

ALFA ROMEO – FERRARI – FIAT – LANCIA – MASERATI

AUTO **Italia**

Issue 267 May 2018 £4.90

ALFA 8C LE MANS



**ABARTH PUNTO
BUYERS' GUIDE**



**FERRARI 365 BOXER
CLINT EASTWOOD'S BB**



www.auto-italia.net

9 771337 451104



ITALY'S MINI
Innocenti Cooper
MASERATI 150 GT
Mystery prototype
FIAT ABARTH STRADA
40 years celebrated
FERRARI 488 PISTA
Most potent V8 Ferrari ever

LANCIA GAMMA V ALFA ROMEO 6 – BATTLE OF THE BARGES



MONZA
SPORTS TUNING
monzasport.com



APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND NOW FIAT



SERVICE



APPROVED SERVICING MEANS:

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

COURTESY CARS AVAILABLE



2017 Alfa Romeo Giulia V6 Biturbo Quadrifoglio

The All-New Alfa Romeo Giulia Quadrifoglio represents more than just the most powerful Alfa Romeo sports car ever created for road use.

Price: £56,195



Alfa Romeo Brera Prodrive S V6

Eibach springs and Bilstein dampers. Pleated leather seats / red stitching and "S" badging, Remote central locking.

Price: £9,495



2017 Fiat Panda Easy

6382 miles. Practical, versatile and economical. Well specified

Price: £7,995



2015 Fiat 500 Lounge 3dr

20000 miles. Latest spec in Volare Blue. Air conditioning, Bluetooth, Panoramic roof. Price: £7,995



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



*No.1 out of 49 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, July - Sept '11
*No.1 out of 48 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, May - June '11
*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

Printed in England

Warners Midlands PLC; Tel: 01778 391000

Worldwide Retail Distribution

Seymour Distribution Ltd, 2 East Poultry

Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Morningside House, 1 High Avenue, Letchworth Garden City, SG6 3RL
Email: claire@gingerbeerpromotions.com
ISSN 1357 - 4515

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

CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Martin Buckley



Richard Bremner



Peter Nunn



Richard Dredge



Geneva is a show I never, ever miss. I've attended Europe's definitively best new car show for 25 years on the trot now. My silver jubilee at the show was suitably celebrated by the sight of the all-silver interior of Marcello Gandini's sublime Lamborghini Marzal of 1967. What a searingly original car that must have seemed back then; even today, it's a fantasy of the first order.

The fact that 50-year old cars like the Marzal, as well as Giugiaro's Testudo and the Bizzarrini Manta, were my stars of the show speaks volumes about the current state of car design. Where were the classic shapes that we'll look back on in 50 years? Where was the imagination to inspire a generation for whom cars seem less and less relevant? Not much to report in that department. Most design houses (and there are precious few left, it must be said) had electric/autonomous vehicles that were dimensionally huge, and often seemed pointless.

But what I can say is that retro was definitely in. Classics were on show in amongst the new cars on just about every stand. 'New-old' designs were there, too, like the New Stratos which reinterprets the 1970s original, and the Microlino which revives the spirit of the 1950s Iso Isetta.

One arena that's definitely alive and kicking is supercars, which were out in abundance at Geneva, too. As well as the huge crowds gravitating towards the new Ferrari 488 Pista (including me – see the mug shot above), there were Italian treats from Lamborghini, Pagani, Touring, Zagato and many more. For the full gen on Geneva, turn to page 12.

Chris Rees
Editor

chrisrees@auto-italia.net



CELTICTUNING

PERFORMANCE
REMAP SPECIALISTS



WE HAVE DEALERSHIP OPPORTUNITIES

+ BECOME PART OF OUR REMAP SUCCESS

01 KNOWLEDGE AND EXPERIENCE

We are leaders in **Electronic Engine Enhancements** with a **global dealer and franchise network**. We are one of the best known and longest lasting in the tuning industry.

02 UNPARALLELED SOFTWARE

Utilising our two state-of-the-art 4WD dyno test cells we **write and develop all of our ECU software in-house**. This gives us an unparalleled ability to provide our industry leading performance gains whilst maintaining optimum reliability.



FIND OUT ABOUT
AN ECU REMAP

We offer a mobile service, or visit an authorised main dealer across 21 countries

0333 6000 669
enquiries@celtictuning.co.uk
www.celtictuning.co.uk

ISSUE 267

MAY 2018



20



24



30



38



44



50



56

FEATURES

- 12 **GENEVA MOTOR SHOW**
1960s concept cars join Ferrari's new 488 Pista
- 20 **FERRARI GTC4LUSSO**
Making a case for Ferrari's big V12 4x4 bruiser
- 24 **ALFA ROMEO 8C 2900 B**
A real treasure: Alfa's Le Mans winner
- 30 **ALFA ROMEO 6 VS LANCIA GAMMA**
Big executive saloons, 1970s style
- 38 **FIAT RITMO/STRADA**
40 years of the Fiat and Abarth classics
- 44 **FERRARI 365 GT4 BB**
Clint Eastwood's unique targa-roof Boxer
- 50 **MASERATI 150 GT SPIDER**
Story of a little-known prototype racer
- 56 **INNOCENTI MINI COOPER**
Italy's Mini is superior to the British-built one
- 64 **RACE RETRO SHOW**
Rally cars star at the historic motorsport show
- 68 **RALLYE MONTE CARLO HISTORIQUE**
Lancia triumphed and other Italians starred
- 72 **AUTOMOTORETRO**
We went to Turin – and came home with a car!
- 76 **ABARTH PUNTO BUYERS' GUIDE**
Full low-down on Abarth's underrated hot hatch

SUBSCRIPTIONS
SAVE UP TO £10.80
SEE PAGE 62 FOR DETAILS

REGULARS

- 06 **NEWS**
Ferrari's new 488 Pista breaks cover
- 82 **CLASSIFIEDS**
Find your perfect Italian car here
- 90 **BACK ISSUES**
Discover every car we've ever featured
- 98 **OBSCURATI**
Pininfarina's Rondine presaged Fiat's 124 Spider



76

NEWS & VIEWS

FERRARI 488 PISTA

**MOST POTENT
FERRARI V8 EVER**



Ferrari's latest Special Series car has been launched, boasting more power, less weight and race-derived aerodynamics. Ferrari's fourth 'Special Series' model, the 488 Pista, is claimed to be its most advanced and extreme yet. The 488 Pista is the latest in a line that started with the 360 Challenge and evolved through the 430 Scuderia and 458 Speciale, designed to bring the essence of track driving to the road.

It uses the most powerful eight-cylinder engine Ferrari has ever built, plus enhanced transmission, better brakes, increased downforce, sharpened electronic control systems and less weight. Ferrari has borrowed extensively from its racing experience with the 488 GTE and 488 Challenge one-make series.

The main target centres on power-to-weight. The 3.9-litre twin-turbo V8 engine boasts 720hp – 50hp more than the 488 GTB. It achieves this by using over 50 per cent new components compared to the 488 GTB's. There's a better air intake layout, a larger intercooler, inverted radiators, new valves and springs, harder cam profiles, stronger pistons and cylinder heads, Inconel exhaust manifolds, lighter crankshaft/flywheel and titanium conrods.

As for weight reduction, Ferrari has saved 60kg by using more carbonfibre in the chassis/body, including the bumpers and both front and rear bonnets (the latter a first for Ferrari). A significant new option for Ferrari is carbon wheels, which save 40 per cent in unsprung mass. The cabin is stripped out; it's

even possible to delete the infotainment system to save weight.

Acceleration from 0-62mph is 2.85 seconds but more impressively 124mph is reached in 7.6 seconds (a full 1.5sec faster than the 458 Speciale).

The 488 Pista's control systems are also





significantly sharpened. A new gearshift strategy in Race mode shortens shift times. Braking performance is boosted thanks to parts borrowed from the 488 Challenge racer. A new Ferrari Dynamic Enhancer (FDE) forms part of the Sideslip Angle Control 6 system, giving the driver a more intuitive and

immediate feel on the limit. Aerodynamic downforce is boosted thanks to upgrades sourced from the 488 GTE racer. The rear spoiler is larger, while the front 'S-Duct' increases downforce and its plunging shape is underlined by race-inspired stripes that swoop under the front bumper.

TECHNICAL SPECIFICATIONS

FERRARI 488 PISTA

ENGINE:	3902cc V8 twin-turbo
POWER:	720hp at 8000rpm
TORQUE:	770Nm at 3000rpm
COMPRESSION RATIO:	9.58:1
TRANSMISSION:	7-speed dual-clutch automatic
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
FUEL CONSUMPTION:	24.3mpg
CO ₂ :	263g/km
MAX SPEED:	211mph
0-62MPH:	2.85sec
PRICE:	£252,695



2017: A RECORD YEAR FOR FERRARI

Ferrari delivered a record-breaking 8398 cars in 2017, up by 384 (or 4.8 per cent). The company's net revenues were up 10 per cent, while net profit rose by 26.4 per cent to 537 million euros.

The rise was driven by a 25.1 per cent increase in V12 sales, notably the GTC4Lusso and 812 Superfast, as well as the LaFerrari Aperta. V8 sales were not as strong because of the phase-out of the California T (production of the new Portofino starts in the second quarter of 2018).

France, Italy and the UK all grew at double-digit pace. The biggest market remained Europe/Middle East (3610 sales), followed by the Americas (2811), China/Hong Kong/Taiwan (619) and the rest of the world (1098). Ferrari says it is targeting over 9000 sales in 2018.



ALFA'S F1 CAR DEBUTS

The Alfa Romeo Sauber F1 Team has launched its new car, the C37, which will be raced by Marcus Ericsson and Charles Leclerc. Alfa Romeo's 'Quadrifoglio' triangle features on the engine cover, while the Alfa badge adorns the nose and many aerodynamic areas of the bodywork.

The team's target in 2018 is "to catch up with the field and continue improving our performance," says Frédéric Vasseur, Team Principal. "The return of Alfa Romeo to Formula 1 sets another milestone in the team's history, and I am proud that such a historical brand has chosen us for their return to the sport."



NEW FIAT 500 COLLEZIONE

Fiat has launched a new 500 Collezione edition with a choice of colour schemes. Livery options include Primavera (two-tone white and grey), Acquamarina (two-tone white and green), plus Taormina Ivory, Bossa Nova White and Epic Blue. Other features include chrome trim for the bumper, bonnet and mirror caps and exclusive 16-inch alloy wheels. The Fiat 500 Collezione is only available with the 1.2 69hp petrol engine, but in both hatch and convertible body styles. It's on sale now, priced from £13,865.



FIAT 500X REFRESH

A simplified line-up and new infotainment system mark out the 2018 Fiat 500X. A seven-inch touchscreen with Apple CarPlay and Android Auto is standard on most models, offering music streaming, messaging and navigation. The 500X range now consists of three trim levels, three petrol engines and two diesels. Marching Green paint (pictured) is now available on Cross Plus models. The 500X is priced from £15,550.



FIAT 500L REACHES 500K

The 500,000th Fiat 500L has rolled off the production line in Serbia. Launched in 2012 and refreshed in 2017, the 500L has consistently been the best-selling car in its class in Europe, with a 22 per cent segment share in Europe, and 52 per cent in Italy.

HURACÁN SMASHES RECORDS

The Lamborghini Huracán Performante has taken the production car lap-time records on eight international circuits. All have been set during press trials and include Vairano and Balocco in Italy (1min 9.43sec and 2min 38.07sec respectively), MIRA in the UK (1min 5.03sec) and Le Mans Bugatti in France (1min 42.49sec).

In March 2018, the Huracán also marked a production milestone when the 10,000th example rolled off the assembly line. Destined for a customer in Canada, it's a Performante model whose Verde Mantis paint scheme pays homage to Lamborghini's GT3 victory in the 2018 Daytona 24 Hours race.



AUCTION RECORD FOR EVO II

A rare 1995 Lancia integrale Evoluzione II 'Dealer's Collection' edition has broken an auction record. Sold by RM Sotheby's at its 2018 Paris sale, it made €161,000, or around £142,500. It's one of only 180 examples of the special edition ever made. Painted pearl red with beige leather trim, this was one of the last integrales produced, and has covered just 20,700km from new.



ROSSO FIORAVANTI

The National Automobile Museum in Turin (MAUTO) has opened a new 'Rosso Fioravanti' exhibition paying homage to the designer, Leonardo Fioravanti, who designed many Ferraris for Pininfarina, including the Daytona and 308. He was also Maranello's general manager from 1987 and went on to Fiat before setting up his own independent company. The exhibition runs until 16 September.



TJAARDA WINE RELEASED

A new Tom Tjaarda wine collection has been released. Described as, "Tjaarda's final project and memento for his followers", it's authorised by Paola Tjaarda and personally numbered by her. The set includes three bottles of wine from Tom's favourite wineries with labels designed by him; two wine glasses with Tom Tjaarda's signature etched in; a copy of a 'Profiles' litho numbered by Paola Tjaarda; a certificate of authenticity; and a wooden box. This set is limited to 500, priced at \$350 each. Go to treasuresofpiemonte.com to order.



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

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

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



FERRARI PARTS SPECIALIST

SUPERFORMANCE



SUPERFORMANCE.CO.UK 01992 445 300

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

FERRARI MUSEUM: ENZO'S 120TH

Enzo Ferrari was born 120 years ago, on 18 February 1898, and now the Enzo Ferrari Museum is celebrating with a photo exhibition.

"It seems incredible to think that Enzo Ferrari was born in the 19th century," said Ferrari Chairman, Sergio Marchionne. "He was a man with extraordinary vision and ability to manage people and resources as well as a strong entrepreneurial spirit and exceptional courage. The mark that he left on the world remains a source of pride for all of us at Ferrari and for the whole of Italy."

To celebrate the 120th anniversary, a photographic exhibition has been organised at the Enzo Ferrari Museum in Modena, Enzo's birthplace. It includes images from childhood to adulthood, his career as a driver, manager and manufacturer, alongside champions like Nuvolari, Castellotti and Villeneuve.



