com. A268/053



Alfa Romeo ES-30 RZ. 1995, yellow, black interior, under 16,500 miles, MOT'd, serial no. 211, excellent condition, £70,000 ono. Tel: David Weavers, 01502 569698 (Suffolk). A268/008

Alfa Romeo Spider 2010 (10) 1750 TBI. White/black leather, 33,000 miles, FARSH. Pampered car in wonderful condition, fabulous example of a really rare car with the best engine ever offered in a Spider (and I've owned all!). One of only 33 in the UK, serviced annually, 12 months' MOT. Unmarked 18" anthracite 5 hole wheels, good Pirelli tyres, recent new discs and pads, new cambelt and water pump at 20,000 miles 2 years ago. New battery, straight through stainless steel rear pipes (originals to be included), sounds amazing without being intrusive, last spec including hill hold, parking sensors, red calipers, £12,500 ono. Tel: 07592 738490. Email: aaholland@hotmail.co.uk. A268/049

FERRARI



Ferrari 355 Challenge. Well known 2002 355 Challenge car for sale, chassis no ~104596, in race trim with 2 sets of rims. Left-hand drive, 50,659 miles, and currently road registered. Comes with original window glass, door cards and trims to convert back to full road spec if desired, otherwise it is eligible to race in club and national series. Fabulous, classic 355 drive, and a very competitive car, £85,000 with new cam belts and QV service and refresh. Email: Richard Atkinson-Willes (FOclub member), raw@raw-art.com. A268/018



Ferrari 575. Exceptional rare high spec 575 with 10,200 miles: Fiorano handling pack (one of 392), 19 3 wheels, Scuderia shields, spare wheel, carbon racing seats (one of 92), carbon fibre interior, 4-point safety belts (one of 40), Nero leather interior/red stitching, leather rear shelf, factory roll bar. Full Ferrari main dealer service history, all books, tools and jack are available. I can send a video of the car, Instagram: rossocorsa575, £120,000. Tel: 07818 093335. Email: douglasjcooper@hotmail.com. A268/020



Ferrari 348 Spider. Original 62,000kms, left-hand drive car, all invoices present. UK registration, currently in my ownership little over two years and only driven 400kms. Tool kit and tonneau cover present. 1995 car originally supplied in Switzerland and imported to Japan 1996, imported to UK 2016 and same keeper since. Car is outstanding all round and a very collectable example, used very sparingly and has been garaged all its life. Tel: 07887 420911. A268/022



Ferrari 308 GTSi. Silver and red leather, a/c, 11,500 miles from new, 1st owner 1982-85, 2nd owner purchased in 1985 with 7000 miles and owned for 28 years covering only 4000 miles, 3rd owner purchased in 2014 with 11,000 miles. Totally original and almost like new, never used so now needs a new home, offers invited £89,950. Tel: 07970 356911. A268/017



Ferrari 308 GTS QV. May 1983, 30,500 miles, RHD, red with Crema piped red, wing shields, red carpets, Blaupunkt Modena CD player, air conditioning, removable T-top. Extensive history file and award winner at the Northern FOC Concours, indoor and outdoor cover, full set of tools, trickle charger, occasional use and fastidiously cared for. Original handbook and regularly maintained by AE Performance in Knutsford, current owner for 14.5 years, 3 previous owners, includes private plate MSV 308, £85,000 ono. Tel: Michael Carr, 07714 155570. Email: michaelcarr1965@gmail.com. A268/019



1998 F355 manual RHD Spider. F355 Spider in Rosso Corsa with Nero hide, owned by an FOC member for 6+ years, reluctant sale! Stunning example with 41,000 miles. Excellent service history, will be serviced and MOT'd prior to collection. All keys, tools, manuals and wallet, plus battery conditioner and car cover are included, many optional extras. Original exhaust plus Level 1 Capristo included if asking price of £84,950 is met, private plate available under separate negotiation, can be viewed in Buckinghamshire. Tel: Phil, 07952 851489. A268/023



Ferrari 348 TB. 1990 stunning 348 in rare black/black leather, extensive history and regularly serviced by respected Ferrari specialist. Detailed near concours engine bay, just been serviced, everything works, no sticky interior, huge amount of work done since I imported her from Holland in 2015. LHD with 38K miles (62K km). Usual upgrades of Hill engineering spacers, tensioner bearing and brand new stainless sports exhaust, may PX with race or challenge car, £55,000, can email for more photos. Tel: 07768 013608. A268/021

FIAT

2002 Fiat Stilo Abarth 2.4 20v. Yellow, 81,000 miles, service history, MOT Expired July 2017, drives OK, tidy car, selling as spares or repair, £500. Tel: 07541 310419 (Lincs). A268/007



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Fiat 130 Coupe. Rare manual ZF gearbox model, one of just 900 hand built by Pininfarina at their Cambiano facility from the total production of 4491 cars. Original Bianco paint, and orange velour interior. Paint is excellent, the interior is good with the exception of the front seats which show some wear and would benefit from some attention (I have been quoted £600 to repair both front seats). Vehicle is showing an indicated 35,000km from new with 2 Italian and 2 UK owners, this mileage has been verified by the 2nd owner who kept the car for over 30 years. Full 12 months' MOT (will be MOT exempt in May 2018), and registered as Historic Vehicle, so road fund licence is free. These cars, especially the rare ZF manual versions, are being talked up by journalists such as Quentin Willson, who feel that they will increase in value rapidly in the future. A comfortable and sure footed mile eater that looks great and should handsomely repay your investment, £10,950 or offers, would part exchange anything, ancient or modern, cash either way. Tel: 07831 290806. Email: brian1boxall@btinternet.com. A268/056



Fiat Seicento Sporting 1.1 MPI. 2003. Little use and only covered 13K miles! Not far off a new car, can only increase in value. Silver with grey and black trim, sunroof, alloys, power steering, overmats and full size spare. Had belt, exhaust and tyres, service history, tested, £1595. Tel: 01684 892906 (Malvern, Worcs). A268/034



Fiat X1/9. Five speed RHD, 1986, need restoration, complete with Belgian documents, very good project, little rust, engine OK and gearbox OK. Tel: 0032 475 829 538. Email: info@madereel.be. A268/003

LANCIA



Lancia Gamma Coupe 2000. Pininfarina design, stunning and rare, August 1982. 2 owners, kept in a garage but ready to go! The car has recently been serviced, £5200, please contact me for more information. Email: josephmsu@gmail.com. A268/059

MASERATI



2008 Maserati GranTurismo. May 2008, 1 owner car in beautiful colour combination with low mileage. My beautiful 2008 GranTurismo that I bought new in Granito Grigio with Rosso leather is stunning with refurbished wheels and red calipers. Only 38K miles and looked after by Maranello. It has all usual extras, incl heated and memory seats, skyhook suspension, front p/sensors, 20" birdcage wheels, both master keys etc, and is in superb condition. Tel: 020 8950 1236. Email: nickfp@hotmail.com. A268/055

PARTS



Ferrari 308 GT4 under valance. New old stock, £750, post or collection. Please text or call for more information: 07590 755179. A268/024



Daytona rear quarter panel. Daytona quarter panel and part boot floor, new old stock. Taken off complete rear clip, £5000, post or collection. Any further information and more photos please call or text: 07590 755179. A268/026



Ferrari 308 GT4 door frames. 1 pair of door frames and door skins. New old stock, very hard to find parts, sold as a pair, £2750, post or collection. Please text or call for more info: 07590 755179. A268/025

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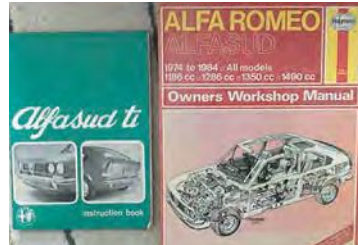
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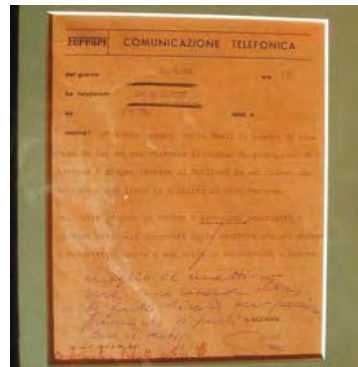
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ABARTH			
Allemano 2400 and 2200	19	Autobianchi A112 Abarth	217
Abarths at Monza 1998	19	Ritmo (Alitalia)	90
Abarths at Silver Flag	85	Ritmo Group 2	229
Radbourne Abarth 1300	21	Formula Italia	90
595SS	118	Formula Abarth 033	138
600s	29	124 Abarth Rally	67
600s	82	124 Abarth Grp 4 Rally x2	73
750 Zagato Dubble Bubble.	60	124 Abarths x3	145
750 Zagato Record Monza.	196	124 Abarth Rally	196
750 Zagato Record Monza + 750		124 Abarth Rally Group 4	214
Zagato Dubble Bubble.	258	124 Abarth Rally Targa Florio	257
850 Allemano Spider	50	124 Abarth/Fulvia/Alpine	32
Abarth 1000 SP	37	Polish/124 Group 4 Abarth	38
Abarth 2000 SP	165	San Remo Rally 124 Abarth	47
Abarth 2000 SP	250	131 Abarths x3	178
Abarth Osella PA1	30	131 Abarth Stradale	43
Abarth Osella PA2	89	131 Abarth	53
Abarth Osella PA2 Nordschleife	144	131 Abarth/Integrale/Coupe	58
Abarth 1300 OT	43	131 Abarth Alitalia	68
Abarth OT 1300	93	131 Abarth (San Remo)	81
Abarth Simca 1050 Corsa.	222	131 Prototypes	215
Abarth Simca 1300	119	131 Abarth Diesel	231
Abarth Simca 1300 OT	143	131 Stradale v Group 2	251
204A Cisitalia Abarth	199	X1/9 Prototipo	130
205A	220	Abarth Rally Range 2004	
207A Boano	48	Panda/Stilo/S1600	96
1000 Bialbero	50	Panda Rally EVO 2007	136
1000 TCR	106	Stilo WRGB 2005	101
1000 TC	145	Stilo WRGB 2006	129
1000 TC	264	Stilo Trofeo Abarth	193
1000 TC v 600 Modified	238	Grande Punto S1600	183
Abarth Tipo 139	197	Grande Punto S2000	134
Abarth Tipo 140	201	Grande Punto S2000	253
1500S	217	Grande Punto Italy launch	138
2200 Allemano Spider	147	Grande Punto Abarth Sanremo.	141
850, 1000 OTR	55	Grande Punto Abarth Belgium.	143
1000 Berlina Corsa /Abarth Simca		Grande Punto Abarth SS UK.	149
2000 / 500 Esse Esse	167	Grande Punto Abarth SS.	162
750 GT Zagato / 500 Trofeo / 124		Grande Punto Abarth v 130TC.	158
Stadale / 1000TC (VBH)	168	Grande Punto Abarth v Mito.	171
850TC Nürburgring	103	Grande Punto Abarth v Mito CL.	177
850 Allemano	58	Grande Punto Abarth EVO.	173
OT 1600 (rep)	235	Grande Punto Abarth Guide.	267
Scorpione Corsa Prototipo	141	500C Abarth	173
Lombardi Grand Prix	265	500C Abarth/Punto Abarth EVO.	175
Abarths at Monza	58	Abarth Grande Punto EVO.	197
Autobianchi A112 Abarth	75	Abarth Punto EVO Scorpione.	224
Autobianchi A112 Abarth	170	500 Abarth 2008 Italy launch.	148
		500 Abarth 2008 UK launch.	156
		500 Abarth Trofeo Brands (VBH).	166