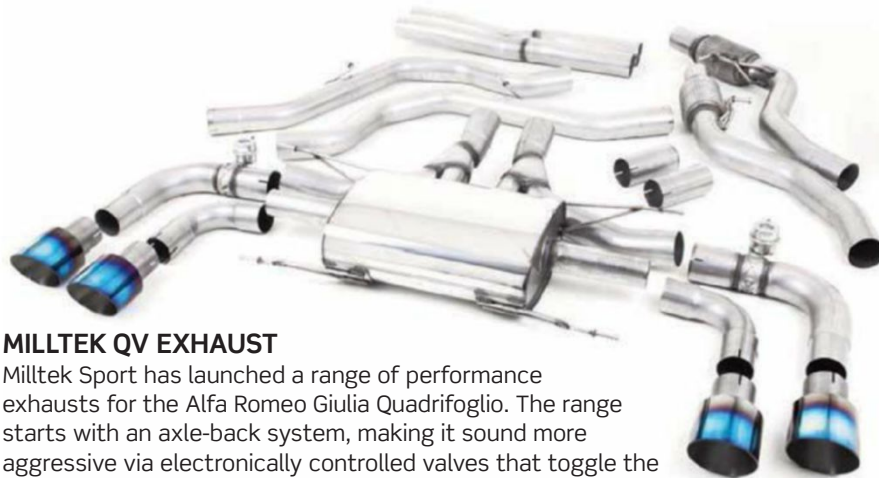
FRANZONI AUTO CLASSIC

A new Brescia-based classic car division has been set up by a Fiat and Lancia dealer. Franzoni Auto Classic is dedicated to classic and collectible cars, and also hosts events aimed at classic car enthusiasts. It's based at Via Valcamonica in Brescia. For more info, visit www.franzonialauto.com



CHALLENGE & GT DAYS

To celebrate the 25th anniversary of the Ferrari Challenge race series, a new event dedicated to Ferrari racers is being run. Organised by Heinz Swoboda, an Austrian collector who owns Roberto Ragazzi's 1993 championship-winning 348 Challenge, it's called Challenge & GT Days. It takes place on 9-10 May 2018 at the Red Bull Ring in Austria, giving owners of Challenge and GT Ferraris the chance for track action in a non-competitive environment. Cars invited include the 348 Challenge, F355 Challenge, F40 LM, 458 GTE, and 575 GTC. More info at www.fchgt.com



MILLTEK QV EXHAUST

Milltek Sport has launched a range of performance exhausts for the Alfa Romeo Giulia Quadrifoglio. The range starts with an axle-back system, making it sound more aggressive via electronically controlled valves that toggle the volume and exhaust note.

A second cat-back option comes in either resonated or non-resonated forms, the latter much louder. Both are claimed to deliver "significant improvements" in performance via 70mm stainless steel pipes.

Also on offer is an Active Valve Controller Module that allows the exhaust valves to run fully open without the Giulia having to be in Race Mode (which disables all driver aids). More at www.millteksport.com

STAR SUPERCARS STUMBLE AT AUCTION

Three classic cars with star-studded histories failed to sell at the recent Bonhams Goodwood Members' Meeting auction. Paul McCartney's 1967 Lamborghini 400 GT, one of only 250 built and only four imported to the UK, did not reach its £400,000-£500,000 estimate. McCartney acquired it in February 1968, when The Beatles were at the height of their popularity.



Next up was Rod Stewart's 1991 Lamborghini Diablo, which Stewart reportedly bought for himself as a Christmas present following the success of his 'Vagabond Heart' album. It didn't reach its £120,000-£140,000 target. Nor did Pink Floyd drummer Nick Mason's 1974 Ferrari Dino 246 GT Spider, reputed to be one of only 21 models ordered with flared wheelarches. The estimate of £375,000-£425,000 did not result in a sale.

BEST OF ITALY 2018

The Best of Italy Race returns on 14-16 September 2018 to Castell'Arquato in Emilia Romagna.

Many anniversaries will be celebrated: 50 years of the Lamborghini Espada and Islero; 50 Years of Italdesign; 25 years of Lamborghini Club Italia and 25 years of the Ducati Monster and 916, among others.

The event will feature a Pagani Zonda R pace car, the Italdesign Zerouno Roadster, Giannini 350 G4, Mazzanti Millecavalli, Alfa Romeo 8C racer, Maserati MC12 GT1, Ferrari 599XX, Zanasi Emerald Enzo and more.

'Parco Chiuso' will host 150 top Italian motorcycles, with riders tackling the 26km course alongside racing greats like Stefano Bonetti, Marco Dall'Aglio, Marco Lucchinelli and Giacomo Agostini.

An exclusive Varano Track Day will feature Lamborghinis of all models, with a climax on Saturday in a spectacular display on the Mignano Dam. Find out more at www.bestofitalyrace.com



GENUINE STYLE FOR YOUR ALFA ROMEO

O R I G I N A L
A C C E S S O R I E S



Giulietta:
Carbon Fibre Rear Spoiler



Giulia:
Twin Exhaust Tailpipe Kit



Stelvio:
Aluminium Sport Pedal Kit



Mito:
Engine Oil Cap



EXCLUSIVE
AUTO ITALIA READER
10% IN STORE DISCOUNT

Visit your local Retailer now with this edition of Auto Italia in hand to benefit from the exclusive in store 10% discount off selective Genuine Fiat, Alfa Romeo, Jeep, Abarth and Fiat professional accessories.

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



At your service

GENEVA 2018

New cars from Ferrari and Lamborghini, plus some retro concept greats, made Geneva a must-visit show for Italian car fans

Story & images by Chris Rees



FERRARI 488 PISTA

The undoubted star of the 2018 Geneva Motor Show was Ferrari's new 488 Pista. The latest in Ferrari's 'Special Series' cars, the Pista picks up the mantle of the 458 Speciale, 430 Scuderia and 360 Challenge, but it's easily the highest-performing car of the lot.

With extra power, less weight and lots of clever aerodynamic tweaks, the 488 Pista has 'classic' written all over it. You can read more about its spec in this month's News pages, but the striking 'S-Duct' front end aero treatment attracted particular attention on the stand, as did the carbon wheels – a first for Ferrari.

The 488 Pista's UK price was also revealed at the show: £252,695 on the road. As this is not a limited edition model, there's no cap on production numbers, and there's no doubt it will be a big seller. As well as the main attention-grabbing show car painted in Rosso Corsa, there was a second, silver Pista on the stand sporting Ferrari's carbon wheel option – well, you would, wouldn't you? Even at £18,000...

ALFA ROMEO NRING

Alfa's stand fizzed with the new Stelvio Quadrifoglio Nring and Giulia Quadrifoglio Nring limited editions. Each echoes record-breaking performances at the Nürburgring (7min 51.7sec and 7min 32sec respectively – the fastest SUV and fastest standard production four-door saloon at the Nordschleife).

'NRING' badging is to the fore, plus a numbered carbonfibre dashboard insert and

exclusive Circuito Grey matt paint. The spec includes carbon-ceramic brakes, Sparco carbon shell racing seats with red stitching, Mopar gearknob with carbon insert, and leather-and-Alcantara steering wheel with carbon inserts. The front badge, mirror caps and sideskirt inserts are all made of carbonfibre, while the Giulia version also includes a new bare carbon roof. Only 108 examples of each will be made (one for each year of Alfa Romeo's existence).





ALFA ROMEO GIULIA VELOCE TI

A new Giulia Veloce Ti special edition debuted at the show. The UK market version is powered by a 280hp turbo engine with eight-speed automatic and rear-wheel drive.

Its spec includes a contrasting black roof, leather dashboard with carbon inserts and leather-and-Alcantara seats. Carbon details include backlit kick plates, front cloverleaf 'V', gearknob insert, mirror caps, sideskirt inserts and QV-inspired rear spoiler. Also standard are 19-inch burnished alloy five-spoke wheels with red brake callipers.



ALFA ROMEO 4C EDITIONS

The 4C appeared in two new versions: Competizione Coupe and Italia Spider. The Competizione is racing-themed, with matt Vesuvio Grey paint, exclusive livery, plus carbon details on the roof, rear spoiler, mirror caps, side air vents and headlight moulding. Also standard are dark-finish five-spoke wheels with red brake callipers, Akrapovi titanium central tailpipe with dual mode and carbon trim. Inside are leather-and-microfibre seats with red stitching, racing steering wheel and numbered badge.

The 4C Spider Italia has exclusive Misano Blue paint, Akrapovi titanium tailpipes, asymmetric five-spoke wheels, yellow callipers, plus yellow stitching for the seats, dashboard, steering wheel and door panels. Italian flags feature prominently on the



outside, while an aluminium 'Italia' dashboard plaque. Just 108 examples of each edition are to be made.

LAMBORGHINI HURACÁN PERFORMANTE SPYDER

The open-top Spyder version of the Huracán Performante debuted at Geneva, looking very natty in blue with a yellow-themed interior. Forged carbonfibre contributes to a 35kg weight reduction over the Huracán Spyder – (dry weight is 1507kg). Visible carbon includes the spoilers, engine cover and rear bumper and diffuser. The Spyder's soft-top does not compromise the ALA aero system and the roof opens in 17 seconds at speeds up to 30mph.



Like the Performante coupé, it has permanent four-wheel drive and a 5.2-litre V10 engine with 640hp. It will do 0-62mph in 3.1 seconds and top out at 202mph. And like the Performante coupé, there's tweaked suspension, recalibrated ESC, more responsive steering and revised 'Anima' driving modes. Deliveries begin in summer 2018 priced at £195,078 excluding taxes.



FIAT S-DESIGN

Star of the Fiat stand was the new 124 Spider S-Design. Based on the premium Lusso trim level, it adds a gunmetal rollover bar, window frames and mirror covers, plus new 17-inch alloys, Italian flag badging and side stripes.

Geneva also highlighted the new Fiat 500



Mirror family of special editions with Uconnect touchscreens that use Apple CarPlay and Android Auto. They also introduce Mopar Connect for the first time – help in case of accident, breakdown or theft.

ABARTH 124 GT

A new special edition, the 124 GT, debuted on the Abarth stand. Painted in exclusive Alpi Orientali Grey finish, it includes a lightweight carbon hardtop in addition to the manual soft-top – the 124 GT is claimed to be the only roadster with a hardtop made of carbonfibre. The GT spec also includes 17-inch OZ Ultra-Light alloys (3kg lighter than standard), plus gunmetal mirror caps and front spoiler. Options include a matt black bonnet, carbonfibre rear spoiler and carbon or red mirror caps.

The carbon hardtop weighs just 16kg and "contributes to overall torsional rigidity," says Abarth. It's lined on the inside and has a large rear window and a defroster, and can be removed easily.

MASERATI NERISSIMO

Not much new on Maserati's stand this year: only Nerissimo Edition versions of the Ghibli, Quattroporte and Levante. Nerissimo means ultra-black, so you get deep black paint plus black chrome trim on the upper grille frame, side air vents, boot and badges. Also black are the grille bars, door handles, exhaust tips and window trims.

The Ghibli and Quattroporte have dark-finished LED headlights and glossy black wheels, while the Levante also has black fog light rings. Inside you can choose between 'Dark Mirror', 'Black Piano' or carbonfibre trim.



ITALDESIGN

Italdesign celebrated its golden 50th anniversary with a convertible version of the Zerouno limited-production supercar, dubbed Duerta (pic above). The targa version of last year's Zerouno – the first car sold under Italdesign branding – uses a removable carbonfibre roof panel.

Like the Zerouno coupé, Duerta production will be limited to just five examples, each costing around £1.75 million, and two orders have already been received. The basis is the Audi R8 V10 Plus with its 610hp 5.2-litre V10 engine, giving it a 0-62mph time of 3.2 seconds and a top speed of 205mph. The Zerouno's body is made almost entirely of carbonfibre.



NEW STRATOS

Shown alongside an original Lancia Stratos on the Manifattura Automobili Torino (MAT) stand was a reborn version of the legend: the New Stratos.

The car has been developed by Michael Stoschek with a design echoing the lines of the 1970s Stratos. It even retains characteristics like the integrated helmet pouch in the doors.

The New Stratos is based on a Ferrari 430 Scuderia, whose 4.3-litre V8 engine delivers over 550hp. On offer are a GT racer, a Safari version and a road model, about which MAT promises “an experience that no other supercar can assure on tight and twisty roads.”

Only 25 cars will be produced. Prices start at €550,000 (around £487,000), excluding the donor Ferrari F430 – more than an original Stratos would cost you. The first cars are delivered in April 2018.

PAGANI

No newcomers on the Pagani stand but the Huayra Roadster and, in particular, the Zonda HP Barchetta looked outlandishly exotic, the



latter boasting rear wheel spats and a plethora of carbon extrusions. Pagani is selling about 40 cars per year – its maximum.

GFG SIBYLLA

Giugiaro (GFG Style these days) presented a new concept to celebrate Giorgetto Giugiaro's 80th birthday. Its name, Sibylla, comes from a mythological being who could predict the future, but it's also the name of Giorgetto's mum.



The four-door luxury saloon has four-wheel drive and electric power. The design “references the very low and provocative hedonistic cars Giorgetto designed in the Sixties and Seventies,” says GFG, which had Giugiaro's Testudo on hand to illustrate the point, but it kind of overshadowed the new car. It's huge at over five metres long, and to get in, what's claimed to be “the world's first sliding windscreen front section” moves the gigantic windscreen dome forwards.

MICROLINO

The production version of the cutesy Microlino electric bubble car debuted at Geneva – it'll go into production this summer, priced from just over £10,000. Two versions will be offered: one with a 75-mile range and one with 134 miles. Over 5000 orders have already been taken, says the company, which builds the cars in Italy. We love that front-opening door!



PININFARINA

Pininfarina may be Indian-owned these days but it's making a comeback as a small-scale manufacturer with the production version of the H2 Speed – the first ever production track car powered by hydrogen. It has 653hp of power with zero emissions, releasing only water vapour into the atmosphere. 12 units are scheduled to be produced, with Pininfarina-organised track days for owners.



The HK GT “eco-sustainable Gran Turismo” also made its world debut. Its range-extending hybrid powertrain pairs electric motors with a ‘microturbine’ that can run on petrol or hydrogen, and develops 804hp. It's a concept only, sadly.

Perhaps Pininfarina's most remarkable car was not on its own stand but *Quattroruote* magazine's. The Ferrari Sigma F1 concept (below), designed by Palo Martin in 1969, looked jaw-droppingly stunning.



ZAGATO ISORIVOLTA VISION GT

It's been seen before but the Zagato Vision GT is so good that it attracted big crowds at Geneva. Created as a virtual car for the Gran Turismo Sport PlayStation game, it's now a reality with a Corvette Callaway twin-turbo

6.2-litre V8 engine, whose 997hp enables it to reach a top speed of 227mph and do 0-62mph in 2.7 seconds. Zagato plans to manufacture five examples.



CORBELLATI MISSILE

The Missile is all about the numbers: 500km/h (310mph) top speed, 1800hp power and 2350Nm torque. All claimed, of course. Although based in Spain, the language being spoken on the stand was Italian, because the Corbellati family hails from Italy (it's better known for fine art and jewellery). The Missile is powered by a mid-mounted 9.0-litre twin-turbo quad-cam V8. The styling reminded us a little of a Ferrari P4 but warped through a fisheye lens. The chassis is carbonfibre, as is the body – although the fit and finish of the show car was ghastly, not helped by a paint finish that looked and felt like high-friction flooring.



TOURING

As well as the Alfa Romeo Disco Volante, Touring Superleggera had a new offering this year: the Sciadipersia (Shah of Persia). You can probably just about recognise the Maserati GranTurismo that Touring uses as a basis, giving it fresh bodywork. The mechanicals are untouched but you get new seats, a retrimmed dashboard and brushed aluminium highlights. Just 10 Sciadipersias will be built.

IED

The Turin-based vehicle design school, IED, showed its Kite concept car (top right) based on Hyundai mechanicals. It's a completely open buggy powered (of course) by electricity that can not only drive on land but use 'Slide 2 Dive' technology (whatever that is) to travel through water. Yes, really.

BIZZARRINI

Iconic 1960s concept cars stole the 2018 Geneva show. Of these, three classic Bizzarrinis (pic right) stood out. The P538 racer was launched 50 years ago at the 1968 Geneva show, its chassis forming the basis of the sublime and very green Italdesign Bizzarrini Manta. Alongside them, the 2006 Bizzarrini Ghepardo looked a little gawky.

BERTONE

For me, the star of the show was not the new cars but Bertone's twin retro concepts, the Marzal and Sibilo. Gandini's incredible Lamborghini Marzal (the car that sired the Espada) still has the capacity to take your breath away with its glass gullwing doors and extraordinarily sci-fi silver leather interior. The Sibilo, meanwhile (based on a Lancia Stratos chassis), has an utterly unique glasshouse that blends into the bodywork, and we love its ultra-1970s paint scheme of brown/orange.



Bertone Marzal was our star of the show (above right). Liberty Walk goes for the unsubtle look (left)

WRITE TO THE EDITOR AT: AUTO ITALIA, GINGER BEER PROMOTIONS LTD, MORNINGSIDE HOUSE, 1 HIGH AVENUE, LETCHWORTH, HERTFORDSHIRE, SG63RL OR EMAIL CHRISREES@AUTO-ITALIA.NET



QP/BMW TWINS?

Just wondered if anyone else had spotted the similarity between the Maserati Quattroporte II (in *Auto Italia* March 2018) and the BMW 5 Series E28? Both are elegant, understated designs (I had a 525e for a while, which was long-legged and effortless) – two beauties from another time.

The mag maintains its high-quality content - I can't wait for it to arrive each month. Oh, and my Fiat Coupe is just waiting for a little more TLC to be perfect in my eyes, so we're on the same page there too!

Nigel Cox

The BMW E28 was a Claus Luthe restyle of Paul Bracq's E12 (it kept the same centre body intact). Luthe has no Italian connection as far we

know but he's a hero of ours, having designed the superb NSU Ro80. His 1974 design for the VW Polo, however, was clearly inspired by Giugiaro's work on the Golf and Passat. – Ed

ROWAN ATKINSON'S THEMA 8.32

Auto Italia readers may be interested in this story about the Rowan Atkinson Lancia Thema Ferrari 8.32 (mentioned in the March 2018 issue), sold by Silverstone Auctions.

I previously owned this particular car. I purchased it from a large collection of cars in the south of England when it had only covered 18,000 miles. It was in immaculate condition for the age and drove very nicely.

On advertising the car for sale, I was contacted by a retired Lancia dealer

who wished to view the car for a third party, who would possibly be interested in it. After a test drive, we had a short negotiation over price as he talked with the eventual purchaser over the phone. On asking who the interested party was, I was told it was an actor who wished to remain anonymous and wanted the car delivered to the South of France.

I had no idea of the identity of the eventual purchaser until I saw the car in *Auto Italia* magazine some seven years later! I now know it went to a good home.

Nino Polledri

ABARTH 595 IN OZ

Just picked up a copy of *Auto Italia* Issue 263 (it takes a while to reach Australia) and enjoyed reading Simon Park's article on his new Abarth 595 Competizione.

I couldn't agree more with just about everything he says, especially the part about the Sabelt race seats. I too own a 2015 model, equipped with the same seats, and had the same thoughts, nearly diverting to an esseesse because the seats were a lot more comfy. Surprising myself, I have adapted over the last two years to the seats, only occasionally finding them like sitting on a solid piece of board, usually at the outset of a trip before the spine relaxes and takes the shape of a straight line. I thought it was only me – reputable reports I've read always seemed to describe them as “superbly comfortable”



which to me was unfathomable!

The other aspect is the lack of adjustability of the rear end. I do agree with the testers, and also agree with Simon that it isn't the whole story - the accuracy of the steering being the most pleasurable aspect of the handling for me, along with the superb Michelin Pilot Sport 3s.

Unfortunately, PS3s in the Abarth size have been discontinued in Oz, so I opted for Bridgestone Adrenaline RE003s. Well, what a transformation! A much more flexible tyre, and for the first time in its life, the car has body roll, corner lurch, less feel through the steering, but... rear end adjustability. Thankfully the tyres became a bit less like driving on jelly and a bit more precise after a few hundred

miles, but I was disappointed.

A few months later, I'm now running the tyres at 37/37psi front/rear (factory recommendation is 33/30, which was perfect for the PS3s). Only now am I beginning to enjoy the car again, and its best feature is rear end movability, where you can lift off mid bend and the rear will move out, or just chuck it in hard and the car will steer fairly neutrally. The overall level of grip is a little better than the PS3s with less understeer. I am still missing the steering precision and feel of the PS3s and will look to get PS4s as soon as they become available.

Thanks for a great publication and keep it coming!

Ashley Roberts, Sydney, Australia



Save money on your car insurance renewal...

powered by

CHRIS KNOTT INSURANCE

THE CHRIS KNOTT BENEFIT

- Highly competitive premiums
- Personal service and attention from UK based experts
- Your needs properly assessed and met
- Sound, impartial insurance advice
- Wide choice of policies from leading UK insurers
- Easy access by phone, email or social media
- All the ongoing support you need after purchase
- Special scheme for car club/forum members
- Multi-car and loyalty rewards
- Choose your own repairer

Proven real-life savings of 25.5% on average*
Request your quote from specialist broker Chris Knott

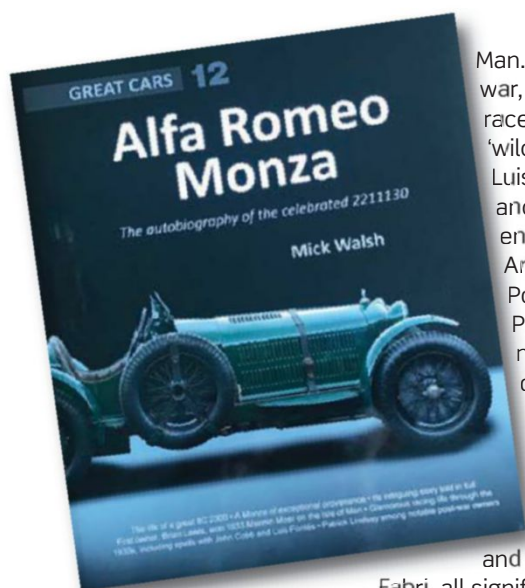
*Mean average saving 25.55% against customers' renewal premiums where disclosed
(Source: OpenGI Management Information Oct-Dec 2017).
Chris Knott Insurance is authorised and regulated by the Financial Conduct Authority

Call us free on **0800 917 2274**

Providing specialist cover for enthusiasts' treasured cars for 35 years

BOOKSHELF

REVIEWS OF THE LATEST TITLES



Alfa Romeo Monza: The Autobiography of a Celebrated 8C-2300
By Mick Walsh
Porter Press
ISBN: 978-1-907085-44-4
£60.00

This is the latest in Porter Press's 'Great Cars' series, telling the stories of individual cars. This time the microscope is turned on an Alfa Romeo 8C-2300 Monza, chassis number 2211130.

You might not think that you could get 320 pages out of a single car but 2211130 has such a rich competition record that you never feel it's being drawn out. Far from it: as the publisher comments, some of its owners and drivers over the years boast life stories that seem like they're taken from a movie script.

Built in 1933, it was raced by Brian Lewis, winning at Brooklands and the Mannin Moar race on the Isle of Man. It was then bought in 1934 by speed record legend, John Cobb, who again raced it on the Isle of

Man. Before the war, it was raced by 'wild man' Luis Fontes and Alfa enthusiast Anthony Powys-Lybbe. Post-war, notable owners included Peter Hampton, Patrick Lindsay and Hubert

Fabri, all significant collectors.

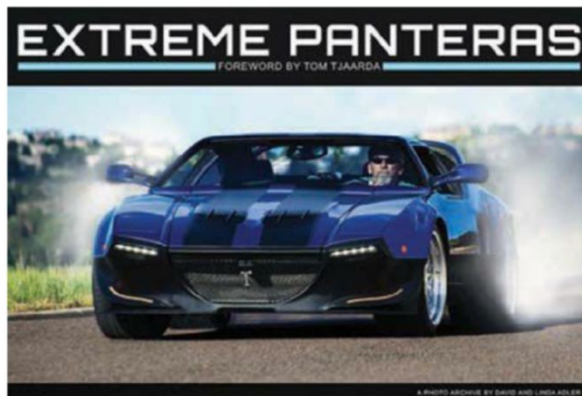
Author Mick Walsh's personal experience of 2211130 stems from the age of 10, when it blasted past his father's car en route to Silverstone in 1967. He's ideally qualified to write about this car, having driven many 8Cs and been responsible for concours events at which this car has been a winner. The book is very well crafted, both as a story and how it looks, with almost 300 period photographs (many previously unpublished) and a lot of contemporary images taken at Brooklands. The quality is unimpeachable; this is a gorgeous item.

Extreme Panteras
By David and Linda Adler
Adler Publishing
ISBN: 978-1-68419-684-5
\$89.95

The subtitle of this new book on De Tomaso Panteras – "A Photo Archive" – gives you a strong clue as to its nature. It's a primarily a photographic work, lavishly illustrated with

more than 600 colour images in its 304 pages.

It's also unusual in that it's not a history of the Pantera. Instead, it covers the peculiarly American scene of modified Panteras. From unique examples to racers and prototypes, and cars with very minor alterations up to what seem to European eyes as utterly over-the-top creations, you may find it either amazing or shocking – possibly both. There's



certainly no lack of highly polished metal...

The foreword by the late Tom Tjaarda reveals his thoughts about modified Panteras. Tellingly, he says: "It was not a perfect car by any means" and was clearly open to the concept of improving it.

The authors are evidently Panteraphiles, having set up "the largest dealer of De Tomaso automobiles in the world" and now publishing books on De Tomaso, of which this is the third.

There's deliberately very little text in this book, so sometimes you crave more detail on what exactly each car's mods are. It's available at www.detomasobooks.com

Fiat 8V 1952-1954
By Alessandro Sannia
Società Editrice Il Cammello
ISBN 978-88-96796-48-1
€19.99

Written by occasional *Auto Italia* contributor, Alessandro Sannia, this is a slender volume (56 pages with 70 pictures in colour and black-and-white) on perhaps Fiat's greatest ever car, the 8V.

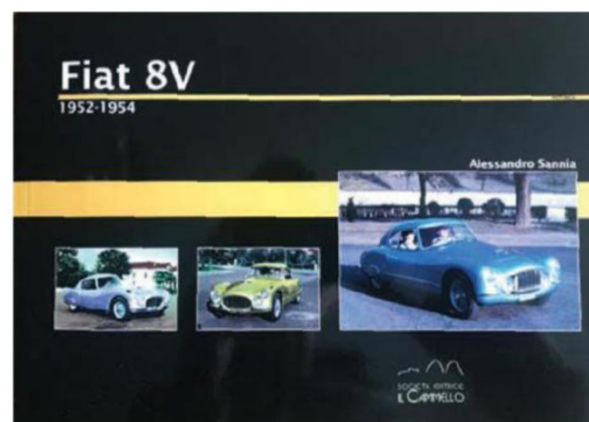
Sannia is honest about the car's virtues – its

technical data. Also included are one-offs made by coachbuilders on the 8V chassis. It's a great summary but one problem for English readers is that the text is in Italian only.

Charter of Turin Handbook
Free download at fiva.org

Nope, we'd never heard of the 'Charter of Turin' before, either, but this book sets out a protocol on the preservation and use of historic vehicles that's recognised by organisations like UNESCO and the FIA.

Produced by FIVA (Fédération Internationale des Véhicules Anciens), it looks at historic vehicles as cultural artefacts, arguing that they should "no longer be seen just as a hobby, a toy for grown-up boys, but rather a part of the cultural heritage of our civilisation". There's practical advice on restoration and maintenance, and what constitutes an 'authentic' restoration. Contributors include the curator of the Mulhouse museum and Alfredo Vignale, the nephew of the illustrious Italian designer.