500 Abarth Trofeo Cadwell.	170	8C 2300 v 8C Competizione.	163	TZ1&1/2	62
500 Abarth Trofeo GB Race 1.	171	8C Engine Feature	151	TZ1	179
500 Abarth Trofeo GB (CBH).	175	8C Tipo B 'P3'	253	TZ2	135
500 Abarth Trofeo GB Roundup.	181	Alfetta 159 meets Maserati 8CL	14	TZ3	185
500 Abarth (Forge)	179	Alfetta 159	24	Montreal v Dino v Citroen SM	14
500 Abarth SS Hillclimb UK	182	Alfetta 159 Track Test	87	Montreal	47
500 Abarth 'Polizia'	204	Alfetta 12C	101	Montreal (Modified)	81
500 Buyers' Guide	218	Bimotore	95	Montreal v Dino V Biturbo.	159
Abarth 595 by Oakley Design.	213	Clemar Bucci 2500SS	19	Montreal Buyers' Guide.	174
Abarth 595 by Oakley/TMC.	218	1900CSS	15	Montreal V8 Engine Feature.	187
Abarth 595 New V Old.	216	Tipo 33 Stradale	40	Montreal Group 4 Autodelta.	263
Abarth 695 Biposto.	229	Tipo 33 Stradale	164	1900 Matta Jeep	47
Abarth 695 New V Old.	251	Tipo 33/3	56	1900 Matta Jeep	126
Abarth Classics at Franciacorte.	181	Tipo 33/3	111	1900 Matta Jeep 'AR51'	246
Abarth Classics at Franciacorte.	191	Tipo 33/3	188	2300 RIO	106
Abarths 124 MY2017	248	Tipo 33/2	194	Alfa 90 and Alfa 6	62
Abarths 124 R-GT v		Tipo 33 Daytona	109	Alfa 90 and Alfa 6	162
Ex-works 124 Group 4	259	Tipo 33 TT12	113	Alfa 90	102
Abarth Classiche	255	Tipo 33 TT12	258	Alfa 6	97
Abarth MY2017 range test	257	Tipo 33 Concepts	124	Junior Zagato	128
Abarth 124 Spider	265	Tipo 33 Elvio Deganello	204	B.A.T 11 Bertone	146
		1900SS Ghia Coupe	22	Gransport Quattroruote	241
		1900 SSZ	80	Berlinas	48

ALFA ROMEO

100 Years of Alfa Romeo. Pt1	167	1900 SSZ 'Lopresto'	217	Alfa Saloons: Giulietta, Giulia Super,	
100 Years of Alfa Romeo. Pt2.	168	1900 Golden Oldie	115	90, Alfetta, 2000 Berlina	16
100 Years of Alfa Romeo. Pt3.	169	1900 C SS	15	Giulia Super Dutch Trofeo	35
100 Years of Alfa Romeo. Pt4.	170	1900C SS BOANO 1955	266	Giulia Super "Carabinieri"	129
Autodelta	209	1900 SS	176	Giulia Ti Super Racer	98
Autodelta at 50 GTA/TZ1 test	214	1900 Ti (Pininfarina)	202	Giulia Super	34
Alfa Romeo prototypes (TZ3)	171	1900 Disco Volante	64	Giulia Super, TI & Nuova Super	76
Alfa Romeo Commercials	192	1900 Disco Volante	230	Giulia TI Super (Factory car)	196
Alfa Romeo at Balocco P3/1300GTA		1900 Pinin Farina x 2	236	Giulia Coupes	82
/155DTM/Disco Volante	173	2000 Sportiva	125	Giulia Dossier (105)	235
SE048 (Group C racer)	106	2000 Sprint	212	Bertone GTV	36
G1	264	Alfa Twincam engine feature.	137	Giulia Sprint GT Tripletest	65
RLSS	49	Alfa Twinspark engine feature.	145	Giulia 105 Series 3 car test	208
RL	213	1750 GT Prototipo	132	Giulia (105) GTC	53
6C 1750	38	Giulia Sprint Veloce Zagato	36	GTAm/BMW 2002 Replicas	25
6C 1750SS	117	Giulia Sprint Veloce Zagato	195	GTAm 1750	39
6C 1750SS (1929 Mille Miglia).	226	Giulietta Sprint Veloce "Goccia"	94	GTAm Turbo (Giordanelli)	44
6C 1750	189	Giulietta Sprint Veloce v GT Q2	147	GTAm 1300 Peter Crutch	55
6C 1750	225	Giulietta Sprint Barn Finds.	223	GTA (Track Test)	70
6C 2300 Replica	75	Giulietta Sprint Bertone.	228	GTA vs Lotus Cortina	77
6C 2300 Aerospider	201	Giulietta Sprint Zagato	50	GTA (Tipler)	159
6C 2300 Mussolini	127	Giulietta Spider	28	GTA 105 through to 155	197
6C 2500 Freccia d'Oro	50	Giulietta 50th Birthday	97	GTA 105 Giulia Sprint GT	203
6C 2500 by Castanga	134	Giulietta Ti	233	GTA-R 290 (Alfaholics)	252
6C 2500B Mille Miglia	155	LDS Formula One	69	GT Junior/Fulvia/124 Coupe	147
6C 2500S	156	Giulietta SS	205	GT Junior with 75 Engine	247
6C 2500S	229	Giulia SS	18	Spider Duetto/ S3 vs Fiat 124.	116
6C 2500SS	187	Giulia SS	140	Junior Zagato	45
6C 2500 Competizione	243	Giulia Spider (B&W)	167	Giulia Spider (105 Prototype)	121
Nardi-Danese 6C2500	31	Giulia Spider (Concours)	253	Alfa Spider 105 (Time Machine)	193
8C 2300 Tim Birkin	27	Giulia Spider Veloce Racer	259	Alfa Spider 105 series	11
8C 2300 (Spitzley)	56	Giulia or Giulietta?	24	Alfa Spider Group test	79
8C 2300	244	2600 Sprint	16	Alfa Spider Group test	
2900A	83	2600 Spiders	51	S4/916/Brera Spider	186
8C 2900B	25	2600 Spider v Lancia Flaminia.	255	Alfa Spider (Unleaded conv)	25
8C 2900B Le Mans	267	2600 SZ	56	Alfa F1 179 v Tornado etc	28
8C 2900B Spider	248	TI Supers	38	Alfa INDY car	207
8C 2600 at Spa	114	Disco Volante 2012	198	Alfasuds	42/72
8C 2600 Simon Moore	142	Canguro	205	Alfasud (Golden Oldie)	110
8C Tipo B/Montreal/8C Comp	149	TZ2 1966	43	Alfasud V6 Alitalia (Colvil)	150