CLUBS



Alfa Romeo Owners Club
'Serving Alfa enthusiasts since 1964'

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

www.aroc-uk.com

Alfa Romeo Owners' Club

www.aroc-uk.com

Alfaowner.com Club

www.alfaowner.com

Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

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

www.alfaclubvic.org.au

Alfa Romeo Owners' Club Australia

(South Australian Division)

www.alfaclubsa.org.au

Malcolm Ebel

membership@alfaclubsa.org.au

Abarthisti

www.abarthisti.co.uk

www.abarthforum.co.uk

Abarth Owners Club

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

www.abarthownersclub.com

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

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

Fiat Motor Club GB

The original UK club for owners of all Fiat models.
membership@fiatmotorclubgb.co.uk;
editor@fiatmotorclubgb.co.uk;
 press-officer is gavin@fiatmotorclubgb.co.uk
 chairman is b.stigant@ntlworld.com
www.fiatmotorclubgb.co.uk

Fiat Club America

www.fiatclubamerica.com

Fiat Club Africa

www.fiatclub.co.za

Fiat Club of New South Wales

www.fiatclub.com.au

Fiat Club of Victoria

www.fiatclub.org.au

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club

www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiploaowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-gownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian1Boxall@btinternet.com

Fiat Scotland

Scotland's dedicated Fiat community

www.fiat-scotland.com

Lamborghini Club UK

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

Lancia Motor Club GB

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

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

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

Sports Maserati Club

Contact: Matthew Yates
www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2018

April 7

Alton Italian Car Day

Departure Lounge Café, Hampshire
 GU34 4BH

April 22

AROC Spring Alfa Day

Imperial War Museum,
 Duxford, Cambs
www.aroc-uk.com/events-diary

April 27-29

Ferrari Racing Days

Silverstone circuit
www.silverstone.co.uk

May 5

Auto Italia Italian Car Day

Brooklands, Surrey
www.auto-italia.net

May 13

Classics at the Villa

Villa Scalabrini
 Shenley, WD7 9BB
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

June 2

Alton Italian Car Day

Departure Lounge
 Café, Alton, Hampshire
 GU34 4BH

June 3

AROC Italian Extravaganza

Newby Hall, Yorkshire
www.aroc-uk.com/events-diary

June 8-11

Lancia Motor Club Sliding Pillar Rally

Chepstow
www.lanciamotorclub.co.uk

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
www.aroc-uk.com/events-diary

July 12-15

Goodwood Festival of Speed

Chichester, Sussex
www.goodwood.com

July 20-22

Silverstone Classic 2018

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

Twelfth Knight

Is the V12 version of Ferrari's grand tourer obsolete next to the newer, cheaper V8 Lusso T? We make a case for the big V12 4x4 model

Story: Chris Rees
Images: Michael Ward





It's a familiar tale. A car manufacturer launches a model in signature, range-topping four-wheel drive spec. Some time later comes a cheaper, feistier two-wheel drive version that many argue is the 'purer' model – the one to have.

I've heard many people say this about the Ferrari GTC4Lusso. This was, of course, launched in 2016 in just one guise: with four-wheel drive 690hp of raw V12 power. As of last year, you've also been able to buy the GTC4Lusso in 'T' form with a twin-turbo V8 engine and rear-wheel drive. The question is, why would you want a non-T Lusso now? After all, the big V12 is heavier, thirstier and more expensive to buy.

Two reasons come to mind immediately: having a naturally aspirated V12 powerplant and four-wheel drive. Let's not forget, Ferrari's V12 is a thing of absolute glory. And you only get four-wheel drive in the V12 model (the Lusso T is rear-drive only).

In our first spin in the Lusso T in our June 2017 issue, we described it as a "tax dodge" model, really designed for markets which penalise cars with high CO2 emissions. But in the UK, we don't get punished in tax terms in any significant way for the extra CO2. While such UK tax rules remain in place, there's very much a case for V12 power. Yes, I know Ferrari's turbo V8 has won Engine of the Year Award – twice in a row – but I must say I remain convinced by naturally aspirated power.

And make no mistake, Ferrari's non-turbo V12 is one of the all-time great engines. With 6.3 litres and not a whiff of forced induction in sight, you can revel in fully 690hp (80hp more than the V8T) delivered at a scintillating 8000rpm. More than that, the throttle response is genuinely instantaneous and the natural aspiration means it just gets better and better as the revs rise.

There's certainly no lack of performance, as we discovered when the GTC4Lusso acted as our pace car at the recent Autumn Motorsport Day at Brooklands. For the record, it will sprint to 62mph in 3.4 seconds (0.1sec faster than the Lusso T), while its top speed of 208mph is 9mph higher than the sub-200mph 'T'. Yes, it's undeniable that the V8T engine delivers more torque than the V12 but honestly, you never feel there's any lack of oomph – particularly as 80 per cent of the 697Nm (514lb ft) peak twisting force is available from as low as 1750rpm. The GTC4Lusso with its 12 cylinders and 4x4 gubbins may weigh almost two tonnes, but you'd never think so from its pulverisingly punchy performance.

And I'm sorry, but no V8 can ever deliver the soulful bellow at full chat that Ferrari's V12 does: it's like a Luciano Pavarotti opera versus an auto-tuned charity single. Wonderfully immediate induction resonance, a visceral roar as you approach the 8250rpm redline and a glorious howl from the exhausts – simply blissful. The seven-speed dual-clutch transmission is also utterly effortless in auto mode, while switching to manual mode gives it a very different character; you almost feel like you're in an 812 Superfast.

Let's go back to that word, agility, because the 4x4 chassis is wonderful. Rear-wheel steering adds dartiness at lower speeds – at first, it feels more feisty than you might expect for a grand tourer, but you soon get used to it. At higher speeds, there are so many aids to help you that you'd have to be an idiot to get into



TECHNICAL SPECIFICATIONS

FERRARI GTC4LUSSO

ENGINE:	6262cc V12 petrol
POWER:	690hp @ 8000rpm
TORQUE:	697Nm (514lb ft) @ 5750rpm
TRANSMISSION:	Seven-speed dual-clutch auto, four-wheel drive
SUSPENSION:	Magnetorheological (SCM-E)
BRAKES:	Ceramic discs all round
TYRES:	245/35 ZR20 (fr), 295/35 ZR20 (rear)
DIMENSIONS:	4922/1980/1383mm
WEIGHT:	1920kg
TOP SPEED:	208mph
0-62MPH:	3.4sec
FUEL (COMBINED):	18.8mpg
CO ₂ :	350g/km
PRICE:	£230,430

trouble: F1-Trac traction control, adaptive dampers, E-Diff differential and Slide Slip Control (SSC) which lets you have a little bit of fun in safety; even with all systems turned off, there's still massive traction.

Thank the 4x4 system for that. You really notice the 4x4 system working both off the line and when exiting corners. The Torque Vectoring system combines with a pair of clutches taking drive off the front of the engine to deliver power to the front wheels – no heavy propshaft diverting drive back to the car's nose here. As a result, 53 per cent of the weight sits over the rear axle, which helps the inherent sense of balance.

You have a choice of multiple driving modes on the steering wheel *manettino*: Snow & Ice, Wet, Comfort and Sport. Each twist of the knob alters the car's character subtly. The fact that there's a 'Bumpy Road' setting to soften the dampers (even in Sport mode) means that the GTC4 is never fazed by potholes – although it doesn't quite challenge the Portofino as the best-riding car in Ferrari's range.

In so many other ways, the Lusso ('luxury') name is entirely apt. I loved spending time in this car's glorious cabin. It's very far from being cramped and uncomfortable, with easily the most spacious and cossetting interior of any Ferrari. It's so easy to achieve a great driving position, the seats are supportive and comfortable, and there are lots of comfort-orientated goodies to keep you relaxed on

long journeys. The dashboard continues the luxury theme with its 10.25-inch central touchscreen and a surprise-and-delight second letterbox display for the passenger, with a choice of views.

Let's not forget practicality, either. I recently spent time with a GTC4Lusso owner who's using his car as an everyday driver. With a full four seats – well, slightly less 'full' rear ones than front ones – and a shooting brake tailgate that opens on to a huge 450 litres' worth of luggage space, it's certainly got the space. And what a nice thing to be tooling around in day in, day out.

VERDICT

The GTC4Lusso is a truly compete all-rounder – a car for all seasons, a car for everyday driving, yet also one of the quickest cars on the road. It combines country-crushing long-distance ability, cossetting comfort and a sharp chassis that can mix it with some of the best supercars.

That V12 engine might seem like an anachronism to some, now that Ferrari's Lusso T turbo V8 is available for £31k less than the V12's £230,430 asking price. But if you want a Ferrari with 4x4 and can't bear to miss out on one of the world's most alluring soundtracks, original is undoubtedly best. That said, I've got my name down to drive the V8-engined Lusso T in the summer. Will I change my mind? I'd like to think it remains open. 🇮🇹



#BOIR

Friday 14TH Sept. 2018



Warm Up

ROAD & TRACK

Autodromo Internazionale Riccardo Paletti
Varano de' Melegari (PR) - Italy

Dallara official proving ground

Home of Centro Internazionale di Guida Sicura
"Andrea de Adamich"

Track exclusive to BOIR entrants with trackside lunch

GET ON TRACK AND BOOK NOW
AT BESTOFITALYRACE.COM
VARANO IS OPEN!

UPGRADE YOUR EXPERIENCE
ADDING A #BOIR GUIDED TOUR
AT THE DALLARA FACTORY

In bocca al lupo

FLOW MOTION

This stunning Alfa Romeo 8C famously ran at Le Mans in 1938, ushering in a new era of aerodynamics in race cars thanks to its flowing Touring shape. We reflect on one of Alfa Romeo's absolute crown jewels

Story & images: Ruoteclassiche/Alessandro Barteletti



At our photo shoot at the old Alfa Romeo test track in Arese, it's hard not to feel a sense of wonder. We're in the presence of one of the most iconic cars in the history of Alfa Romeo. Confronted by this commandingly imposing 8C you feel attraction, respect, even awe. Its shape takes your breath away; its story would make an improbably twisted plot for a movie; and its run at Le Mans, where it led the field by fully 189km before crumbling away due to a mechanical fault, is the stuff of legend.

This Alfa Romeo 8C 2900 B Le Mans was born in 1938, encapsulating Carlo Felice Bianchi Anderloni's then-fresh ideas in the field of aerodynamics, in which Touring would become pre-eminent.

After almost half a century of wanderings, this

unique Alfa 8C 2900 B was rightfully relocated in the 1980s back to its hometown of Milan. After a series of delicate negotiations, it became part of the Alfa Romeo's precious collection in the museum at Arese, where it has remained ever since.

But it's no pampered exhibit. This 8C has led an active life in the limelight at events and shows in Italy and across Europe. In 2006, it underwent a restoration, with particular care paid to its many special details, bringing the car back to its original form, including such items as the chrome moulding that runs vertically between the two halves to make up the characteristic front grille. At the same time, the discovery of some remaining paint from 1938 meant that the original bodywork colour could be recreated: a unique dark red that was popular among Italian race cars at the time.



AERODYNAMICS ABOVE ALL

The history of this unique 8C 2900 B, chassis number 412033, dubbed 'Le Mans' because of its famous race debut, began in the spring of 1938. As with most 8C 2900s, Alfa Corse entrusted the coachbuilder Touring with the manufacture of the chassis, which was originally intended for an open body to run in the Mille Miglia race.

The order, however, required that it be prepared for the 24 Hours of Le Mans of that year. Enzo Ferrari personally sent the race rules to the Milanese coachbuilder to allow it to create a car that complied with the rulebook. The request was for a 'berlinetta coupe' (in other words, a convertible saloon).

The car was completed in May 1938, just in time for the Le Mans race (18-19 June). Its appearance on the Circuit of La Sarthe took everyone's breath away, not only because of its stunning bodywork, but also because it was not an open car, which was the norm for racing cars in those years. The bodywork was made to Touring's 'Superleggera' spec with ultra-light aluminium panelling over a steel frame. The sizeable coupe had just two seats.

What was really important, though, was that for the first time, Touring speculated that aerodynamics could be every bit as beneficial as weight loss in racing. Compared to the road version, the race version underwent many changes. Three additional slots were opened up on each flank and six other ones on the tail to serve as air inlets/outlets to improve ventilation. The unusual hump over the tail surrounded and protected the 100-litre fuel tank which was located inside the passenger compartment, behind the seats.

The car was powered by a dual-block, eight-cylinder in-line engine with two superchargers, giving it 220hp. Compared to the regular 8C engine, the bore was increased from 68mm to 68.25mm. The transmission, meanwhile, located at the rear axle, was made of Elektron and derived from the 8C 2900 A.

The 8C 2900 B Le Mans (Number 19) was raced by Raymond Sommer and Clemente Biondetti. By nine o'clock on Sunday morning, they were no fewer than eleven laps ahead of their competitors. But the collapse of a tyre, followed by a mechanical failure, forced the car into a spectacular and unexpected withdrawal from the competition. See our separate panel for the full Le Mans 24 Hours story.

A 48-YEAR JOURNEY

In February 1939, Alfa Corse sold this unique car to a Roman aristocrat called Michelangelo Leonardi. This was the first of a long series of transactions and changes of ownership. Among the races undertaken by private drivers, we should highlight the 1946 performance of Inizio Bernabei over the flying kilometre between Rome and Ostia, which took 18 seconds, recording a top speed of 199.225km/h (nearly 124mph). Although this was the best result of the day, the Alfa had been put into a 'free' category so it was excluded from the official results. The car's racing career came to an end the same year, when supercharging was prohibited in the Sports class.

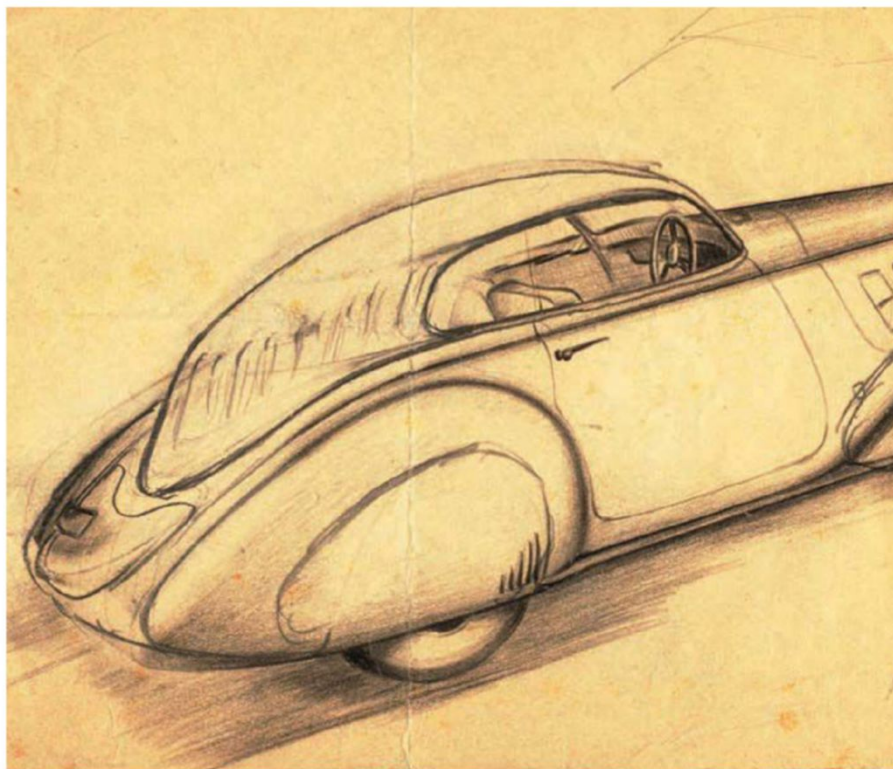
This car went on to become part of Franco Venturi's renowned collection. After Venturi's death, on the cusp of the 1960s, the 8C ended up in the hands of



Corrado Lupellini and Giovannino Lurani, respectively a journalist and the editor of *Auto Italiana* magazine. It was then sold on to England. The new owner attempted to drive it back to Italy, but the car, as it had been sitting for a long time, developed a serious cylinder head failure due to poor cooling.