Alfasud 7 car test	151	75 VS GTV 3.0 VS Giulietta	266	164 3.0 V6 v Thema 16v Turbo	17	156 Group N Racer	49	GT 3.7 v 3.2.	233
Alfasud Engine Feature	177	75 3.2 24V Track Day (Porter)	266	164 Twin Spark	22	156 Superturismo Track Test	81	GT 3.2 v GTV v Coupe v 3200	265
Alfasud Trofeo	219	Alfa SZ + Zagato Story	13	164 Guide	49	156 + GTV (Autodelta)	50	Brera (Ital Design Concept)	91
Alfasud 1.2 Ti	226	Alfa RZ vs 3.0 Spider	26	164 Racer (Soper)	78	156 Sportwagon 1.6	53	Brera Italian launch 2005	113
Alfasud Buyers' Guide	259	Alfa SZ/RZ Guide	41	164 Buyers' Guide (Soper)	105	156 Tarox & Zender	52	Brera / GT / 159 JTD-M	120
Alfasud - Giugiaro	265	Alfa SZ 3 car test	100	164 bimotore	107	156 Red Dot brake test	53	Brera UK Launch 2006	119
Sudsprint (Time Machine)	185	Alfa SZ 24v Supercharged	136	164 Procar	142	156 / 147 Monza Sport	70	Brera Spider Launch Italy.	123
Sudsprint Buyers' Guide	37	Alfa SZ Buyers' Guide	167	164 v Croma v Thema v Saab.	153	156 GTA Launch	69	Brera Spider Launch Morocco.	132
Sudsprint Racer (Lewis)	86	Alfa SZ (Time Machine)	191	164 (Time Machine)	188	156 GTA Sportwagon	71	Brera Spider J6 by Autodelta.	144
Sudsprint 3 car test	138	Alfa SZ vs Stelvio (Zagato).	198	GTVs Modified (Autodelta 1997)	17	156 GTA Saloon	79	Brera V6 Q4.	124
33 Buyers' Guide	28	Alfa SZ VS RZ	266	GTV 2.0 16v J10 (Autodelta)	22	156 GTA Bridgestone tyres	82	Brera 2.2 at MBW.	130
33 AKK Motorsport	38	145 1.7 16v	2	GTV 3.0	20	156 GTA Monzasport	112	Brera Q Tronic.	133
33 Turbo Alfa Aid	41	145 CL vs BMW 318Ti	12	3.0 GTV Spider vs RZ	26	156 GTA Buyers' Guide	160	Brera S Prodrive.	146
33 Buyers' Guide	111	145 1.8TS	19	24v V6 GTV	14	156 JTS Sportwagon (Selespeed)	73	Brera S Buyers' Guide.	165
33 P4 (Time Machine)	173	146 145 Team Cars	116	24v V6 GTV	29	156 JTS S/Charged Autodelta	124	Brera 3.2 V6 Vs GTV6 3.2.	181
Classic Saloons: Giulia Super 1.6 /		146 + 145 Buyers' Guide	103	24v GTV vs Lotus Elise	43	156 V6 vs 2.4 JTD (OBD tuning)	82	Brera 3 car group test.	227
2000 Berlina / Alfetta 1.8 /		145 Cloverleaf/Bravo HGT	42	Spiders New & Old	35	156 2.0 JTS (2002)	83	159 (John Simister)	105
Giulietta 2.0	188	145 Cloverleaf/Bravo HGT	180	Spider Duetto vs 939	152	156 Giugiaro Facelifted (1.9jtd)	84	159 V6 (John Simister)	108
Giulietta Turbo	123	145 CL Fleet report	54	Spider 2.0 TS Fleet Report.	209	156 Drivedata remaps	89	159 V6 Range Test	109
Giulietta (Time Machine)	171	145 vs 33 vs Mito	160	Spider 105 S4/916 2.0/939 JTS.	221	156 20v M-Jet (2003)	93	159 2.4 JTD-M 2.2 JTS	117
Alfetta 2.0 Saloon	231	145 Buyers' Guide	198	Spider group test 916	256	156 2.4 M-Jet (Tunit)	97	159 Sportwagon Italy Launch	118
Alfetta GTV 2.0 Racer	115	145 Turbo by Autodelta	249	V6 Coupes Alfetta/916/Brera.	153	156 GTA AM (Autodelta)	100	159 Sportwagon 2.2 V6 Q4	122
Alfetta GT/GTVs	14	146 1.6 Junior	32	V6 Engine Feature.	153	156 Buyers' Guide	102	159 Ti	139
Alfetta GT/GTVs	41	146 Ti vs Audi A3	30	GTV Cup	39	156 2.0 TS HBE Suspension	103	159 V6 Q4 (Nordschleife)	141
Alfetta GT 3 car test	95	146 2.0 Racer	76	GTV Cup (Road Car)	65	156 3.7 South Africa	128	159 2.2 J4 Supercharged	153
Alfetta GT Racers 3 car test	266	147 Pre-launch test	51	GTV Cup v Fiat 20v Turbo	224	156 GTA/TS/Spark/V6 24v/JTD	172	159 2.0 JTD-M	166
Alfetta GTV6 + integrale 'Ring	101	147 Italy launch	55	GTV (Autodelta)	50	156 GTA 4 car test	199	159 1750 Tbi	167
Alfetta Turbodelta	107	147 5-door + 2.0 Manual	59	GTV LMA/AROC Racers	85	156 GTA 3.7 by Autodelta	215	159 1750 Tbi SW	182
Alfetta GTV6 (Ron Simons)	135	147 Selespeed vs BMW 316	63	GTV6 LMA Racer (Soper)	112	156/166/147/GT Range 2005	103	159 5 car group test	190
Alfetta Review	232	147 5-door 1.6 + 2.0	68	GTV6 3.2 V6 in Italy	90	156 Ti Buyers' Guide	182	Brera S Supercharged /GT 3.7/159	
Giulietta, Giulia Super,		147 GTA	76	GTV6 (916 V6 + 2.0TS facelift)	92	156 Buyers' Guide Twinsparks	203	3.2. Autodelta (UK)	166
2000 Berlina, Alfetta, Alfa 90	16	147 GTA Road Test	79	GTV (916 Buying Advice).	96	156 Auto / GT /156 GTA	240	8c Competizione	139
Alfetta / Autodelta	198	147 GTA Road Test (Steve Berry)	87	GTV (916 Buying Advice).	143	166 News pages	24	8c Competizione Spider	161
Alfetta Turbodelta v 75 Turbo		147 GTA x 2 Autodelta	102	GTV (916 3.0 Team Cars)	119	166 International Launch	27	8c Disco Volante Spyder	248
EVO v 155 Q4	237	147 GTA Cup Track Test	92	GTV (3.0 Supercharged)	122	166 UK Launch	32	Alfa Range Test 2008	140
Alfetta Buyers' Guide '72-'84	266	147 GTA Modified	253	GTV6 3.2 Buyers' Guide	152	166 3.0 V6 24v	37	4x4 33,155,159,164,Brera.	256
GTV6 Readers View	31	147 GTA/Integrale/Coupe 20vT	164	GTV6 v integrale v Coupe 20vT	155	166 2.0 Twin Spark	49	Alfa Cloverleaf 5 car test	178
GTV6 "Rare" 550bhp	52	147 / 156 Monza Sport	70	GTV6 916 Series Group Test	244	166 2.0 Twin Spark	71	MiTo Italian launch	147
GTV6 (Lindsay)	66	147 1.6 Turbo (Autodelta)	78	155 2.0 + V6 SZ & 33	20	166 Let's go to Italy	52	MiTo UK launch	155
GTV6 South Africa	126	147 Rally Car SS1600	86	156 Supercharged (Engstler)	23	166 3.0 24v V6 Super	54	MiTo M430 by Marangoni	155
GTV6 /33/156 Club Racers	133	147 1.9 jtd 16v	90	156 Launch	18	166 Germany Launch	88	MiTo Multiair	164
GTV6 2.5 V6 (Time Machine)	176	147 Range test 2005	101	156 in Spain	20	166 TI (2.0 TS Lusso)	94	MiTo Multiair Cloverleaf	171
GTV6 Buyers' Guide	178	147 Facelift 2005	105	156 Hormann	25	166 Supercharged by Autodelta	134	MiTo 1.4 TB vs Abarth Punto	171
GTV6 3 car test (Jupe)	210	147 Buyers' Guide (Soper)	114	156 Superturismo	25	166 Buyers' Guide	148	Mito CL vs Grande Punto Abarth.	177
GTV6 v SZ v GTV (916)	238	147 + GT Q2	127	156 ETCC track test	91	166 Dossier	251	Mito Buyers' Guide.	189
GTV6 3.0 V6	249	147 JTD 24hr racer	131	The Range 164 / 75 & GTV	26	V6 Saloons 164/166/159.	158	Mito Carbonio (Monzasport).	191
75 Driver's Choice	2	147 Collezione	132	156 2.5	27	V6 Saloons Group Test	158	Mito 5 car group test.	193
75 Owners View x 2	19	147 Collezione + GT Blackline	145	156 JTD vs 156 1.8TS	28	155/156/164/166/159.	218	Mito 5 car group test.	257
75 'Progetto Cinque'	22	147 Sport + GT Q2	137	156 Group N	29	1997 Scighera	33	Mito TwinAir.	200
75 1.8, Tipo, Dedra	25	147 JTD-M by Janspeed	149	156 Group N (Powermods)	69	Science Museum Exhibition	67	Alfa Giulietta Italian Launch.	170
75 Turbo Evo Presley's Car	36	147 Buyers' Guide	150	156 Selespeed	33	Gippo Salvetti (Blue Team)	72	Alfa Giulietta UK Launch.	175
75 AROC Enzo's car "Rare"	48	147 5 car group test	184	156 2.0 Selespeed (SW)	70	New Alfa Imports	81	Alfa Giulietta + Mito MY2014.	215
75 Turbo Humphrey's car	58	155 ITC	11	156 vs Audi A4 Quattro	33	GT (2004)	89	Giulietta Marangoni G430	183
75 Turbo Road car	58	155 ITC (Arese)	143	156 Q system/Selespeed	34	GT (2004) JTS	94	Giulietta TCT Launch	194
75 Classic Choice	84	155 2.5 V6 ti (Martini)	213	156 1.9 JTD	41	GT (2004) 1.9 jtd 16v	95	Giulietta TCT	196
75 At the 'Ring (Ron Simons)	93	155 Buyers' Guide	24	156 2.4 JTD	67	GT 3.2 V6 Novitec	110	Giulietta 3 car group test	197
75 3.0 V6 twin test (EMC)	139	155 Buyers' Guide	68	156 Buyers' Guide	44	GT Novitecrosso 1.9 16v M-jet	99	Giulietta Buyers' Guide	216
75 3.0 V6 vs 3.5 GTV6	157	155 Buyers' Guide	201	156 Buyers' Guide (Soper)	138	GT 3.2 V6 (Autodelta)	106	Giulietta + Mito QV	223
75 Buyers' Guide	167	155 Q4/Dedra Integrale	32	156 Sportwagon	45	GT 1.9 jtd 16v Novitec	141	Giulietta + Mito QV	229
75 Turbo IMSA (Arese)	175	155 4 car group test	150	156 Corsa	46	GT Q2 v Giulietta Sprint Veloce.	147	Giulietta Sprint New and Old	227
75 V6 Twin Test (Jupe)	219	155 / 156 / 159 Saloons	183	156 Sportwagon JTD	47	GT Cloverleaf + 147 Ducati.	150	Giulietta 4 car test (mod)	263
75 3 car Test	239	155 BTCC	231	156 Sportwagon JTD 16v	175	GT 3 car test.	168	4C	184/211/214/220
75 3.0 v Giulietta V6(Jupe)	262	155 DTM Drive at Goodwood	260	156 Sportwagon	48	GT Buyers' Guide.	176	4C (Jamie Porter)	230



4C Modified (Jamie Porter)	246	Mangusta/Pantera/Guara.	164	250 GT Lusso (Fyshe)	42	275 'NART Spyder'	145	512 BB	254
4C v 8C	223	Mangusta (Ex Freddy Moss).	202	250 GT Lusso	94	275 GTS/4 'NART Spyder'	211	500 Superfast	228
4C SBK	236	Longchamp vs Kyalami	64	250 GT Lusso	97	275 GTB Collectors' Guide	258	365 GT4 BB Buyers' Guide	179
4C Spider (News)	229	Factory Collection	72	250 GT Lusso (4.0)	121	365P	64	365 GT4 BB Buyers' Guide	179
4C Spider	234	De Tomaso Prototypes	261	250 GT Lusso Concours Winner	193	375 Plus Ch.0384	105	365 GT4 GT4 Targa (Eastwood)	218
4C Spider RHD	241			250 GT Lusso Ch.4713	264	375 Plus	218	267	
4C Spider Buyers' Guide	265	FERRARI		250 Testarossa/206 SP (Fiorano)	90	375 Ch.0388	181	512 Testarossa Reader's Car	209
Club Racers 2012	200	Auto Avio 815	208	250 Testarossa Ch.0714	161	375 MM Ch.0490	182	Ferrari V8 Engine Feature	157
Club Racers 2015	234	125 S	266	250 Testarossa Ch.0738	173	375 S Ch.0030	232	308 GT4	18
Alfa Museum Revival 2014.	229	Ferrari V12 Engine Feature	150	250 Testarossa	237	330 TR Ch.0808	131	308 GT4	26
Alfa Museum Visit 2017.	262	Supersqualo	24	206 SP Track test	133	330 & 365GTC	31	308 GT4 vs Merak SS	50
Alfa Buyers' Guide Special Issue.		Ferrari 246 vs 250F	172	206 SP Maranello	197	330 GTS & 330 GTC	140	308 GT4 vs Urraco vs Merak	149
Giulietta, Mito, Brera, 159Ti,		196S (rep)	91	206 P Berlinetta Ch.0834	251	330 GTC	231	308 GT4 LM (NART)	194
147, GT, 156 GTA, 156 Ti,		195 + 196	21	206 Spider	220	330 GTC Collectors' Guide	253	308 Buyers' Guide	43
GTV 3.2, 166, SZ.	229	195S Coupe by Ghia	143	290 MM Ch.0626	170	365 GTS	85	308 GT4 Buyers' Guide	219
Alfa Buyers' Guide		156 F1 Sharknose	93	290 MM Ch.0626 (News)	239	365 GT 2+2 Bora vs Jensen	35	308 GT4 Buyers' Guide	234
Classics Special Issue. 1750 GTV,		166 Fangio's first	51	410 S	32	365 GTC4 vs Espada	36	308 GTB/GTS Buyers' Guide.	241
Montreal, GTV6, 75, 155, GTV 916,		166 F2/FL	240	410 Superamerica Ch.0671S	193	Pinin (Four door)	144	308 GTB	126
147 GTA, 156 GTA,	242	166 Mille Miglia	153	410 Carrera Messicana Ch.0594	199	Daytona Spider	36	308 GTB Michelotto	181
Giulia Special. 101/750 Series, 105		166 Mille Miglia Ch.0066	180	268 SP Ch.0798	17	Daytona Spider by Straman	250	308 GTB Michelotto (Olio Fiat).	187
Berlina, SS, 105 Bertone, GTA, TZ1,		166 Mille Miglia Ch.0314M.	183	330 P	124	Daytona Group 5	107	308 IMSA Track Test	87
TZ2, MY2017 Giulia QV	254	166 MM Fontana Ch.024.	255	330 P Ch.0818	230	Daytona by Michelotti	146	308 Carma FF	201
Giulia 2015 Museum Launch	235	212 Export Mille Miglia 2010.	169	330 LMB track test	24	Daytona vs Ferrari 599	150	308 GTS vs Urraco	65
Giulia 2015 Balocco Test	245	212 Inter Coupe. Ch.0257	219	330 LMB	232	Daytona 'Pozzi' V Road Car.	236	308 GTS vs Jalpa.	162
Giulia Super	248	212 Inter Coupe. Ch.0137E	229	330 GTO at Monza	67	Ferrari 365 GTB/4 Daytona	261	308 4 car test.	171
Giulia 2016 UK Drive	255	212 F1.	216	250 GTO/Daytona Replicas	12	NART Panther.	256	308 Collectors' Guide	266
Giulia 2017 Veloce	259	340 America	10	250 GTO (#3505GT)	16	246 Racer (goodwood T Dron)	88	328 GTS vs Porsche 911	19
Giulia 2017 QV by Celtic Tuning	260	340 America	45	250 GTO vs Jag E-Type	37	246 GT/GTS	11	328 and 348 Buyers' Guide	46
Alfa Romeo Giulia Veloce RHD	261	340 America	158	250 GTO (Nord)	102	246 GT	48	328 Buyers' Guide	147
Stelvio Italian Pre-Launch.	254	340 / 375 MM Ch.0320	207	250 GTO Goodwood Revival '09	165	246 GT vs Stratos	81	328 Buyers' Guide	231
Stelvio Italian Launch.	256	335 S Ch.0674	241	250 GTO Ch.4675	169	246 GT Buyers' Guide	163	328, 348, 355, 360	82
Stelvio UK Launch.	262	500 Mondial	12	250 GTO x 2	200	246 GT Buyers' Guide	238	348 GTC/GTS	32
Stelvio Quadrifoglio.	264	500 Mondial	239	250 GTO (#3505GT)	231	246 GT Classiche Feature	205	348 Spider/Mondial	58
Police Cars last 60 years.	258	250 California/Mistral	30	250 GTO (#3387GT)	252	246 GT/GTS Collectors' Guide.	252	348 tb+ts Buyers' Guide	243
Alfa Romeo F12 van	261	250 California Guide	47	250 LM	27	246 GT/GTS	237	400 Buyers' Guide	39
		250 California Spyder	128	250 LM	84	Dino V6 Engine Feature	180	400 Buyers' Guide (Hackett).	112
CISITALIA		250 California Spyder x 2	148	250 LM	110	246 Dino vs Urraco vs Merak.	190	400 Cabrio by Straman.	138
Cisitalia 202	92	250 California Concours Winner	215	250 LM Ch.6045	195	246 Dino vs Lancia Stratos.	265	412 Buyers' Guide.	190
Cisitalia 202 Nuovolari Spider	241	250 GT Boano	34	250 MM Ch.0344MM	22	312 P	63	400/412 Buyers' Guide.	233
Cisitalia Voloradente	202	250 GT Boano x 3	243	250 MM Ch.0352MM	184	312 F1	30	412 Reader's Car	206
Cisitalia 360 Grand Prix	225	250 GT prototypes	2	250 Monza Ch.0432M	23	312 T5	66	Mondial 3.2/3.4	29
Cisitalia Automobili	226	250 GT/GTO	92	500 MD/TR	101	312 T3	80	Mondial Buyers' Guide	197
		250 Europa Ch.0313	238	500 TRC	137	312 B3 "Spazzaneve"	129	Mondial Buyers' Guide	235
		Dino 246 Tasman	174	500 F2	139	312 B2 F1	149	Testarossa/Pantera (Racers)	26
		Dino 246S	60	500 Mondial / Mille Miglia '08	160	330 P4 Can Am	161	Testarossa vs Countach	33
		Dino 246S Ch.0784	144	625 TRC Ch.0680	196	330 P4 Ch.0858	218	Testarossa Buyers' Guide	244
		250 GT Pininfarina Coupe	38	750 Monza Ch.0552	20	P3/4	54	288 GTO Evoluzione	2
		250 GT Pininfarina		750 Monza (ice racer)	89	P3 at Spa	118	288 GTO Evoluzione (Nord)	89
		Collectors' Guide	255	750 Monza Ch.0492M	187	712 Can-AM	76	288 GTO Evoluzione Track Test	105
		250 GT Cabriolet	220	750 Monza	234	712 Can-AM	254	288 GTO Evoluzione	233
		250 GT Drogo	69	212E Montagna (Hillclimber)	73	512 M 'Sunoco'	13	288 GTO v Porsche 959	18
		250 GT Nembo Spider.	137	Dino Formula 2 Ralt	79	512 M 'Tergal' Ch.1002	246	288 GTO (Simon Park)	95
		250 GTE	101	275 GTS vs Nanchang	43	512 S	55	288 GTO V 488 GTB	257
		250 GTE Collectors' Guide	263	275 GTS/Aston Martin DB6	49	512 S/M 712	228	F40LM vs Bugatti EB110SS vs Diablo	
		250 MM Mille Miglia 2010	174	275 GTB/C Ch.09079	227	512 S vs Porsche 917	163	SV Roadster	176
		250 SWB replica	52	275 GTB/C	44	512 BBLM	40	F40 vs Bugatti EB110SS	15
		250 SWB Stirling Moss	56	275 GTB (Celebration)	98	512 BBLM	155	F40 vs Porsche 959	34
		250 SWB at Spa	104	275 Tour	100	365 Boxer vs Bora 4.7	78	F40 vs Ducati 996SP	41
		250 SWB Ch.2335	238	275 GTB/4	130	512 Boxer	23	F40 Michelotto	76
		250 GT Sperimentale Ch.2653	20	275 GTB/4	134	512 BBi Buyers' Guide	62	F40 Michelotto	214
		250 GT TDF Ch.1309	14	275 GTB/4 (Ex McQueen)	223	512 BB Buyers' Guide	236	F40 LM	189
		250 GT TDF	151	275 GTB/4C	235	512 BBi v Pantera v Bora.	154	F40 Buyers' Guide	247
		250 GT TDF Ch.0585 (Disney).	227	275 GTB/4C Ch.06885	260	512 BB	114	F40 at 30	262



355 vs Cobra vs 200NSX	26	360 Modena	37	458 Speciale	216	Topolino Variations (Sparrow)	69	125 Samantha Ireland	210
355/Diablo/ AR F1/Tornado	28	360 Spider	45	458 Speciale on Silverflag '14.	225	Topolinos	80	Superchargers 124 and Argenta	30
355 Spider F1	29	360 Spider	52	458 Speciale v 430 Scuderia v 360	237	Topolino 500B	106	Fiat the Seat Years	35
355 Challenge car	54	360 Spider (Digitec)	75	Challenge Stradale	237	Topolino Mare	204	Seat Rally Years	42
355 Challenge (Rockingham)	70	360 Club Fiorano Test	59	Ferrari Finales 2005 Monza	103	500 (Modified)	27	127 Sport 1050cc	76
355 + 360 by Imola Racing	90	360 Challenge (Hamann)	63	Ferrari 60th at Silverstone	135	500 (Sparrow)	58	127 Group Test	129
355 / 360 / 430 V8s	115	360 Challenge Stradale	85	Ferrari Racing days Silverstone	264	500 Variations (Sparrow)	62	Fiat 127 'Stradale' (Restomod)	266
355 Buyers' Guide	154	360 Manual vs Ducati 999	88	Ferrari 60th at Fiorano	136	500 Jolly (Sparrow)	66	128 Racer (Giovanni's)	22
355 Buyers' Guide	232	360 Bi-Kompressor (Novitec)	96	Ferrari Superamerica	109	500 50th Birthday	134	128 1100 CL Fleet report	45
365 Iding (355)	20	360 Bi-Kompressor (Novitec).	100	Ferrari Tribute Mille Miglia 2010.	176	500 Coccinella	136	128 Golden Oldie	109
456 GTA	14	360 Racers x 2	104	Maranello Rosso Collection	182	500 Engine Feature	156	128 Rally (Michael Ward)	110
456 M GT	25	360 Modena (Manual v Gallardo)	182	Ferrari Mondiali at Mugello	219	500 Buyer's Guide	173	128 Rally	227
456 Estate/Spider/FX	58	360 Modena Buyers' Guide	240	Ferrari by Pininfarina 60 years	203	500 Based Spada Zanzara.	212	128 Fleet report (M.Ward)	209
456 M GT vs Daytona	66	F430	99	Ferrari by Bertone	221	500 L. Readers' Car	217	128 5 car test	163
456 M GTA Buyers' Guide	183	F430 Spider	106	Museo Casa Enzo Ferrari	196	500 The Coachbuilt cars	243	128 3P Buyers' Guide	177
456 M GTA Buyers' Guide	230	F430 Spider (Phil Ward)	119	Maranello Rosso Concessionaires	244	500 Sixty Years	257	128 3P Montecarlo Historic	195
456 M Racer	195	F430 by Novitec	116	FF	183/202	500 Ferves Ranger	259	128 MK1 4 door Restoration	248
F50	10	F430 Vs Gallardo SE	122	FF by Oakley Design	219	600 (Modified)	18	130 (Steve Berry)	108
F50 Track Test (Donington)	28	F430 Challenge Corse Clienti	125	F12 Berlinetta	201/212/222	600s	29	130 vs Gamma	151
F50 Track Test (Rockingham)	68	F430 Whisky Trail	128	F12 TDF	241	600s (Modified)	82	131 Mirafiori	15
550 Maranello	11	F430 Bi-Kompressor (Novitec).	132	LaFerrari	207/221	600GT (Tornado Lotus engine)	193	131 Sport (Golden Oldie)	118
550 Maranello vs Vantage	22	F430 Scuderia.	138	LaFerrari vs Bugatti Veyron vs		600 Prototype	205	131 Mirafiori (Abarth by RSD)	227
550 Maranello vs Aircraft	40	F430 Scuderia.	153	F35 Lightning	249	600	234	132 + Argenta VX	127
550 Maranello (Prodrive)	75	F430 GTC Team Modena.	156	488 GTB	237	600 Jolly	246	132 Flares by Michelotti	81
550 Maranello Buyers' Guide.	209	F430 Scuderia 16M.	164	488 GTB v Huracán	247	Fiat 1100S Millecento	52	The Collectors 124/500/128	39
550 Maranello Buyers' Guide.	237	F430 Vicki Butler Henderson.	165	488 Spider	239	Fiat 1100S Millecento MM.	162	X1/9	12
550 Barchetta (News)	54	F430/360/355/348/328.	205	488 Spider	251	Fiat 1100D Millecento	123	X1/9 Best Buy	33
550 Barchetta Track Test	65	F430 Buyers' Guide.	242	GTC4 Lusso	247	Fiat 1100 EZ Millecento	198	X1/9 Buyers' Guide (Soper)	106
575M (John Simister)	70	Enzo	83	GTC4 Lusso	267	1100 TV	128	X1/9	23
575M Manual (Steve Berry)	86	Enzo	101	GTC4 Lusso T	256	1100 103 TV	225	X1/9 (Modified)	41
575M Novitec	112	Enzo vs Maserati MC12	158	70 Years of Ferrari A-Z Pt1	256	1100 Padmini	119	X1/9 x 2 (Modified)	150
575GTC	98	Ferrari/FIA GT Championship 03	87	70 Years of Ferrari A-Z Pt2	257	1200+1500 Cabriolets.	233	X1/9 Dallara (Val Savioire)	103
575GTZ	133	Ferrari Club Racers 208/355/360	94	70 Years of Ferrari Top Racers	260	Formula Juniors	28	X1/9 Abarth Prototipo (Rep)	104
612 Scaglietti	88	599 GTB Fiorano	120	812 Superfast	259	1500L	176	X1/9 Club Racer	115
612 Scaglietti (John Simister)	93	599 GTB Fiorano	142	V8 Buyers' Guide:		1600S Coupe	96	X1/9 Buyers' Guide	157
612 Scaglietti	97	599 vs Daytona	150	308GT4/GTB/328/348/		OSCA 1500S Coupe	41	X1/9 (Time Machine)	181
612 Scaglietti/456/400	111	599 Drive Story	156	Mondial/355/360 Modena	259	1400B Junior	215	X1/9 VX (Modified)	202
612 Scaglietti Road Trip	123	599 HGTE	159	Ferrari Portofino Italy Launch	266	850 Buyers' Guide	53	X1/9	219
612 Scaglietti HGTC	129	599 HGTE	166	FIAT		850 Bertone Race Team	221	X1/9 2 car test (Modified)	226
612 Scaglietti Buyers' Guide.	246	599 Hybrid	172	Mephistopheles	186	850 Coupe v Spider	245	Strada 130TC vs Beta VX	35
Ferrari V12 Buyers' Guide.	260	599 GTO	178	1899-1999 4hp	42	Dino Coupe vs Spider	118	Strada 130TC/105TC	26
Ferrari by Alcan	30	599 Tribute Mille Miglia	188	1905 60hp	226	Dino Coupe vs Spider	250	Strada 130TC/105TC	132
Ferrari at Le Mans	18	599 XX	217	1906 Fiat Heavyweights	16	Dino Spider / Biturbo/Montreal	159	130TC v Grande Punto Abarth	158
Ferrari at Le Mans	26	599 Buyers' Guide	245	803 Corsa	44	Dino 2400 Buyers' Guide	175	Strada 130TC	187
Ferrari at Le Mans (Historic)	80	Ferrari Technology (Dron)	139	501	86	Dino 2400 Buyers' Guide	239	Strada/Ritmo 40 years	267
Ferrari at Imola	32	California GT 2008	151	503 Spider	188	Dino Coupe (Fuel Injected)	264	330bhp Strada Cabrio	34
Ferrari at Monza	69	California GT 2010	177	505	46	124 Saloons	215	BMW V8 Strada Cabrio	63
Ferrari at Shelsley Walsh	78	California HS	197	509	140	124 Special	252	Strada (Time Machine)	197
Ferrari at Fiorano	113	California T	223	510S	173	Fiat Twin Cam Engine Feature.	149	Modified Pandas (MK1)	20
Ferrari Supercars at Mugello	115	California T	242	521C	98	124 Spider vs Barchetta	18	Panda Buyers' Guide	75
Ferrari F1	13	California T HS	244	514 Spider	133	124 Spiders	50	Panda MK1 (Time Machine)	172
Ferrari F1	18	Ferrari at Palm Beach 2009.	157	8V	37	124 Spider vs Fiat Barchetta	148	Panda Nuova (launch)	86
Ferrari F1	47	Ferrari at Le Mans 1998.	18	8V	157	124 Spider vs Alfa Duetto	116	Panda 2004	91
Ferrari F1 2000	78	Ferrari at Le Mans 2009.	160	2392800 State Phaeton	115	124 Spider Buyers' Guide	164	Panda in Dozza	94
Ferrari F1 126C4 Track test.	168	458 Italian Launch.	167	1800	120	124 Spider + Tom Tjaada	203	Panda 1.2	97
F1 Ferrari/Minardi Test	27	458 Italia Sebring 12h.	187	1900 Granluce	195	124 Coupes	52	Panda 4x4 MK1 Buyers' Guide	185
F1 Today and Tomorrow	32	458 Ispa 24h (2015).	238	2300	117	124 Coupe/GT Junior/Fulvia 1.3	147	Panda 4x4 (2004)	99
F1 Season Round-up	53	458 by Oakley Design.	184	2300S Coupe	235	124 AC Coupe / 124 Spider	222	Panda 4x4 (2005)	104
Maranello Concessionaires	49	458 vs Gallardo Superleggera	186	Balilla 508S	26	Fiat 124 Sport Coupé AC/BC/CC	261	Panda 4x4 Cross	224
50 years of Ferrari Poster	38	458 Spider	191	Balilla Taxi	131	125	49/95/220	Panda 4x4 Cross (UK)	226
Coys Historic Festival	41	458 Italia (EVO 2)	192	Topolino (Hotrod)	75	125 S	161	Panda MK1 (Time Machine)	172
333 SP (Derek Bell)	15	458 Italia Buyers' Guide	248			125 Group 1	211	Panda MK1 4x4 (Time Machine)	192
333 SP	45	458 Spider vs Gallardo Spyder	204			125 Samantha	105	Panda MK1 4x4 v MK v MK3	262