After three subsequent changes of ownership, all in foreign countries, the car was finally rescued and properly taken care of by Mike Sparke. He restored it and brought it back to Italy in 1986 for the Mille Miglia and also the Concours d'Elegance at Villa d'Este. A few months later, negotiations with the Alfa museum at Arese came to a happy end. Alfa Romeo paid a high price for the car, though: it basically exchanged an engine and a lot of parts for an Alfetta 158, the first single-seater to win a Formula 1 championship. But we can be thankful: the glorious 8C Le Mans is in the best possible hands.

BELOW: sketch by Touring's Carlo Felice Bianchi Anderloni shows his first attempt at an aerodynamic tail



ALFA ROMEO 8C 2900 B LE MANS

HOW THE 8C ALMOST WON LE MANS

At the 24 Hours of Le Mans in 1938, Alfa Romeo entered just one car: the very 8C 2900 B featured on these pages. Race number 19 was taken by the Frenchman Raymond Sommer and the Italian Clemente Biondetti, who were competing against a powerful French contingent, consisting of seven Delahayes and six Talbot Lagos driven by the likes of Dreyfus, Chiron, Etancelin and Rosier.

At the start, after the traditional racers' run towards the cars lined up in 'comb' formation, the Delahayes driven by Dreyfus and Comotti snapped up first place. By lap 10, Etancelin's Talbot was leading the race. Sommer, meanwhile, handed the steering wheel of the Alfa Romeo to Biondetti who, by the fifth hour, had overtaken every other competitor. It just got better: by the sixteenth hour he was 11 laps ahead, a distance equivalent to 148 kilometres.



However, when it was Sommer's turn to drive, the right front tyre unexpectedly collapsed, causing the car to skid. Luckily, the experienced French driver did not lose control and managed to reach his pit to have the problem fixed. Biondetti, back at the wheel, increased the advantage to as many as 14 laps, 189km or one and a half hours in front of the next racer.

Victory seemed assured but it was brutally interrupted by an abrupt mechanical failure. Biondetti then did the unimaginable: he stepped out of the car and started pushing it back to the pits. His epic four-kilometre push lasted over an hour and became the stuff of legend.

At the time, the Italian press reported lubrication problems. Later investigation, however, uncovered the fact that, when the car started skidding, Sommer was brave enough not to brake. But in his attempt to slow the car down, he changed gear too abruptly, causing the engine to over-rev. The valves and engine were badly damaged and the car was forced to retire; Chaboud-Trémoulet in a Delahaye eventually won the race.



WIND TUNNEL PROOF

On 25 June 1987, the 8C 2900 B Le Mans underwent a series of tests in Pininfarina's wind tunnel in Grugliasco. The aim was to test whether Touring's aerodynamic theories were borne out in reality.

With the car in full road-going form, the coefficient of drag (Cd) was rated at 0.427. In 'Maquette' mode, with sealed front air intakes, the Cd dropped to 0.374. It should be pointed out that the Cd of cars in the 1930s was usually well above 0.50.

The wind tunnel tests showed an extremely wide wake created to the sides and underneath the car. The 'cross flow' map shows two whirlwinds generated by the main body and the passenger compartment; this created lift (Cz) of 0.447. The presence of those two whirlwinds – according to Pininfarina's report – indicated that the Kamm-type shape at the rear of the car was not as efficient as it could be. The car could have had better aerodynamics and therefore higher performance if the lower part of the body had been manufactured better so that the whirlwinds could have been avoided. The Cd could also have been improved if

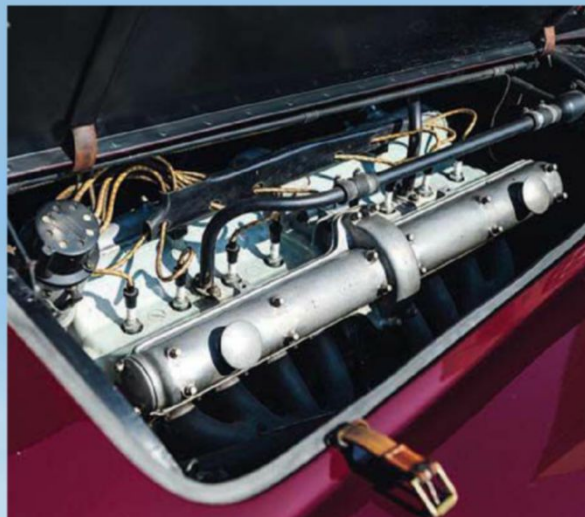


the cooling system had been designed differently to minimise drag. Nevertheless, when you think that Touring's design was created on pure intuition, and that the science of airflow was still very rudimentary at the time, the results are impressive. 🇮🇹

Wind tunnel tests in 1987 showed the car was impressive by 1930s standards, but there was room for improvement



ALFA ROMEO 8C 2900 B LE MANS



Alfa Romeo



TECHNICAL SPECIFICATIONS

ALFA ROMEO 8C 2900 LE MANS

ENGINE:	2926cc 8-cyl in-line DOHC
BORE X STROKE:	68.25mm x 100 mm
COMPRESSION RATIO:	6.25:1
POWER:	220hp at 5500rpm
INDUCTION:	Two Weber 42 carbs, two superchargers
TRANSMISSION:	4-speed manual, rear-wheel drive
SUSPENSION:	Transverse arms, coil springs (front), trailing arms, single transverse leaf spring (rear), hydraulic dampers
BRAKES:	Drums
TYRES:	5.50 x 19
DIMENSIONS:	4660mm (LENGTH)
WEIGHT:	1250kg
MAX SPEED:	137mph



Bruising Encounter

Two big Italian saloons of the 1970s slug it out face to face. They certainly go about their business in very different ways

Words: Martin Buckley
Images: Michael Ward

The Italians have always had an uncomfortable relationship with big saloon cars, be it as makers or buyers of them. In Italy, a large four-door car equals both thirst, punitive taxes, high insurance costs and a display of personal wealth that might bring the unwelcome attentions of the tax man in a notoriously tax-averse nation.

Historically Italians have struggled to understand the subtleties of buyers' motivation in a market that can bring great rewards for those who get it right. That mind-set has tended to make their attempts at building luxury vehicles all the more compelling to watch from a safe distance.

The Lancia Gamma and Alfa 6 both fatally misjudged the mood of the big car market in Europe where the Germans were already setting the agenda 40 years ago. Both showed poor timing - the Lancia in that it was released to the public too early, the Alfa because it was released too late - and neither was marketed with the sort of enthusiasm that their flagship status deserved.

They were the unwanted children of distracted parents, the Gamma too far down the developmental line to be cancelled by Fiat, the Alfa's styling and engineering frozen in the pre-oil crisis early 1970s when it was put on hold for six years in favour of the more commercially important Alfetta, with which it shared its doors and floorpan and suspension layout (torsion bars front, De Dion axle rear), if not the transaxle gearbox/diff concept.

The trouble was the world had moved on by 1979. There were all kinds of really capable new saloon cars from BMW, Opel and Mercedes for buyers to choose from with reputations that inspired much more confidence in a luxury car market where Alfa had not had a contender for 12 years.







The public showed its indifference by only buying 12,000 Alfa 6s, a figure that includes both 2.0 and 2.5-litre V6 variants and the five-cylinder diesel. Bizarrely the tax-beating 2.0-litre petrol was thirstier than the 2.5 because it had to work harder to shift the weight.

The Gamma, also available as a tax-dodging 2.0-litre, fared slightly better, selling 15,000 examples between 1976 and 1984. But its commercial reputation was already in tatters at the beginning of the 1980s due to a variety of widely reported engine problems, chief among them the potential for the cambelt to strip its teeth if the power steering was held on full lock.

The Gamma, a car pitched somewhere between the appeal of the flat-four Flavia and the V6 Flaminia, was arguably the last 'real' Lancia, its front-wheel drive chassis architecture inspired by the Beta but with a bespoke all-alloy engine that was never used in anything else. A big horizontally opposed four-cylinder

engine, no matter what its supposed benefits, made the car a hard sell at the best of times; Lancia pointed out that, because it was both light and low-slung that it could mount the boxer engine well forward of the front wheels, thus freeing up cabin space without having a negative effect on aerodynamics or handling. Others suggested that a flat-four neither sounded nor felt right in an executive car, nor delivered the economy benefits its makers claimed.

Still, at least the Gamma's svelte Pininfarina body looked elegant and modern. Alfa tried to make a case for the boxy, ultra-conservative styling of the 6 by saying it didn't attract 'unwanted attention' in an Italy where kidnapping was still a great sport (the kidnapping and murder of former premier Aldo Moro was still fresh in the memory) but the excuse didn't really wash.

Even Alfa's bosses knew the 6 was barely

Ultra-boxy shape of the Alfa 6 is about as conservative as you can get. Still, it did usher in the glorious Busso V6 era





Gamma looks like it should have a fastback hatch but it's a saloon. Pininfarina's original design jostles modernity with gawkiness

saleable. Seven managing directors oversaw its development but only one had the nerve to give it the green light for production.

The shame was that the 6 was really a fairly nice car under its boxy bodywork. Its saving grace was a really delightful V6 engine – the first of the great Busso V6 line – a 2.5-litre unit with 156hp (with a bizarre six-throat Dellorto carburettor set up). It could push the car to 120mph, making it Italy's fastest four-door production car for a while. It handled well, too – useful when you needed to out-manoeuvre all those Red Brigade types who weren't noticing you. For those who really were nervous about bandits, a popular option for the Alfa 6 in Italy was bullet-proof glass and body panels. Most 6s went to government officials and possibly lesser Mafia hoods.

At £11,900 in Britain, the 6 was the price of two 2.0-litre Giuliettas and a significant £2000 more than a

Gamma. The truth was Alfa GB would sell you a 6 for half the asking price, because they were so desperate to get rid of them. Only 128 Alfa 6s were sold in the UK, whereas Gamma saloon sales peaked at just under 1000 cars in 1979 alone, although dropped swiftly thereafter.

Both cars survive in handfuls today and I suspect Ian Brookes is the only man in Britain who owns an example of each. His dark blue Alfa 6 is one of the later fuel-injected type with the post-1983 facelift that meant twin rectangular (rather than quad circular) headlamps and new bumpers.

Lancia also went to Bosch injection on its Series 2 Gammas (post-1980) but Ian's low mileage car is a carburettor Series 1 with the original-style alloys and front grille/bonnet arrangement.

Lancia offered a four-speed AP automatic on the injected cars but a five-speed manual was mandatory





on the Series 1. There were manual ZF five-speed Alfa 6s in Italy but all UK examples were ZF autos.

In some ways you cannot blame Alfa for making the car look so innocuous: can you honestly say the 6 is

are no accident: had Fiat's merger with Citroen gone ahead in the early 1970s, then the Lancia would have emerged with the CX-type gas-and-oil suspension.

Inside, stylish details like the design of the door

“ On the road, the Alfa 6 feels like a big Alfetta, which is no bad thing ”

any less matronly looking than, say, a 1979 BMW 5 Series? Visually the Gamma has improved with age and you can see links to the BMC/Pininfarina 1800 show car and the Citroen CX in its sweeping two-box profile with a conventional boot lid (albeit double-hinged with a nifty reversing window hidden behind slats) where you expect to find a hatchback. Comparisons with the CX

cards and headlining set the Gamma apart from the more conventionally decadent Alfa with its fussy dash and pretentious wood trim. Both have sun shades for rear passengers, quad head restraints and full electric windows and mirrors, but only the Alfa has a power-adjustable driver's seat. The Lancia blue 'L' cloth trim is by the Italian luxury fashion house Zegna but

Front-drive Lancia has fine steering feel; Alfa 6 also has an impressive helm but understeers ultimately



ALFA ROMEO 6 VS LANCIA GAMMA

leather was optional in both cars. Each one is a practical choice with impressive rear legroom, but the Alfa has more luxury equipment, like central locking, to justify its flagship status.

Underway, the Lancia feels superficially livelier but rougher than the silky Alfa with its curious, throbby off-beat sound that can't be mistaken for anything else. It is 20hp down on the Alfa 6 but largely makes up for that with superb low-speed torque. It is slightly lighter with a well plotted set of ratios in a clunky but positive gearbox that gives almost 60mph in second gear and well over 100mph in fourth, should you be brave enough to use 6200rpm.

At those revs, the flat-four is smooth – smoother than a five-cylinder Audi – but nothing like as silky as the Alfa's V6, which is refined at all speeds; although, at tickover, you can just hear its short pushrods chattering as they open the inlet valves. Moving off, the Alfa V6 churns a little against the torque converter but its refinement probably gives a false impression of how quickly it is really gathering pace. The overall gearing is quite low to keep the acceleration interesting.

If the Alfa had one of the great production engines of the decade to recommend it then perhaps the Lancia Gamma's only contribution to the cause of motoring progress was its steering, a powered rack that set new standards of feel and response for big front-drive car at the time. It is still impressive today; free from front-drive kickback, as well as being quick and positive. The Lancia is planted on the road on its skinny (by modern standards) tyres and is wonderfully understeer-free. This allows you to throw it around at will like something much smaller; the 'giant Alfesud' analogy is by no means fanciful.

Then again, the Alfa 6 feels like a big Alfetta, which is no bad thing. It certainly does not suffer for not having adopted the smaller car's transaxle layout. The steering is crisp and communicative but the built-in






(but not excessive) understeer is such that it feels stable at all times. If anything there is a sense that you would be more likely to get the rear end of the front-drive, neutral-handling Gamma to move around than the rear-drive Alfa.

On ride and brakes, it's a draw with honourable mentions in both cases, although perhaps the Gamma's biggest drawback is scuttle shake under certain circumstances, which manifests itself as a somewhat rattly dashboard. That is, apparently, something to do with an inherent weakness in the front of the floorpan.

My instincts sway towards preferring the Gamma, although like Ian, I would happily own either of these cars. In the case of the Gamma I have, multiple times; I'm currently still missing my last Gamma saloon and

will inevitably have another at some point.