Panda Cross 4x4 / Monster	129	Punto/Seicento Abarth	60	Bravo HGT vs Alfa 145 CL	42	Stilo (Launch)	67	Espada	119
Panda 100hp Italy Launch	126	Punto Facelifted	83	Bravo HGT vs Alfa 145 CL	180	Stilo Multiwagon (Launch)	80	Espada Restoration Parts 1-7	
Panda 100hp UK	136	Punto Facelifted Driven (Berry)	85	Brava 105 JTD	41	Stilo 1.8 16v	71	197/199/200/201/203/206/210	
Panda 100hp 3 car test	213	Grande Punto Launch	112	Brava 100 16v	53	Stilo 1.9 JTD	72	Espada 3 car test	239
Panda 100hp v 500S	232	Grande Punto UK Launch	116	Bravo 1.4 T-Jet (Launch 2007)	130	Stilo 1.9 JTD (Modified)	79	Silhouette	13
Panda Buyer's Guide	149	Grande Punto Sporting (1.9.)	117	Bravo (UK Launch 2007)	135	Stilo 2.4 Abarth	92	Jarama GTS	141
Panda Group Test	179	Grande Punto Sporting Novitec	125	Bravo 1.4 T-Jet (Launch 2008)	140	Stilo Schumacher	108	Jalpa	35
Panda 160hp (Turbo)	184	Grande Punto 120 Eleganza	123	Bravo ECO	148	Stilo Schumacher Buyers' Guide	208	Islero	96
Panda MK3 Italian Launch	193	Grande Punto T-Jet	141	Bravo 1.4 T-Jet + 1.6 M-Jet	202	Stilo Buyers' Guide	145	Islero S	177
Panda MK3 UK Launch	195	Grande Punto 1.4 T-Jet + 1.9.	146	Bravo Buyers' Guide	207	Idea Launch	88	Urraco vs Ferrari 308 GTS	65
Panda MK3 4x4 Italy	202	Grande Punto EVO.	165	Ulysse	10/80	Idea (Steve Berry)	93	Urraco vs Merak vs 308GT4	149
Panda TwinAir Rally Phil Young	205	Grande Punto EVO. (VBH)	168	500 2007 Launch	135	Idea Fleet report	107	Urraco vs Merak vs 246 Dino	190
Panda MK3 4x4 UK	206	Grande Punto Buyer's Guide	184	500 2007 1.3 Diesel	139	MPV multitest Doblo/Idea/		Urraco vs Gallardo Balboni vs	
Uno	10	Grande Punto Buyer's Guide	221	500 2007 1.3 Diesel (remap)	144	Multipla/Ulysse	102	Huracán Spyder	262
Uno 45 (Time Machine)	179	Grande Punto TwinAir	195	500 2008 1.4 Lounge	140	Croma Turbo vs Uno Turbo MKI	224	LM002	133
Uno Racer (Bailey)	29	Grande Punto 3 car group test	201	500 2008 UK Launch	142	Croma (2005)	107	LM002	264
Uno Racer (Neil Smith)	79	Coupe 20v/Turbo	13	500 2008 1.4 Sport	159	Croma (UK Steve Berry)	111	Countach LP400	17
Uno Turbo MKII	23	Coupe 20v/Punto ELX	25	500C	161	Croma in Ireland	118	Countach LP400 v LP560-4.	156
Uno Turbo MKI vs MKII	125	Coupe 20v Turbo LE	28	500 TwinAir	174	Croma 2.4 20v Multijet	122	Countach vs Testarossa	33
Uno Turbo MKI vs Croma Turbo	224	Coupe 16v Buyers' Guide	30	500 TwinAir	178	Croma Buyers' Guide	210	Diablo SV	24
Uno Turbo MKI vs MKII	247	Coupe 16v vs Integrale	68	500 3 car test	174	Sedici 4x4 Italy Launch	115	Diablo/355/F1/ Tornado	28
Tipo, Alfa 75 1.8, and Dedra	25	Coupe 16v Turbo Prototype	259	500 Buyers' Guide	181	Sedici 4x4 UK Launch	120	Diablo SVR Track Test	14
Tipo 2.0 16v	54	Coupe/Honda/Pug 306	31	500 3 car test	214	Sedici 4x4 1.9 Multijet	131	Diablo GT/SV/SE30	42
Tempira (Best Buys)	31	Coupe 20v	39	500 4 car test	192	Scudo	129	Diablo GT	46
Croma IE Turbo(Time Machine)	178	Coupe 20v Turbo (Modified)	40	500L Launch (Turin)	198	Fiorino	142	Diablo 6.0 VT	50
Cinquecento Sporting	2	Coupe 20v Turbo Plus	43	500L Launch	207	Linea	144	Diablo GTR (Reiter Eng)	137
Cinquecento Abarth	12	Coupe 20v Fleet report	45	500L Trekking	211	Qubo	151/157	Murcielago	63
Cinquecentos (Modified)	17	Coupe 20v Fleet report	143	500L Trekking	212	Dualogic Panda/Punto/500	186	Murcielago	64
Cinquecento Buyer's Guide	26	Coupe 20v Turbo Fleet report.	209	500L MY2017	258	Freemont 4x4	197	Murcielago (Road Test)	72
Cinq Sporting Buyer's Guide	187	Coupe Buyers' Guide	48	500L MY2018	265	Freemont 4x4 Cross	224	Murcielago (Track Test)	83
Cinquecento Sporting	41	Coupe Buyers' Guide (Soper)	109	500 + 500L MY'14 Range Test	219	Freemont 4x4 Cross	231	Murcielago Vs Porsche 996	86
Cinquecento Sport x2 Modified.	258	Coupe Buyers' Guide	137	500x Italian Launch	228	124 Spider MY2016	240	Murcielago Roadster	106
Cinquecento Trofeo 120bhp	66	Coupe x 3 Modified	126	500x Vs Renegade on Snow	232	124 Spider MY2016	246	Murcielago Roadster (Batman).	117
Hormann Cinquecento SX	42	Coupe 20v Turbo 185bhp	55	500x Vs Renegade	249	124 Spider MY2016 UK	250	Murcielago LP640	121
Seicento (Launch)	23	Coupe 20v Turbo Buyers' Guide	153	500x UK	233	Tipo Spider MY2016	245	Murcielago LP640 vs Typhoon.	136
Seicento Turbo (Novitec)	30	Coupe 20vT/GTV6/integrale	155	500 MY2015	236	Tipo Spider MY2016 UK	250	Murcielago R-GT (GT1 racer)	129
Seicento Sporting	44	Coupe 20v Turbo 3 x modified	200	500 MY2015	237	Fullback	257	Murcielago R-GT (GT1 racer)	142
Seicento Sporting and S	56	Coupe 20v Turbo v GTV Cup	224	500 Anniversario	260			Murcielago LP670-SV	165
Seicento (UAD Motorsport)	70	Coupe 20v Turbo 3 car test	242	Multipla + Vignale Gamine	130	ISO		Gallardo	81
Punto Sporting MK1 (Launch)	16	Postert Fiats	13	Multipla	36	Iso Story Pt1	12	Gallardo (Track Test)	84
Punto Sporting MK1	21	Coupe + Barchetta by Novitec	19	Multipla	44	Iso Story Pt2	15	Gallardo (Road Test Italy)	93
Punto (Buyers' Guide)	56	Coupe v 3200 v GT 3.2 v GTV	265	Multipla Eco versions	45	Iso Grifo A3/C	31	Gallardo Police Car	108
Punto 1.2, 1.9 JTD, HGT	82	Flying Fiats (Irish Racers)	113	Multipla 1.9 JTD	50	Iso Grifo A3/C	109	Gallardo Spyder	116
Punto MK2 Group test	120	Barchetta Buyers' Guide	22	Multipla 1.9 JTD	66	Iso Grifo IR8	124	Gallardo By Hamann	118
Maggiore - Puntograle	31	Barchetta Buyers' Guide	71	Multipla 1.9 JTD (Modified)	79	Iso Grifo S	236	Gallardo By IMSA	126
Modified Punto GT Turbos	39	Stola Monotipo/Barchetta	25	Multipla 1.9 JTD	96	Iso Grifo GL 365	246	Gallardo GT3 by Reiter Eng.	130
Modified Punto GT Turbos	64	Barchetta (Auto Haven)	25	Multipla Facelift 2006	127	Iso Fidia	160	Gallardo by Reiter Eng.	139
Punto Mk2 - Turin launch	37	Barchetta/Alfa 156/GTV	27	Multipla Buyer's Guide	113	Iso Rivolta GT	216	Gallardo GT3 Adria Track test.	145
Punto LS design	46	Barchetta/Punto (Modified)	31	Multipla Buyer's Guide	202	Iso Rivolta Racer	216	Gallardo Superleggera	132
Punto - Sicily launch	40	Barchetta Turbo (Novitec)	33	Doblo MPV and Van	62	Isotta Fraschini	90	Gallardo Superleggera	143
Punto Rally Super 1600	42	Barchetta (Revisited)	54	Doblo and Iveco Truck	63			Gallardo LP570-4 Superleggera	171
Punto Rally Super 1600	56	Barchetta Facelift	97	Doblo 1.9 JTD MPV	73	LAMBORGHINI		Gallardo LP570-4 Superleggera	199
Punto Rally Super 1600 (Test)	78	Fiat Barchetta vs 124 Spider	148	Doblo Italian Launch 2006	114	Miura V12 Engine Feature	147	Gallardo Superleggera v 458.	186
Punto HGT	45	Fiat Barchetta Buyers' Guide	151	Doblo Family MY2009	171	Miura S (Twiggy)	18	Gallardo LP560-4	146
Punto HGT (jtd) 2004	98	Fiat Barchetta Buyers' Guide	254	Ducato 160 Multijet	121	Miura (Shah of Iran)	39	Gallardo LP560-4 v Countach.	156
Punto HGT 2005	104	Bravo/Brava	10	Ducato MY14	223	Miura (Giordanelli Rebuild)	106	Gallardo LP560-4 Spyder.	162
Punto HGT Buyers' Guide	166	Bravo/Brava/Marea	59	Marea HLX	17	Miura (3 car test)	111	Gallardo Super Trofeo.	159
Punto HGT Fleet report (M.Ward)	210	Bravo/Brava Buyers' Guide	69	Marea 20v Weekend	42	Miura Jota (Piet Pulford)	120	Gallardo Super Trofeo.	166
Punto Speedgear Launch	47	Bravo SX	34	Marea Weekend 2.4 Team Cars	124	Miura P400	145	Gallardo Balboni.	163
Punto Speedgear	60	Bravo HGT & Marea	15	Marea Buyers' Guide	115	350 GT	152	Gallardo Spyder Performante.	194
Punto JTD	51	Bravo HGT	17	Importing Italian Cars	40	400 GT	11	Gallardo 5-95 by Zagato.	263
Punto 1.9 JTD	67	Bravo HGT	36	Ecobasic (News)	49	400 GT Monza	113	40 years of Lamborghini	83
Punto Sporting Turbo R&A	59	Bravo HGT DC Cook	41	Stilo (Launch)	62	Espada vs Ferrari 365GTC4	36	Countach/Diablo/ Murcielago.	135



4 car test: Urraco/Silhouette/ Jalpa/Gallardo	94	Aprilia + Aurelia	100	Rally multi car feature	99	Thema 8.32 vs 16v Turbo	35	A6G Frua Coupe	72
Jalpa vs Ferrari 308 GTS	162	Aprilia Langenthal	108	Rally multi car feature	255	Thema 8.32	220	A6 1500	63
Aventador	185	Aprilia	166	Betas Modified	32	Thema 8.32 Buyers' Guide	247	A6GCS (Blue)	132
Aventador	195	Aprilia (Fred Gallagher)	188	Beta	13	Thema Buyers' Guide	110	A6GCS (2053)	211
Aventador + Typhoon	225	Astura	88	Beta Historic racer	60	Thema vs Saab v Crom a 164.	153	A6G 54 Zagato	202
Aventador/Murcielago/Diablo	198	Astura by Pinin Farina	185	Betas Coupe/HPE/Saloon	55	Thema Plus	240	A6G 54 Frua	203
Aventador LP760-2 by Oakley	200	Astura by Castanga (Villa D'este)	95	Beta VX vs Strada Abarth	35	Delta HPE HF Turbo	37	A6G 54 Coupe by Frua	230
Aventador vs Abarth 595 by Oakley Design	213	Astura + Appia	111	Beta Coupe/Saloon/Montecarlo.	139	Delta HPE Evo 500	54	Race Transporter	112
Aventador LP750-4 SV	235	Astura MM Sport	203	Beta Coupe Alitalia (Colvli)	150	Delta HPE Turbo Buyers' Guide	169	Cegga (Hillclimber)	48
Aventador S	256	Astura	241	Beta HPE (Time Machine)	177	Delta HPE Turbo (Imports)	71	Mistral/250 California Spider	30
Aventador Roadster	207	Flaminia	39	Beta Volumex x 2	260	Delta (New) 2008	147	Mistral vs AC 428	56
Huracán LP610-4	222	Flaminia Sport	42	Trevi Bimotore	237	Delta vs Ypsilon	174	Mistral Coupe	70
Huracán LP610-4	236	Flaminia GTL	76	Montecarlo	16	Delta vs Ypsilon (Chrysler)	190	Mistral 3.7 Spyder	144
Huracán HM680-4 (Oakley)	230	Flaminia 3 car test	172	Montecarlo V6 Alfa engine	34	Ypsilon	24	Mistral + Speedboat	210
Huracán Spyder	242	Flaminia 2.5 3C Zagato.	258	Montecarlo Buyers' Guide	161	Ypsilon 2004 1.4	89	Mistral Collectors' Guide	264
Huracán Performante	258	Flaminia 3c Speciale (Lopresto).	218	Montecarlo Turbo (Martini)	206	Ypsilon 2011	185	Sebring	45
Urus	264	Lancia Flaminia Convertible vs Alfa 2600 Spider.	255	Martini LC1	207	HPE & Y	11	3500GT	43
Urus	266	Flavia Coupe	17	Martini LC2	208	Y10 (Time Machine)	175	3500GT Special Body	58
LANCIA		Flavia Coupe (Golden Oldie).	123	LC2 Track Test	96	Y10 + Turbo	223	3500GT Replica Body	75
Lancia Collection K Sport	175	Flavia Zagato + Convertible	170	037 Rally Stradale	67	Lybra	38	3500GT Spyder Vignale	80
Lancia Reunion (Miki Biasion)	180	Fulvia Zagato x 2	19	037 Rally Martini (Volta)	62	Lybra 2.4 JTD SW	65	3500GT Spyder Vignale	167
Lancia Theta 35hp	102	Fulvia Zagato Historic racer	60	037 Rally Olio Fiat (Grifone)	144	Kappa	20	3500GT Spyder Vignale	
Lancia Tipo 55 Corsa	78	Fulvia Zagato twin test	213	037 Rally Olio Fiat (Grifone)	199	Kappa Coupe	54	Collectors' Guide	254
Lancia D25	242	Fulvia/Abarth/124/Alpine	32	037 Rally Fiat (Grifone)	230	Kappa 3.0 Saloon	58	3500GT	59
Lancia D50 (Track Test)	71	Fulvia Spotters' Guide	33	037 Rally Wurth	230	Thesis (Launch)	65	3500GT	99
Lancia D50	240	Fulvia Classic Choice	83	Delta HF Turbo	29	Thesis 2.4 JTD (San Remo)	80	3500GT (Giordanelli)	201
90 Years of Lancia	12	Fulvia F&M Specials	90	Delta S4	31	Musa 1.9	105	3500GT (25CLO)	249
Lambda	11	Fulvia 1.6 HF	92	Delta S4 Cesare Fiorio's	72	Centenary Celebrations	126	5000GT	48
Lambda Airway	32	Fulvia S05	98	Delta S4 ride (Val Savioire)	78	Centenary Celebrations (Collins)	127	5000GT (Variations)	81
Lambda	53	Fulvia 2C (racer)	103	Delta S4 ECV1	179	Thema / Chrysler 300C	199	5000GT (Frua)	85
Lambda 7th Series Torpedo	186	Fulvia Zagato Club Racer	115	Delta S4 Martini	210	Kennedy Collection	263	5000GT (Allemano)	93
Lambda 73 car test	211	Fulvia 1600 HF (Simister)	121	Delta S4 Stradale	222	MASERATI		5000GT (Joe Walsh)	191
Dilambda S2 Carlton DHC	143	Fulvia V4 Engine Feature	146	Delta 40th Anniversary	161	250F	11	Cooper Maserati T61P	154
Dilambda S2 Offord Cabriolet	184	Fulvia 1.3/124 Coupe/GT Junior	147	Delta 4HF 4WD	169	250F (CM9)	63	Khamsin	41
Lancia/Alfa Ghia Coupes	22	Fulvia Marlboro (Munari)	192	Delta Integrale 8v Team Cars	198	250F (CM5)	215	Khamsin Collectors' Guide.	257
Lancia Commercial	66	Fulvia 1.6 HF Fanalone + integrale	192	Integrale Special Editions	21	250F (CM5)	215	124 GT Prototype	60
Augusta	240	Fulvia 1600 HF	192	Integrale v Escort Cosworth	15	250F (Fangio's Car)	73	Simun Prototype	60
Ardea	96	Fulvia 50th Anniversary	212	Integrale 8v/Nissan Skyline	23	250F vs Ferrari 246	172	Ghibli SS	52
Appia	36	Competizione Prototype	204	Integrale vs Caterham	44	Cooper Maserati	72	Ghibli SS	200
Appia Vignale	63	Final Edition	181	Integrale Buyers' Guide	49	8CL	24	Ghibli v Ferrari Daytona	127
Appia meets Ypsilon	113	Gamma	101	Integrale/Coupe/131 Abarth	58	8CM + 6CM	82	Ghibli 3 car test new v old	222
Appia Zagato	138	Gamma vs Fiat 130	151	Integrale Evos (Modified)	63	8CM	222	Ghibli Collectors' Guide.	261
Appia Furgoncino	180	Gamma 4 car test	189	Integrale vs Coupe 16v	68	4CS	54	Bora	12
Appia Convertible	194	Gamma Coupe (Time Machine).	206	Integrale 8v, 16v, EVO	93	Bugatti-Maserati (1937)	245	V8 Engine Feature	152
Lancia Appia S1,2,3	261	Sibilo by Bertone	206	Integrale Track test (Drivedata)	95	V4 Sport	229	Bora 4.7	35
Aurelia V6 Engine Feature	148	Stratos Alitalia/Prototype	2	Integrale Repsol Group A	105	Eldorado	29	Bora 4.7 vs 365 Boxer	78
Aurelia	43	Stratos Replicas vs Original	10	Integrale 5 car test (Modded)	127	Alfieri Collection (pre Panini)	16	Bora v 512 BBi v Pantera.	154
Aurelia B20 Series 1	107	Stratos (San Remo 1974)	47	Integrale/Coupe 20vT/147 GTA	164	Heritage 450S	26	Bora v 4.7.	194
Aurelia B20 Pichon Parat	125	Stratos GT0/GT car	51	Integrale Buyers' Guide	156	150S + Maria Luisa IV Boat	234	Merak	33
Aurelia B20 (S2+S3)	200	Stratos vs Dino 246 GT	81	Integrale/Coupe 20vT/GTV6	155	150 GT Spyder	267	Merak vs Ferrari 308GT4	50
Aurelia B20 Irish Racer	213	Stratos GT0/GT car	51	Integrale Group A Martini	182	300S (Spa)	110	Merak vs 308GT4 vs Urraco	149
Aurelia B20 'Outlaw' TK	242	Stratos vs Dino 246 GT	265	Integrale Group A Martini	228	300S	209	Merak Turbo Prototype	67
Aurelia B24S	23	Stratos - 30 years of	85	Integrale Martini	212	450S (Recreation)	84	Merak vs 246 Dino vs Urraco.	190
Aurelia B24 Spider	46	Stratos World Meeting 2007.	140	Integrale 500bhp (Walkers)	217	450S (Spa)	91	Kyalami vs Longchamp	64
Aurelia B24 Spider	127	Stratos Stradale + Group 4.	117	Integrale 3 car test	226	Tipo 63	36	Karif	90
Aurelia B24 Spider	127	Stratos Prototype.	152	Integrale 30th-48 page Special	262	Tipo 63 (Panini)	102	Indy	68
Aurelia B24 Spider	127	Stratos (Heseltine).	233	Hyena	64	Tipo 61	89	Biturbo Spyder	76
Aurelia B24 Spider	127	Stratos Chequered Flag Story.	243	Magia "Concept"	22	Tipo 61 Birdcage Ch.2461	211	Biturbo Spyder	225
+ B52 Rosa d'Oro	154	Stratos Group 4 x 2	244	Dedra/Alfa 75/Fiat Tipo	25	A6GCM	47	Biturbo (Heywood)	107
Aurelia B24S Convertible	87	Stratos Group 4 Track Test	249	Dedra	27	A6G2000 Zagato	34	Biturbo V8 Engine Feature	171
Aurelia GT 2500 Spider	190	Stratos - 2005	103	Dedra Integrale/Alfa Q4	32	A6GCS Pininfarina Coupe	49	Biturbo (Time Machine)	190
Aurelia B24 Spider + Flavia.	249	Stratos New 2010	179	Thema 8.32	12	A6GCS	245	Biturbo Buyers' Guide	251
				Thema 16v Turbo vs 164 3.0	17	A6G 2000 by Frua	49	Ghibli Cup GT racer	34