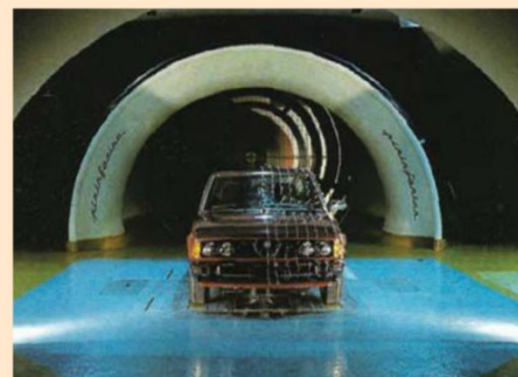
I have come close to owning an Alfa 6 on several occasions but never felt comfortable crossing the line. Somehow it always felt like a poor relation to the much grander and more ambitious Fiat 130 saloon; thus, when the time came to put my money where my mouth was the big Fiat won every time.

It still would today (Ian Brookes would no doubt agree with me, as he also owns a beautiful 130 coupe, avowedly his favourite car in a collection that includes a Ferrari 412) but somehow the Gamma has a sufficiently different appeal to keep the fascination alive. Bravely designed and poorly executed, it has the more interesting story to tell, its idiosyncratic engine and chic fastback styling somehow making it a more appealing classic than it ever was a new car. 

Big Italian saloons of the 1970s don't come much more charismatic, quirky or rare than this pairing

TECHNICAL SPECIFICATIONS

	ALFA ROMEO 6	LANCIA GAMMA 2500
ENGINE:	2492cc V6	2484cc flat-four
POWER:	160hp @ 5800rpm	140hp @ 5400rpm
TORQUE:	162lb ft (210Nm) @ 4000rpm	154lb ft (208Nm) @ 3000rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive	Five-speed manual, front-wheel drive
SUSPENSION:	Wishbones, torsion bars, anti-roll bar (f), de Dion axle, trailing arms, Watt linkage, anti-roll bar (r)	MacPherson struts, anti-roll bar (f); struts, transverse links, anti-roll bar (r)
TYRES:	195/70 HR14	185/70 HR14
DIMENSIONS L-W-H:	4760/1680/1390mm	4580/1730/1410mm
WEIGHT:	1430kg	1320kg
MAX SPEED:	121mph	121mph
0-62MPH:	10.3sec	9.6sec





An Invitation

to join the national club for those who want to enjoy more from Alfa Romeo ownership

- Special Club discounted insurance scheme
- Award winning, high quality, full colour bi-monthly magazine
- Active website with members' forum
- Club shop for regalia (clothing, mugs, badges, stickers etc.)
- Area Sections nationwide with local meetings and activities
- Motorsport events from Sprints for road cars to full race series
- Access to technical expertise and insurance valuations
- Model Registers for new and classic Alfa Romeos
- National events and exhibitions



To join or for further details please visit
www.aroc-uk.com, email manager@aroc-uk.com or call 07753 857029

1, Robot

Can you believe it's 40 years since Fiat launched its 'Handbuilt by Robots' Ritmo/Strada? We celebrate by recalling some memorable Abarth 130TC moments from the 1980s

Story: Peter Nunn
Images: Michael Ward





Forty years ago, Fiat was clearly in the mood for revolution when the time came to bring its inventive new Ritmo (Strada in the UK) hatchback on to the market. Born in 1978, Fiat's new medium hatchback really was something else, both in the way it looked and how it was presented – an extraordinarily bold statement.

Here was an everyday car for the masses but Fiat had the courage to break the mould. It also sired one of the great Italian cult classics: the hardcore Abarth 130TC, a car whose speed and commitment managed to refresh the parts the Golf GTi and XR3i just couldn't reach.

Yes, every now and then, Fiat can surprise us with something truly radical. Back in the late 1970s, Fiat was thinking well outside the box when its replacement for the much loved and highly successful 128 was on the drawing board. While the 128 had been neat, conventional small saloon and estate, Fiat went down a far more challenging route for the highly industrialised product that would become the Strada. For a start, it was a three/five-door hatchback, designed to compete with the growing force that was the VW Golf. It was also much bigger than the pert 128 and looked very different – even though it shared most of the 128's mechanicals under the skin.

Even now, the Strada – at least in its original form – is

something of a jaw-dropper thanks to its thought-provoking, outlandish design that's credited to Sergio Sartorelli at Centro Stile Fiat, predating the Chris Bangle era at BMW and Fiat by two decades.

Underneath, the Strada wasn't so groundbreaking. To keep it simple, it adapted much of the 128's hardware including its transversely-mounted overhead cam engines and front-wheel drive layout. But in its design and the way it was manufactured, the Strada was a step into the future. For a start, it was shaped with a clear eye on aerodynamics and fuel saving. It was also very specifically set up to be efficient and cheap to build.

At the front, you just could not miss that huge plastic bumper, designed not so much for style but to offset small parking knocks and be relatively inexpensive to replace if need be. The way that moulding reached up and around the nose, interlocking with the two round headlights, gave the Strada an odd, guppy-like look. Move around to the back and much the same theory applied. The Strada's sharply raked front and rear screens, its sharp crease line along the side and, perhaps most strikingly, those funky round door handles – there was nothing else like on

the road. Inside, the Strada was roomy and comfortable for its class, also practical, but Fiat's wholesale use of cheap-looking plastics was hardly much to write home about.

Ah, but the advertising, now that was something else. A brilliant TV campaign put together by the Collet Dickenson Pearce agency showed rows of Stradas being built by teams of robots in a factory without a dirty blue overall in sight. The ad, to the rousing soundtrack of Rossini's *Barber of Seville*, ran for two minutes, had no voiceover and ended with the simple caption "Handbuilt by Robots".

The print version was even wackier. "Designed with a computer. Silenced by a laser. Built by a robot." Comedians loved it, it's true, and yet 40 years on it's one car ad that most people still remember with affection.

Less well known is that fact that when the ad agency arrived in Italy to film it all, they found the Fiat factory on strike and had to run the gauntlet of burning tyres and pickets with workers protesting volubly about robots taking away their jobs. Not everyone was signing up to the wondrous ways of Fiat's futuristic new family car...

All right, so while the Strada was at heart a cooking family car produced in huge numbers (of which sadly hardly any seem to survive today), a series of quicker enthusiast versions eventually began to





break cover. Over and above the initial 1.0 to 1.5-litre petrol engine range and 1.7-litre diesel, by 1981 Fiat was ready to offer the warmish 1.6-litre Strada 105TC three-door.

The same year, Fiat tested the performance waters with the stronger 2.0-litre Abarth 125TC for left-hand drive markets. Then in 1982 Fiat introduced the smoother, second-generation Strada family with toned-down looks and greater refinement. By the summer of 1983, we had the true joker in the pack: the Strada Abarth 130TC.

Here was one muscular three-door hot hatch that truly looked the business. Starting

with the potent 1995cc twin-cam from the 125TC, the newcomer traded the former's single Weber carb for a more exotic pair of twin-choke side-draught Solex or Weber carbs, plus meatier set of cam profiles.

Output jumped to 130hp, up 24 per cent versus the 105TC. That meant with a published 0-60 mph time of 7.7 seconds (versus 8.7 for the Golf GTi and 9.1 for the Ford XR3i), so Fiat had no qualms about claiming the 130TC to be "the quickest hatchback of its kind". Top speed was quoted as "an indecently (not to say illegally fast) 122mph." Try running that kind of ad today... A close-ratio five-speed ZF gearbox and

extensively updated disc/drum brake package were also part of the 130TC set-up.

Here in the UK, word soon started to build about the 130TC. Journalists who went on the original press launch in Italy came back with rave reviews. In September 1983, your correspondent had first-hand experience of what the 130TC could do when Fiat's international press department, headed by Giampiero Mantovani, generously arranged to lend me a car in Italy for two weeks.

We flew to Rome and picked up a black 130TC from near the airport. Fantastic! Spending time in that beautiful part of Italy, up from Rome on the coast around

UK market Abarths (badged Strada) had very supportive Recaro seats. Perspex wind deflectors boosted speed





TOP: Ritmo in action on the Adamello Classic Hillclimb. BELOW: No stranger to competition, the Ritmo also competed in many rallies.

Grossetto was compelling enough. Combine that with the speed and exhilaration of a no-compromise

road rocket such as the 130TC and life really felt beautiful. OK, so the three-door 130TC was perhaps not the most genteel or refined car in that class, but who cared? The way it went, the sound, the feedback, the level of presentation, the power of that Scorpion badge, that is what I remember, putting it into a whole different league compared to the rather oddball Strada normale.

Then came 'round two' when Fiat launched

“ The way it went, the sound, the feedback, the power – that is what I remember ”

the UK version of the 130TC to the press up in Scotland in April 1984. I was deputy editor on What Car? at the time and readily volunteered for this particular mission. Starting in Glasgow, a fantastic 250-mile country road route that took in Glencoe, Loch Fyne and the Rest-and-be-Thankful hillclimb was the stuff of petrolhead heaven. Praise be, the famously fickle Scottish weather played nice on this occasion, too.

equip UK-spec cars with huge Recaro front sports seats. Supportive through the esses, no question, but comfortable and allowing easy access to the rear? Less so. Perspex wind deflectors on the doors were another curio (designed to increase maximum speed by an extra few mph) but all told, the visuals, including subtle body kit, smart alloys and curved rear spoiler were peachy.

Performance really was the 130TC's forte.



TECHNICAL SPECIFICATIONS

FIAT STRADA ABARTH 130TC

ENGINE:	1995cc 4-cylinder 8v DOHC
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	9.4:1
INDUCTION:	Two Weber 40DCOE 145/146 or Solex C40 ADDHE carbs
POWER:	130hp @ 5900rpm
TORQUE:	130lb ft @ 3600rpm
TRANSMISSION:	Five-speed manual gearbox, front-wheel drive
SUSPENSION:	Front: Independent with MacPherson struts and anti-roll bar. Rear: Independent with telescopic dampers and transverse leaf spring
BRAKES:	244mm discs (front), 185mm drums (rear)
TYRES:	185/60 HR14 Pirelli P6
DIMENSIONS:	4014mm (L), 1663mm (W), 1374mm (H)
FUEL CONSUMPTION:	29mpg
WEIGHT:	950kg
MAX SPEED:	118mph
0-62MPH:	8.2sec
PRICE NEW:	£7800
VALUE TODAY:	£7500-£15,000



The Fiat's big 2.0-litre twink was endearingly gutsy and strong, offering excellent throttle response and an inspiringly vocal soundtrack all the way up the conservative 6250rpm redline and, ahem, even beyond. Moreover, the Fiat's high-tech DigiPlex electronic ignition helped smooth out the torque curve, which stayed above 110lb ft all the way from 2000 to 6000rpm and, at its peak, generated a meaty 130lb ft at 3600rpm.

Such figures, and a 120mph top end, easily outpaced the Fiat's biggest enemy at the time, the 1.8-litre Golf GTi, yet few would deny that the Fiat was also the more vocal, less cossetting, thirstier prospect.

The 130TC qualified as a fast, inspiring driving machine, no doubt, with strong grip,

keen turn-in and minimal body roll among its calling cards. It rocked, and sometimes when the torque steer kicked in, it almost rolled. But there was a definite penalty to be paid in terms of ride comfort. You see, on its extensively modified Abarth suspension, the 130TC's ride had all the subtlety of a Juventus defender practicing *catenaccio*. Soft, supple and forgiving it wasn't. Such a tough set-up was fine for the track (Fiat had one eye on domestic Group N racing) but made it pretty wearing around town.

Yes, the VW Golf GTi was the more sophisticated all-rounder and it was better built. At What Car? we set up a group test adding the XR3i and Astra GTE to the equation. Each had its own virtues but none

had the speed and exuberant street-fighter character of the 130TC. Today, more than 30 years on, that is what I still remember.

Throughout the Fiat Strada story which began in 1978, evolved through two facelifts and ended 10 years later with the introduction of the Tipo, there's no doubt that the Abarth 130TC was the star of the show. It remains the most interesting and most collectible model. Survivors are rare (perhaps as few as 30 left in the UK) and increasingly prized today, and no wonder. But the whole Strada range has earned its place in history. Designed by computer, silenced by laser, built by robots, the Strada wilfully put a whole new spin on the art of 1970s family motoring. 🇮🇹



AUTO Italia
www.auto-italia.net

To take advantage of
Auto Italia's advertising
opportunities

Call Alex Oliver:
Tel: 01732 441642



Sales, Service & Restoration
Ferrari Specialist

Ferrari 512 BBi

1983



One of just two blue RHD cars from the 42 officially imported.
Total ownership and service history. Matching numbers. Freshly serviced.

£299,990

Ferrari : 512 BBi
£299,990 1984

One of 42 UK
supplied cars (from a
total of 48 RHD).
Optional full leather
hide interior.



From sales to service,
we pride ourselves on
offering the very best
experience.

Ferrari Servicing

From routine servicing to
attending to those niggling
problems that most other
repairers tend to ignore.

Expert Ferrari Restoration

Some of the Ferrari's we've
restored have gone on to win
cups and trophies at Ferrari
Owners Club concours.

Ferrari : 365 GT4BB

£299,990 1975

One of the last 365
GT4BB's built.
1975 London Motor
Show car.
1 of 58 UK RHD cars.



Experience the Experience.

www.rardleymotors.com

Sales: 01428 606616 . Service: 01428 606606

Rardley Motors Ltd
FERRARI SPECIALIST

Auto Italia at Brooklands

More Brooklands events for our readers to enjoy in 2018

ITALIAN CAR DAY SATURDAY MAY 5TH

The 33rd Italian Car Day will be held at Brooklands on Saturday May 5th. With over 6500 visitors last year, this event is the largest gathering of Italian cars in the UK and possibly the largest outside of Italy.

2018 will be a milestone for this popular event as it marks the completion of improvements to the museum infrastructure. The relocation of the Bellman hangar has freed up much needed display space and provides an uninterrupted view of the former race track start and finish straight from the paddock all the way up the banking. The restored hangar is now home to the "Aircraft Factory", which houses a superb display of part restored aircraft and artefacts. Check out the P1127 Harrier prototype suspended from the ceiling.

The event is open to all Italian car owners and there will be road signage

directing cars to the appropriate entrances. There will be parking for other marques via Mercedes-Benz World. New this year is a dedicated entrance for all Alfa Romeo and Abarth owners via the The Heights. It is highly recommended that all Italian car owners pre-book their discounted entry tickets through the Brooklands website. Apart from the cost saving, Italian cars entering via the Brooklands Road entrance will enjoy fast track entry.