Ghibli GTvs BMW M3	13	Coupe Trofeo (Silverstone)	111	OSCA Tipo 4	203	Fiat Punto Sports Club	189	Aznom Codatronca	192
Ghibli Cup	40	Gransport Trofeo (Silverstone).	120	OSCA 1600 Coupe	102	Fiat X1/9 Club	190	Bandini	126
Ghibli Buyers' Guide	51	GS Zagato.	133	OSCA V12 F1	257	Abarthisti	191	Bassano (Le Mitiche Sport)	86
Ghibli Primatist	65	GT Masterclass 2003	88	OSCA 1600GT	266	Fiat Register	192	Bertone	2
Barchetta + Parmisan	38	GT Masterclass 2008	154			Montecarlo Consortium	197	Bertone (Inc Stratos Zero)	92
Barchetta (Bone)	42	90 Years of Maserati	102	PAGANI		Fiat Dino (The Other Dino)	198	Bertone Suagna + GT Cabrio.	121
Barchetta (Bone)	217	Maserati at Silverflag 2005	104	Pagani Zonda C12	38	Club Lancia Sport	200	Bertone Mantide.	161
Shamal	18	MC12 Stradale	105	Pagani Zonda C12/C12S	53	ISO Club	203	Bertone Sale of Collection.	233
Shamal	238	MC12 Corse	141	Pagani Zonda S 7.3	95	Lamborghini Club	206	Best of Italy Race 2017.	253
Quattroporte Series I (Antas)	134	Maserati MC12 vs Enzo	158	Pagani Zonda S 7.3 Roadster	104			Bianchi S5 Torpedo.	137
Quattroporte Series I	66	GranTurismo Italy Launch	137	Pagani Zonda F	115	CARROZZERIE		Boneschi	108
Quattroporte Series I	121	GranTurismo (Giordanelli)	144	Pagani Zonda R	157	Siata	195	Bologna San Luca Hillclimb '06.	116
Quattroporte by Frua	233	GranTurismo S	146	Pagani Huayra	201	Siata	208	Bologna San Luca Hillclimb.	123
Quattroporte Series II	122	GranTurismo S	177	Pegaso Z103	34	Allemano	198	Bologna San Luca Hillclimb. '07.	142
Quattroporte Series II v SM	265	GranTurismo S Auto	160	Pegaso Z102	91	Castanga	199	Bologna San Luca Hillclimb. '09.	162
Quattroporte Series III	46	GranTurismo MC	161			Bertone	200	Bologna San Luca Hillclimb. '10.	176
Quattroporte Series III	123	GranTurismo MC Trofeo	172	THE INFLUENCERS		Fissore	202	Bologna San Luca Hillclimb. '15.	230
Quattroporte Series IV v BMW	21	GranTurismo MC Trofeo	177	Adolfo Orsi	147	Frua	204	Bologna Motor Show '15.	231
Quattroporte Series IV Evo	38	GranTurismo MC Trofeo (Donington		Brenda Verner	148	Vignale	204	Bizzarrini 5300GT Strada	55
Quattroporte Series IV	124	2011 race) Giordanelli	188	Giulio Borsari	149	Boano	205	Brooklands Italian Car Day '12	200
Quattroporte Series V	91	GranTurismo MC Trofeo (Silverstone		Valentino Balboni	150	Touring Superleggera	206	Brooklands Italian Car Day	212
Quattroporte Series V (2004)	96	2015 race) Giordanelli	230	Ermano Cozza	151	Zagato	207	Bugatti EB110S vs F40	15
Quattroporte Series V (Yellow)	103	GranTurismo Trofeo/Stradale	176	Stephan Winkelmann	152	Ghia	210	Bugatti EB110SS	107
Quattroporte V Sport GT	119	GranTurismo	189	Giorgetto Giugiaro	154	Michelotti	209	Bugatti Brabus	37
Quattroporte V Sport GT	125	GranTurismo Whisky Tour	195	Jack Sears	155	Scaglietti1	211	Bugatti Dauer	70
Quattroporte V Auto 2007.	130	GranTurismo Sport	198	Chris Rea	156	Farina	212	Bugatti Veyron Oakley Design	243
Quattroporte V GTS Auto 2008.	140	GranTurismo Sport / GranCabrio		Ercole Spada	158	Moretti	213	BMW M1	92
Quattroporte V + P1 Boats.	142	Sport + Monaco Yacht	203	Ercole Spada	266	OSI	215	Bristol 400 by Pininfarina	207
Quattroporte V v QP IV.	256	GranTurismo Buyers' Guide	249	Sergio Scaglietti	159	Pinin Farina	216	Cavallino Classic 2012	198
Quattroporte S.	149	Grand Tour with QP5 S & GT	150	Stirling Moss	160	Pininfarina	217	Cavallino Classic 2013	209
Quattroporte Sport GT S	156	MC Stradale	183	Aldo Brovarone	162	Scioneri	218	Cavallino Classic 2015	232
Quattroporte Sport GT S	172	MC Stradale	221	Edgardo Michelotti	164	Francis Lombardi	219	Cavallino Classic 2016	245
Quattroporte Bellagio Touring	196	MC Stradale (Lago d'Iseo)	224	Gianni Rogliatti	165	Ermini	220	Cascais Classic 2017	262
Quattroporte Evo Superstar.	196	GranCabrio	169	Terry Hoyle	172	Motto	221	Ceirano 150S Tipo Roma	125
Quattroporte VI Launch	204	GranCabrio	180	Tom Tjaarda	173	Viotti	222	CFM 750 Sport	218
Quattroporte VI GTS in Venice	214	GranCabrio Sport	188	Franco Zagari	174	Savio	223	CNH Basildon	225
Quattroporte VI S	241	GranCabrio Sport	194	Eugenio Alzati	175	Fantuzzi	224	CNH European Tour	238
Quattroporte VI MY2018	247	GranCabrio Sport + Yacht	198	Graham Warner	176	Boneschi	225	Cizeta V16T	21
3200GT	27	GranCabrio/GranTurismo S/		Derek Bell	177	Colli	226	Cizeta	49
3200GT	36	Quattroporte GTS	175	Lincoln Small	180	Sibona & Basano	227	Coppa Milano-Sanremo	107
3200GT vs Porsche C4	48	GranCabrio/GranTurismo/MY18	260	Francesco Stanguellini	182	Riva	228	Circuito di Piacenza	235
3200GT	53	GranCabrio/GranTurismo S MC		Miki Biasion	187	Moterosa	229	Dallara	20
3200GT Club Fiorano	59	Sportline / GranTurismo S Auto	186	Vittorio Jano	206	Balbo	230	Dallara Stradale (News)	264
3200GT vs Aston Zagato	62	Maserati Museum (100years)	224	Gianni Regiani	208	Ellena	231	De Sanctis SP1000	262
3200GT Buyers' Guide Heywood	140	Maserati Centennial	227	Agnelli's Cars	210	Italdesign	232	Diatto Ottovu	133
3200GT/Gransport Spyder/GT	157	Maserati Ice Driving	193	Giorgio Pianta	221	Giugiaro	234	Edonis Supercar	73
3200GT Buyers' Guide Heywood	162	Maserati Trofeo 2013	209	Luigi Chinetti	221	Bandini	251	Formula Juniors	28
3200GT Buyers' Guide Heywood	250	Maserati Trofeo World Series	212	Piero Stroppa	248	Scaglione	252	Formula Junior	73
3200GT vs 4200 Gransport	240	Ghibli MY2013	211	Paolo Stanzani	255	Stanguellini	254	Formula One Benetton	73
Spyder	64	Ghibli MY2014 Group Test	217	Andrea Zagato	262			Ford Anglia Torino	141
Spyder	69	Ghibli MY2017	253			SPECIAL FEATURES		Frankfurt Show 2003 (Berry)	87
4200 Coupe	66	Ghibli S MY2018	264	CLUB FEATURES		20 Years of Auto Italia	229	Francis Lombardi 850 GP	231
4200 Coupe	71	Levante	243	Fiat Coupe Club UK	151	AC 378 by Zagato	203	Geneva 2012	196
4200 Gransport	100	Levante UK	252	Fiat Coupe Club UK	186	Aguzzoli 1600 Coupe	136	Geneva 2018	267
4200 Gransport	108	Levante Q4 Ice Dr1ving	255	Fiat Forum	154	Arnolt Aston Martin	48	Ghia Coupes Alfa/Lancia	22
4200 Gransport	126	Levante S in Dubai	263	Stratos Replica Club	158	Aston Martin Vanquish Zagato	105	Giannini Story pt1	45
4200 Gransport	220	Levante S + Granturismo MY18	265	Alfa Romeo Owners Club	159	Aston Martin DB2/4 by Ghia	213	Giannini Story pt2	56
Coupe/Spyder Cambiocorsa	79			Clubcento	165	Autobianchi 500	60	Giugiaro	87
Coupe/Spyder Ice Driving	105	OSCA		Lancia Motor Club	166	Autobianchi	73	Gordon Keeble	250
Spyder Cambiocorsa	94	OSCA 1500S Coupe	41	Fiat 131 3ma	169	Autobianchi A111	217	Goodwood Revival 2005	113
Spyder (Jodie Kidd)	86	OSCA Story	29	Fiat Strada 130 Club	172	Autobianchi Primula Coup.	254	Goodwood Revival 2010	179
Coupe Trofeo	84	OSCA 2500GT	32	Alfa Romeo Giulietta Register	177	ATS Allemano Coupe	163	Goodwood Revival 2012	193
Coupe Trofeo (Monza)	106	OSCA MT4	59	Maserati Club	181	ASA Coupe	209	Goodwood Revival 2012	204



Goodwood Revival 2013	215	Monaco Grand Prix Historique	177	Sunbeam Venezia	60	Zender 'Progetto Cinque'	22	Ducati MH900 Evo	43
Goodwood Revival 2015	227	Monaco Grand Prix Historique	220	Sunbeam Venezia	214	Zastava 750 Fiat 600	191	Ducati 996R	66
Goodwood Revival 2016	253	Motor valley	80	Stabilimenti Farina				Ducati 999	66
Goodwood Revival 2017	262	Motor valley 2	84	Jowett Jupiter	101	ITALIAN BIKES		Ducati 1000DS	82
Goodwood FOS 1997	17	Motor valley 2010	168	Silverflag	114	Alan Cathcart on bikes	30	Ducati 1098	128
Goodwood FOS 2012	199	Motor valley 2014	222	Silverflag 2006	128	Aprilia RSV1000	67	Gilera 500-4	15
Goodwood FOS 2017	259	Motor Diesel	188	Silverflag 2007	138	Aprilia Tuono	72	Husqvarna Nox	70
Goodwood 75th Members	256	Mostro Scambio Imola 2011	192	Silverflag 2009	163	Benelli 500-4	19	Laverda Ghost	14
Gran Premio Nuvolari	155	Museo Nicolis	143	Silverflag 2010	176	Benelli Tornado 900	40	Laverda 750s	20
Harvey Bailey Suspension test	104	Mugello Historic	146	Silverflag 2011	190	Bimota DB2R	13	Laverda 1000 SEI	244
Innocenti 950 Spider / Coupe	157	Nazzaro Tipo 3	159	Silverflag 2012	202	Bimota YB11	10	Moto Guzzi RS	12
Innocenti 186 GT	227	Nazzaro Tipo 3 (Sicilian Dream)	239	Silverflag 2013	213	Bimota 500 VDue	16	Moto Guzzi Furia	75
Innocenti Mini Cooper MK.	267	Nash Healey Roadster	205	Silverflag 2014	225	Cagiva Planet 125	22	Moto Guzzi 500V8	239
Intermeccanica Italia	206	NSU Sport Prinz	223	Silverflag 2015	236	Ducati 955	10	MV Agusta F4	35
Isotta Fraschini P1 Powerboats.	121	OM 665 SSMM Superba	224	Silverflag 2016	250	Ducati ST2	17	MV Agusta 750 Brutale	71
Isotta Fraschini P1 Powerboats.	124	OSI Ford Taunus 20M	130	Silverflag 2016	261	Ducati 620	82	MV Agusta 500-4	133/240
Isotta Fraschini P1 Powerboats.	125	OSI 1200 Spider	216	Talacrest	226	Ducati 749	82	MV Agusta 350-4	11/242
Isotta Fraschini 8A SS.	158	OZ Alloy Factory Visit	160	Targa Florio (Recreation)	71	Ducati 750	21	Veve Two Desmo Shark	23
Italian cars in films.	155	Padova Show 2005	116	Targa Florio Centenary	118	Ducati 800SS	82	Piaggio APE Cross	205
Italdesign Aztec.	163	Padova Show 2006	129	Targa Florio Giro di Sicilia	123	Ducati 996SP vs Ferrari F40	41	Italian Scooters	246
Lada Riva Twin Cam	215	Padova Show 2008	142	Targa Florio In a Fiat 1100 (11).	192				
Le Mitiche Sport Bassano	112	Padova Show 2009	155	Targa Florio Classic 2012	206				
Le Mitiche Sport Bassano	213	Padova Show 2010	169	Turin: Fiat City	119				
Le Mitiche Sport Bassano	237	Padova Show 2011	182	Tour Auto 2006	121				
Le Mans Classic 2006	124	Padova Show 2012	193	Tecno Lola T290	128				
Le Mans Classic 2009	162	Padova Show 2014	218	Tecno PA123 Formula 1	116				
Le Mans Classic 2014	224	Padova Show 2015	231	Trofeo Baleares	82				
Ligier JS2	236	Padova Show 2016	241	Triumph Italia	178				
LIFE F1 track test	162	Padova Show 2016	263	TVR by Fissore	78				
Lincoln Dual-Ghia	214	Padova Show report	252	Ultima Alfa	123				
Marangoni Tyre Test	84	Pininfarina at 75	114	Uniques International Concours	180				
Martini Story Pt1	205	Pininfarina at 80	178	Uniques International Concours	206				
Mallorca Classic Rally	184	Pininfarina Peugeot 540 Cab	235	Villa d'Este Concours	83				
Minardi (team)	12	P1 Performance Car Club	110	Villa d'Este Concours	108				
Minardi Subaru F1	39	P1 Performance Car Club	114	Villa d'Este Ferraris	109				
Monteverdi 375S	71	P1 Performance Car Club	131	Villa d'Este Ferraris	122				
Michelotti 132 Flares	81	Police Cars	208	Villa d'Este Ferraris	135				
Mille Miglia 2006	122	Rally Legends 2010	170	Villa d'Este 2006	120				
Mille Miglia 2008	152	Rally Legends 2011	183	Villa d'Este 2007	134				
Mitomachina 2006	128	Rally Legends 2012	207	Villa d'Este 2008	148				
Moretti 850 Sportiva S1	24	Rally Club Valpantena	210	Villa d'Este 2009	161				
Moretti 850 Sportiva S2	54	Renault Dauphine by Alfa	141	Villa d'Este 2010	174				
Moretti 850 Sportiva S2	112	Retro Mobile	219	Villa d'Este 2011	187				
Moretti 850 Sportiva S2	118	Retro Mobile 2016	243	Villa d'Este Ferrari 2011	189				
Moretti 750 Tour Du Monde	41	Retro Mobile 2017	255	Villa d'Este Alfa 2012	199				
Moretti 750 Gran Sport	109	Replica P4s	38/51/54	Villa d'Este 2012	212				
Moretti Event Switzerland	191	Riva Factory Visit	144	Villa d'Este 2014	224				
Moretti + Dany Brawand	204	Riva Ferrari 32	242	Villa d'Este 2015	233				
Maggiore - Puntograle	31	Ruote Borrani	225	Villa d'Este 2015	238				
Modena Tour	79	Salon Prive London 2013	214	Villa d'Este 2016	247				
Modena Terra di Motori	122	Salon Prive Blenheim 2017	261	Val Savioire 2005	103				
Modena Experience	194	St James Concours 2013	214	Val Savioire Classic	110				
Modena Experience	204	Serenissima 538 Jet Coupe	121	Val Savioire Classic	125				
Monterey 2011.	189	Serenissima F1	140	Val Savioire Classic 2008	125				
Monterey 2014.	226	SCAT 22hp	201	Val Camonica 2008	153				
Monte Carlo Historique 2006.	119	Siata 750 Gran Sport	28	Val Camonica Adamello 2012.	194				
Monte Carlo Historique 2007.	131	Siata/Fiat 750 Spider Corsa	253	Val Camonica Adamello.	201				
Monte Carlo Historique 2009.	157	Siata Sportscars	54	Zagato Bristol	44				
Monte Carlo Historique 2010.	178	Siata Spring	111	Zagato Hillman Imp	51				
Monte Carlo Historique 2016.	244	Siata 1300/1500	114	Zagato Story part 1	53				
Monte Carlo Historique 2017.	255	Stola Monotipo/Barchetta	25	Zagato Story part 2	54				
Monte Carlo Historique 2018.	267	Stola Stratos (Concept)	53	Zagato 85th Birthday	97				
Monaco Grand Prix Historique	122	Stanguellini 1100S	35	Zagato Mostro	234				

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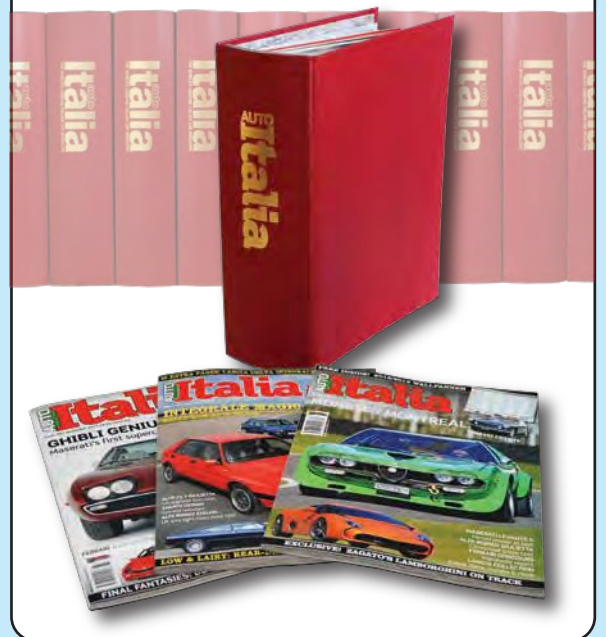
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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

FIAT 127 RUSTICA

ASSEMBLED BY LAMBORGHINI AND PRE-EMPTING THE SUV CROSS-OVER TREND BY DECADES, FIAT'S UNFORTUNATELY NAMED 127 RUSTICA WAS TOO LITTLE, TOO SOON

Story by Gary Axon



crossover SUV, typified by the Nissan Juke and Fiat 500X.

Aimed at urban would-be lovers of the great outdoors lifestyle, the front-drive 127 Rustica had robust

rather than carpets, with the Spartan vinyl-only seats designed by Giugiaro.

Looking like malted milk biscuits, these slim plastic chairs previewed the functional seats later fitted to Italdesign's 1980 Fiat Panda.

The Rustica also differed from other Italian 127 models in another major way. Its three-door hatch was derived from the Brazilian-built Fiat 147, rather than the domestic model's Series 2 bodyshell. The 127-based 147 had a stronger, heavier body built specifically for the growing South American market in 1976 (where it was produced until 1996), powered by the Brazilian-built 1050cc engine that would later make its way into plusher European-market 127 models.

To modify the 147's tougher, weightier body for the Italian market, a special Rustica assembly line was set up at Lamborghini's factory in Sant'Agata. Lamborghini built up the imported 147 bodysells and added the Rustica's unique interior and exterior trim, fitted the

revised suspension - specially designed for more demanding light off-road use - and coupled the 1050 Brazilian engine to a modified gearbox with the first three ratios shorter, which resulted in ear-splittingly high noise levels on the road. The fuel tank capacity was increased to 38 litres, and the soft-roader's maximum speed dropped by 7mph versus a regular 1050 CL model (to 85mph).

Despite its low price of 3,750,000 lire (undercutting the regular 1050cc 127) and its pioneering off-road appeal, the austere Rustica didn't sell well. The plug was pulled on it in 1981, less than two years after its launch.



With more than five million examples built over its 25-year global production run, the Fiat 127 might seem an inappropriate choice for our 'Obscurati' column. But this is not one of Fiat's run-of-the-mill 127s, but the short-lived Rustica, sold exclusively in Italy from 1979 for less than two years.

In an era when corrosion was the curse of the Italian car industry, naming a model Rustica - sounding like 'rusty car' in English - would not have been a wise move in export markets. For the domestic Italian market, however, the Rustica name conjured up positive images of the rolling countryside and forest tracks, which could be explored in this light off-roader.

Indeed, this 'soft-roader' was the progenitor of not just the 'cross-country' front-wheel drive hatchbacks of the early 21st century, like the Rover Streetwise and Dacia Sandero Stepway, but also the modern

4x4 aesthetics, but without any useful off-road features, be they traction aids, raised suspension, increased departure angles or extensive underbody protection.

The 'Rambo' Rustica differed from the regular second-generation Fiat 127 with steel tubular front and rear 'bull bar' bumpers, which replaced the regular grey impact-absorbing items, plus metal headlamp grilles, an engine sump guard, matt black body side mouldings and matching dark wheels (all the rage now, but unheard of in 1979). Also included were uprated suspension, all-season tyres and rear mud flaps.

The only available option for the 127 Rustica was a tubular steel roof rack, designed to match the Fiat's tough three-section bumper bars, with the model's colour choice limited to either matt sand beige or matt battleship grey.

Inside, the work-a-day Rustica reflected its name with a truly utilitarian interior. The flooring was hose-down rubber matting



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