An action packed programme will include the demonstration of selected cars on the Mercedes-Benz World circuit and the challenging Test Hill. The theme for the track entry this year will be supercars and Italian classics. The Test Hill entry will be pre-booked and open to all Italian cars, some spaces maybe available on the day. Owners of suitable cars are invited to apply to organiser Phil Ward for consideration.

Email mail@philwardevents.com

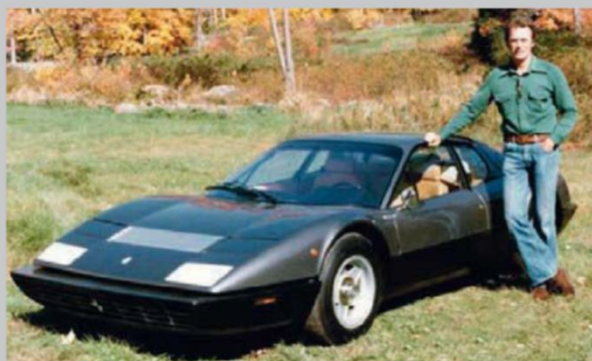
For images of last year's event visit:
www.flickr.com/photos/michaelwardphotos



Roofless Streak

This 1975 Berlinetta Boxer has two reasons for being unique: it was owned by Clint Eastwood, and it's had its roof chopped off

Story: Ruoteclassiche/Marco Visani
Photos: Ruoteclassiche/Dirk De Jager



Do you feel lucky? Well, do you, punk? When this Ferrari 365 GT4 Berlinetta Boxer was bought by one Mr Eastwood (first name Clint), he evidently didn't feel lucky enough. Perhaps it was the heat of those Californian summers that persuaded the man who was Dirty Harry to have his BB's roof cut off.

The 365 GT4 BB holds a very special place in Ferrari lore, regardless of whether it has a targa roof or not. As the very first Ferrari road car to be fitted with a mid-mounted engine, and the first with a 12-cylinder boxer unit, it was a true trailblazer.



Enzo Ferrari liked to say, “horses never push the carriage, they pull it.” But engineering developments during the 1960s, and the emergence of the supercar genre, took things in exactly the opposite direction. Formula 1 racing cars had proven that having the engine sited behind the driver, in a mid-mounted position, simply made the chassis work more effectively. The ‘Drake’ loved playing the contrarian but he was perfectly aware of the advantages of the mid-engined format: after all, Maranello had been relying on centrally-engined racing cars from 1961, when Carlo Chiti reinterpreted the English school of thinking.

In 1967, the Dino 206 GT translated the concept to road-going cars. The mid-engined Dino sub-brand sat alongside Ferrari rather like the front-wheel drive Autobianchi Primula did to Fiat. But there is more. It was the launch, in 1966, of the Lamborghini Miura that really accelerated Ferrari’s switch to the ‘push-horsepower’ format.

The truth is that the tractor builder, Lamborghini, having boldly decided to compete against Ferrari, had made not only a promising start but pioneered the mid-engined road car phenomenon with the Miura. Enzo found it hard to swallow that Ferruccio could

IN ASSOCIATION with



outdo him with a conceptually much more advanced car than his. That's the reason why, at the Turin Motor Show in November 1971, Ferrari presented its first prototype of the Berlinetta Boxer.

Not only was the engine sited behind the driver and passenger, it was a completely new 12-cylinder unit, never seen on production Ferraris before (although such a powerplant had been fitted to sports racers and Formula 1 cars). It featured two banks of six cylinders placed 180 degrees in opposition to each other, rather than Ferrari's traditional 60-degree 'V' – hence the name 'Boxer'.

Quite apart from the technical side, the BB represented a complete stylistic revolution compared to Ferraris that had gone before. Its design was signed off by Pininfarina (the hand of Leonardo Fioravanti, in fact), using the elegant proportions of the Dino as a launch point and bringing near-perfect lines to the

supercar genre. There were some very bold details, too: retractable headlights, matt built-in bumpers, matched to similarly hued lower flanks, and huge dams on the bonnet sucking air to the carburetors.

It would be a further two years until the production version of the BB arrived in the summer of 1973. The 365 GT4 BB changed very little compared to the concept car: the only real difference was the adoption of six rear lights and six exhaust outlets instead of four. This was a very low car (just 1120mm tall) and its construction of an aluminium body over a tubular steel frame made it very lightweight. In its original guise, the 380hp engine allowed a top speed – at least a claimed one – of 300km/h (186mph). In the US, the speedometer was marked up to 200mph. All in all, the new BB made the 365 Daytona seem like it was from a completely different epoch.

There was even a tinge of racing car about it. The

Perhaps because he's 6ft 3in tall, Clint had his BB transformed into a targa – a very neat conversion





star-shaped five-spoke rims with their centre wheel nuts had already been introduced on the Daytona in 1968, after an idea that designer Leonardo Fioravanti took from racing Ferraris. The one-piece hinged rear section allowed easy access to the engine compartment, like a racer.

After manufacturing 387 units, Ferrari evolved the 365 GT4 in 1976 into the 512 BB, identifiable by its four lights on the tail and NACA air intakes in front of the rear wheelarches. The 512 badge referred to the revised specification: a 5.0-litre 12-cylinder engine. However, it was actually less powerful than the previous model (it had 20hp less at 360hp), partly because it had to comply with strict American anti-pollution rules. In 1981, the replacement of carburettors with fuel injection in the BBi dropped that even further to 340hp. The BB remained on the market until the advent, in 1984, of the Testarossa.

CLINT'S ROOFLESS STREAK

So, on to Clint's very special car. Mr Eastwood was far from a stranger to Ferraris, or indeed Berlinetta Boxers. He actually bought the third BB ever built, a red 1973 example. The example you see on these pages, a Series One BB in Grigio Ferro with beige interior, was bought second-hand by Clint. Chassis 18553 had rolled off Maranello's production line on 28 May 1975 and was delivered initially to Campagnano Automobili Srl which sold it to an Italian customer called Germani. It was subsequently exported to the United States, where it was equipped with federal-standard bumpers by the

importer, Amerispec Corporation (as evidenced by a plate that's still affixed to the car).


It was in December 1977 that this car became part of Clint Eastwood's collection. Very soon afterwards, the American actor decided to convert it into a 'targa' by commissioning a roof cut job from a Connecticut-based craftsman. Perhaps Eastwood was tired of driving with his head scraping the roof: he is no short-arse, measuring 6ft 4in tall, and the BB is hardly known for its generous headroom. Perhaps that's why he had the car converted to a targa roof, in the style of a 328 GTS. Ferrari never made an open-roof version of the BB officially but several tuning companies did, including Straman in the USA, which reportedly did two such conversions.

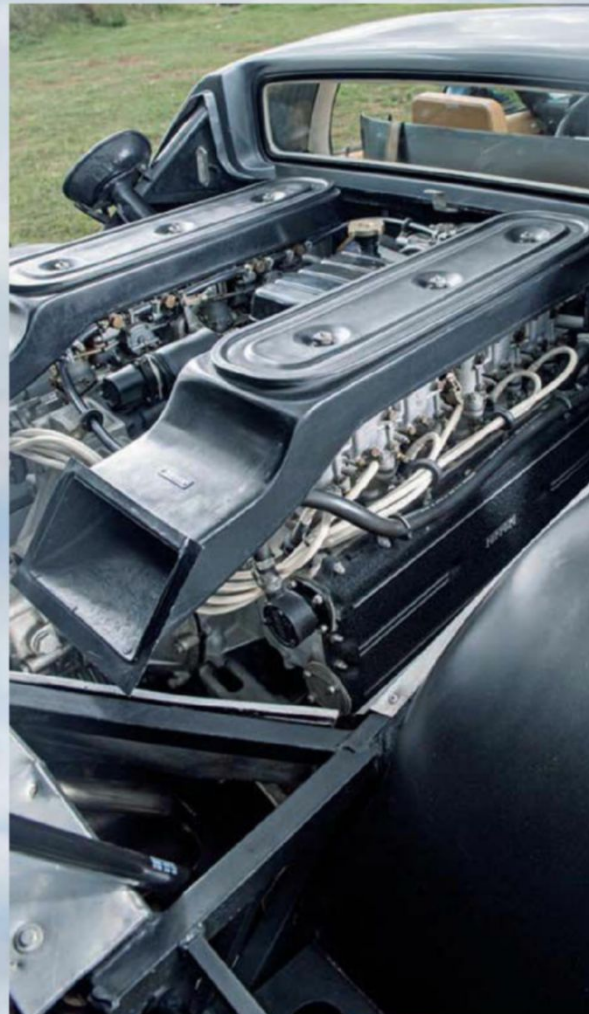
Eastwood owned the car for eight years, eventually parting with it in 1985. The car then passed among several owners in the US West Coast collector scene, before emigrating to Nagoya, Japan. The new owner returned the bumpers back to their original European specification, but the BB was destined to return back to the USA, as is often the case with 'big shots'. The current owner, William E Heinecke, bought the car at the Pebble Beach auction in 2011. It subsequently appeared at the Concours d'Elegance at Villa d'Este in 2016.

So what's the roof like? The solid panel comes out in one piece and there's room behind the seats for it to be stowed neatly, held in place by two smart leather strips. To convert the targa back into a coupe, the roof is a simple fit. The removable roof certainly doesn't

affect the original Pininfarina lines adversely.

Driving this unusual 'targa' BB is quite a unique experience, since it allows you to enjoy *en plein air* the sound of the V12 behind the seats. With less than 30,000 miles on the clock, the engine is more flexible than we were expecting – you might even call it exuberant. There's plenty enough power here to extend the chassis beyond its limits: serious oversteer is ready to bite, and not everybody can handle such snap reactions easily. Part of the blame lies with the rather light steering, which Ferrari plainly set up for low-speed manoeuvring, rather than sudden opposite lock movements. Ultimately, this feels like a car more suited to cruising in the sun than hard cornering.

Let's not be too hard on it, though: when you hear the wail of the V12 engine through the open top, you can just about picture yourself as a 1970s Formula 1 driver. Even if that's an F1 driver simply popping back to his Monte Carlo pad. 



TECHNICAL SPECIFICATIONS

FERRARI 365 GT4 BB

ENGINE:	4390cc V12 DOHC boxer
BORE X STROKE:	81mm x 71mm
COMPRESSION RATIO:	8.8: 1
INDUCTION:	Four triple-body Weber 40 IFC3 carbs
POWER:	380hp at 7200rpm
TORQUE:	318lb ft (431Nm) at 3900rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive
SUSPENSION:	Transverse arms, coil springs, anti-roll bar, telescopic dampers
BRAKES:	Ventilated discs
TYRES:	215/70 VR15
DIMENSIONS:	4360mm (L), 1800mm (W), 1120mm (H)
WEIGHT:	1160kg (dry)
MAX SPEED:	186mph (claimed)
0-62MPH:	5.6sec





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

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

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



FERRARI PARTS SPECIALIST

SUPERFORMANCE



SUPERFORMANCE.CO.UK 01992 445 300

CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

COSÌ FANTUZZI

The extraordinary story of this Fantuzzi-bodied Maserati 150 GT Spider contains a hidden history: it was also a Mille Miglia racer *and* a prototype for the 300S

Story by Phil Ward & Chris Rees
Photography by Michael Ward and Gooding & Co





Exactly what to call this Fantuzzi-bodied Maserati is a rather difficult task, which is probably why its complete provenance has taken most of its 61-year life to establish. Only over the last few years have experts been able to piece together the story of how a works racing Maserati became a factory prototype and then a coachbuilt one-off road car.

Let's call it 'Maserati 150 GT Spider'. With chassis and engine number 003, it was constructed in 1957 but its origins actually stretch several years further back than this, and it might equally correctly be referred to as a Maserati A6GCS or indeed a 300S prototype.

Of all the cars built by Maserati during the 1950s, the one-of-a-kind 150 GT Spider has proved to be one of the most enigmatic. Unknown even to many expert enthusiasts, this dual-purpose sports car has remained something of a mystery for many years, with an elusive history.

David Brynan, a specialist with Gooding and Co (the auctioneers), said it started out

as a Maserati A6GCS/53, one of 52 such cars fitted with a double overhead-camshaft 170hp 2.0-litre straight-six engine, which Maserati only built from 1953 to 1955. This particular car is one of a handful that Maserati's own works team raced during 1954.

In May 1954, Maserati provided celebrated works driver Luigi Musso with a brand new A6GCS for the Mille Miglia. Significantly, Musso's new A6GCS was christened with chassis number 2043, the same identity as the car that he raced throughout the 1953 season. Not that this was unusual: Maserati 'repurposed' several competition chassis in its early years.

Piloted by Musso and Zocca, the 'new' 2043 departed from Brescia and, after an epic 12-hour battle with Vittorio Marzotto's Ferrari 500 Mondial, finished the 1000-mile race in third overall and second in class. Musso's podium finish in the 2.0-litre A6GCS represented Maserati's best result thus far in the Mille Miglia.

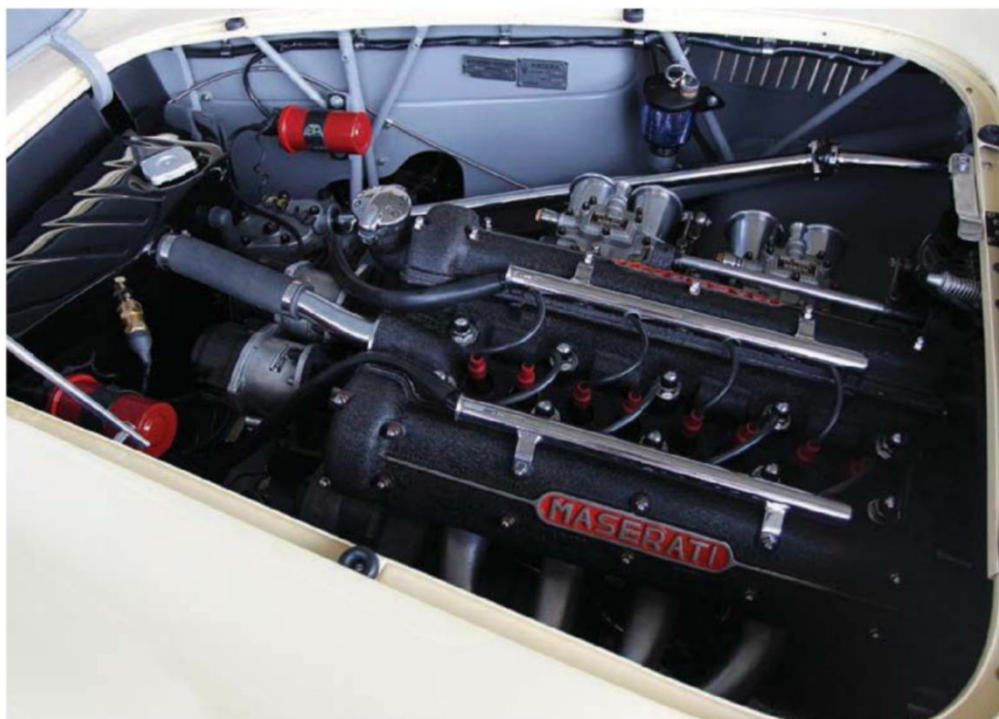
Musso achieved further successes in the 1954 season, leading to his second

consecutive Italian Championship in the 2000cc category; an overall win at the Grand Prix di Napoli; second overall and first in class at the Targa Florio; a win at the Grand Prix di Caserta; and third place at the Grand Prix of Imola.

In June 1954, Musso campaigned 2043 at the Gran Premio Supercortemaggiore at Monza, now fitted with a detuned 250F engine. He retired in both this race and his last in this car, the Grand Prix Pietro Cidonio. After this, Musso switched to a new A6GCS MkII and 2043 was handed over to Sergio Mantovani for the Coppa d'Oro delle Dolomiti. Still equipped with its 250F engine, the A6GCS won overall, defeating Cabianca's OSCA MT4 and Gerini's Ferrari 250. For the latter part of the 1954 season, Valenzano was entrusted with 2043, notably achieving an outright win at Borzonasca-La Squazza.

After this final outing, 2043 seemingly disappeared from sight. But the well-used works A6GCS simply found a new role. Maserati's racing department stripped 2043 back to its chassis. Why? Because it needed a prototype for the 300S, so it





simply repurposed 2043 using Maserati's 3.0-litre straight-six engine. The intention was to develop a new model to contest the World Sportscar Championship. Maserati's 2.0-litre offerings stood little chance against the might of Ferrari, Jaguar, Mercedes-Benz and Aston Martin. Maserati's 300S would be a sports car that combined the balance of the A6GCS with the power of its 250F Grand Prix car.

The very first development car was entered in the 1954 Mille Miglia, where Mantovani was forced to retire. A new prototype chassis was then built: a strengthened version of the 150S/200S spaceframe but this entered only one race – the 1954 Gran Premio Supercortemaggiore at Monza – before being used to test six-cylinder engines. The third stage was the official 300S prototype, internally designated 003 – and this is the car that was based on chassis 2043.

It featured an advanced transaxle and showed great promise, but retained the A6GCS chassis which, albeit developed, ultimately proved inadequate, so extensive chassis revisions were undertaken. In December 1954, Jean Behra performed the final tests on 003 and, soon after, Maserati began gearing up for 300S production.

No longer having any use for 003, the racing department stripped the prototype of its mechanical components and coachwork (the 300S prototype body would eventually be mounted on A6GCS chassis 2099). 003 was converted from right-hand to left-hand drive but was left at the racing department for some 18 months before Maserati found yet another use for it.

At about this time, Maserati was developing the 150S, a smaller sports car to

replace its A6G/2000, with a 1.5-litre four-cylinder engine. Maserati's racing department once again used the A6GCS-cum-300S chassis, revising it to accept a full-race 150S engine, an A6G/2000 gearbox casing, a 200S propshaft and an A6GCS rear end assembly. While the front suspension remained virtually unchanged from A6GCS spec, the front brakes were sourced from a 250F, and the steering combined both 250F and A6G/2000 components. Other interesting features included a 200S radiator, A6GCS rear brakes, a 150S oil pump, and a new wet-sump lubrication system better suited for road use.

The new sports car prototype would be called the 150 GT Spider. According to the factory build sheet for chassis 003, the 150 GT Spider was constructed in late 1957.

To clothe the chassis, Maserati turned to Medardo Fantuzzi of Carrozzeria Fantuzzi, its preferred coachbuilder for sports racing and grand prix cars. It was Fantuzzi who had been responsible for the designs of both the A6GCS/53 and the 300S. For the 150 GT Spider, he created an open-topped body in lightweight aluminium, which bore similarities to Frua's A6G/2000 Spiders. While Pietro Frua has been given credit for the 150 GT design, it is highly probable that Carrozzeria Fantuzzi simply developed its own body for the car that drew inspiration from Frua.

Finished in Avorio (ivory) with Marrone (brown) upholstery, the 150 GT Spider maintained the right-hand-drive configuration of the 300S prototype and had a full convertible top and roll-up windows.

Sadly, the car's complex specification was its undoing. Maserati judged it too expensive to build in series. The 150 GT prototype was deemed unviable and Maserati management decided to move on to a new project, the

3500 GT. As late as July 1959, one motoring journal reported: "The 1500cc Grand Turismo has been pulled out from under the dust sheets and given two days of testing on the autodrome and in the mountains. The Orsis still hope that eventually they will have this car in mass production."

That never happened, and the 150 GT Spider remained squirrelled away out of the public eye in the factory's racing department. A factory record dated 31 October 1959 confirms the 150 GT Spider's status: "Unique example – Prototype."

The 150 GT was sold, according to delivery note dated 10 March 1960, to the newly appointed British Maserati agent, Colin Murray of Fleetwood, Lancashire. It was sold on later in 1960, now registered '3 CLP'. The 150 GT Spider went through several UK owners before receiving some minor restoration work in the early 1980s. It was then sold to a German collector. Its next European owner, who bought it painted red with a black interior around 2007, finally began to do some serious research into its history. He found that the car's documentation didn't make any sense, leading him to discover the history just quoted above.

As much was confirmed by respected marque authority Adolfo Orsi, who conducted a lot of research into the history of this important Maserati. He obtained documents from the Maserati factory archives and inspected the car personally during and after its restoration.

Although the Maserati build sheet reported that the chassis was a "200S frame modified by us," it soon became clear that this was far from the truth. According to Orsi: "We carefully examined the chassis and,

MASERATI 150 GT SPIDER



Unique 150 GT Spider was a surprise entrant at the Silver Flag hillclimb in 2016; it sounded fantastic



TECHNICAL SPECIFICATIONS

MASERATI 150 GT SPIDER

ENGINE:	1994cc DOHC in-line 4-cyl
INDUCTION:	Twin Weber 40 DC03 carbs
POWER:	190hp @ 7200rpm
TORQUE:	206Nm (152lb ft) @ 3000rpm
TRANSMISSION:	Four-speed manual with synchromesh
SUSPENSION:	Independent front with coil springs and Houdaille dampers, live rear axle with semi-elliptical leaf springs
BRAKES:	Hydraulic drums all round
WEIGHT:	840kg



comparing its characteristics to other Maserati cars, we arrived at the conclusion that its chassis was built originally for use as the basis of an experimental sports car which, during its development, was modified several times. Then it was set aside for a time and it was modified one last time to become the basis of a new prototype for a new experimental 1500 GT car.”

Over a three-year period in its latest owner’s hands, the car was meticulously restored and returned to its original cream colour with a brown interior. The Fantuzzi coachwork was painstakingly refinished – for instance, four new bumpers were fashioned using wooden bucks to the original specifications, while the front grille (which had been modified over the years) was returned to its original ‘moustache’ spec using archive photographs.

The mechanical restoration was undertaken by Steve Hart Racing. The engine

was rebuilt to full competition specification and bored out to 2.0 litres to make it more driveable. The A6G/2000 gearbox, meanwhile, was sent to Corrado Patella in Italy for overhaul. All five Borrani wire wheels were refurbished and mounted with period-correct Blockley racing tyres.

This one-of-a-kind Maserati 150 GT was then auctioned by Gooding & Co in 2013, when it fetched over three million dollars. It is now in the ownership of a discerning Austrian collector called Andreas Mohringer.

Auto Italia caught up with the Maserati 150 GT when it made a surprise entry – and a very pleasant one – at the 2016 Silver Flag hillclimb. The Club Piacentino Auto d’Epoca (CPAE) event, famous for attracting rare and interesting Italian cars, is described by organiser Claudio Casali as a “dynamic concours” and it certainly provided the perfect scenario for the 150 GT Spider to be seen in action. 🇮🇹



MCGRATH MASERATI

SERVICE, RESTORATION & PARTS



**MODERN SERVICE
TRADITIONAL CRAFT**

MCGRATHMASERATI.CO.UK

The Italian Job

This Italian-built Mini was born as a simple means of getting around import tariffs – but it was also superior to the UK-built Mini in many ways

Story by Richard Bremner
Images by Michael Ward





This story of the 'Italian Mini' is more topical than it might seem, because it illustrates why Britain was so keen to join the Common Market during the 1960s/'70s, and why the UK car industry is now so fearful of Britain leaving the European Union. But before we get to the entertaining world of tariffs, customs duties and import fees – we know you can't wait – you may be wondering why a Mini, that most British of objects, is appearing in a magazine about Italian cars.

Then again, if you've heard of Innocenti, you'll probably know why, as it made Minis under licence in Italy from 1965 to 1976. The content of these cars increasingly diverged from their UK cousins as they were developed to suit Italian tastes. These deviations can get car spotters, me included, quite excited.

This commercial arrangement came about partly because the Milanese company (famous for its Lambretta scooters) wanted to compete in the fast-growing car market, and partly because the British

Motor Corporation (Austin, Austin-Healey, Morris, MG, Wolseley, Riley and Vanden Plas) was keen to find ways of exporting more to a Europe fairly well walled with trade tariffs. The desire for a country to protect its domestic industry is often the main driver for import tariffs; indeed these duties and taxes did much to shape the motor industry during the last century. They've certainly triggered some oddballs, including a rebodied Ford Anglia in Italy (the Torino) and a South African-built 3.0-litre V6 Alfa Romeo Alfetta GTV.

Tariffs have also prompted some popular cars to be produced in some unusual countries, not least the BMC Mini: Belgium, Venezuela, South Africa, New Zealand, Australia and even Chile, where Minis were bodied in glassfibre to meet a rule insisting that a high percentage of the car's weight be locally produced. It might seem odd that Minis were made in Belgium when it's such a short distance away, but such was the nature of tariffs beyond the Channel. They varied by country, but were often profit-savagely hefty – in





Germany they were 14.5% at the beginning of the 1960s, rising to 17.5% by 1969, while in Italy and France it was 19.2% in 1966, and 22% by 1968. Britain had hoped to join the Common Market in 1963 but was vetoed by France, making the deal between the British Motor Corporation and Innocenti announced on 6 August 1959 (just a fortnight before the Mini was launched) all the more strategically valuable.

Ferdinando Innocenti founded his steel tubing business in 1931 in Milan, its patented scaffolding system proving very successful. During WW2 much of the factory was destroyed and the company used government grants to move into scooter manufacture. Lambrettas became almost as well-known in Britain as they were in Italy, the huge popularity of these buzzing two-wheelers part of the post-war Italian economic miracle. Italians soon switched from scooters to cars – mainly Fiat 500s and 600s – and the canny Ferdinando was keen to make the same graduation.

The first progeny of his deal with BMC was the Austin A40, ironically an Italian-styled machine whose two-box, Pininfarina-sculpted silhouette was an early, unknowing stab at the supermini revolution to come. Innocenti would manufacture over 67,000 A40s from 1960 to 1967, supplementing its numbers with a Ghia restyle of the MG Midget. In 1963 came the IM3S, a reworked Morris 1100, but it would not be until 1965 that the Mini was introduced, more than five years after its UK launch.

Despite the delay, the Mini would be easily Innocenti's biggest seller, around 440,000 having been sold by the end of 1975. Italian customers were first offered the basic 850 saloon (labelled Mini Minor) as well as the Traveller estate (Mini T). The first Cooper came in 1966, with a 1.0-litre twin-carb engine. These Minis were largely identical to the home-built variety, but carried upgrades including the tougher driveshaft inner joints from the Cooper S, and for all but the earliest cars, servo-assisted disc front brakes; Innocenti clearly expected the car to be driven hard.

The desire to source many components locally saw many trim parts redesigned to suit Italian tastes. Innocenti's were also slightly more expensive than their home-grown equivalents, underlining the need to produce cars of better quality than British Leyland's Longbridge and Cowley factories were achieving. Not hard you might cynically say, although Innocenti achieved this goal with subtle Italian flourish.

The most obvious alien element was at the rear, the boot lid pressing reshaped to take a square numberplate rather than a rectangular one, complemented by a tiny one at the front. Less easy to spot were the reprofiled headlamp bezels, Cooper grille and tail lamps sourced from Altissimo rather than Lucas. Inside the central three-dial instrument pack had a faux wood finish, there were proper interior door handles rather than the pull-cords of UK Mini Mk1s and instruments from Veglia or Jaeger. Even the shape of the chrome instrument bezels differed. Footling stuff to some, perhaps, but fascinating for enthusiasts, besides producing a better class of Mini.

Later came opening quarter-lights, side repeaters on the front wings and bigger, squarer taillights, which predated the same improvement on UK-built cars. The Cooper got Rostyle wheels, superior seats and a new, five-dial instrument pack that was far nicer than BL's effort in the contemporary 1275 GT. Even lesser models got face-level vents and a stylish faux-wood steering wheel rim with the Mk3 introduced in 1970.

The pinnacle came with the Mini Cooper 1300, introduced in 1972. While British Leyland had dropped the Cooper name in 1969 because BL boss Donald Stokes didn't want to pay royalties to John Cooper anymore, Innocenti stayed faithful. More than that, it added equipment while cheese-paring BL produced the slower, less sophisticated, bluff-nosed Clubman 1275 GT.

Apart from using a more robust 1275cc A-Series engine with 11 cylinder head studs rather than nine, it came with an oil cooler, a pressurised cooling system and an alternator. The engine wasn't quite to Cooper S spec because it ran a milder camshaft, but it produced 70hp in a car weighing 670kg - enough for some energetic zest and almost 100mph. The Cooper 1300 also got the same impressive five-dial dashboard, cloth-faced and more shapely seats, an improved pedal layout, superior carpets and a two-tone paint finish.

The company also introduced the Mini 1001, a better-equipped 1.0-litre Mini. By now the range was sufficiently upmarket and desirable that it began to be offered alongside UK-built cars in France, Germany and Benelux. The 1001 Export and Cooper 1300 Export had slightly better equipment and sported red British Leyland badges set within a circle of flying arrows to symbolise their export status. They sold well, and ought to have embarrassed their British Leyland parent

Italian-built Minis were superior to UK ones in many ways, like the cabin, driveshafts and brakes

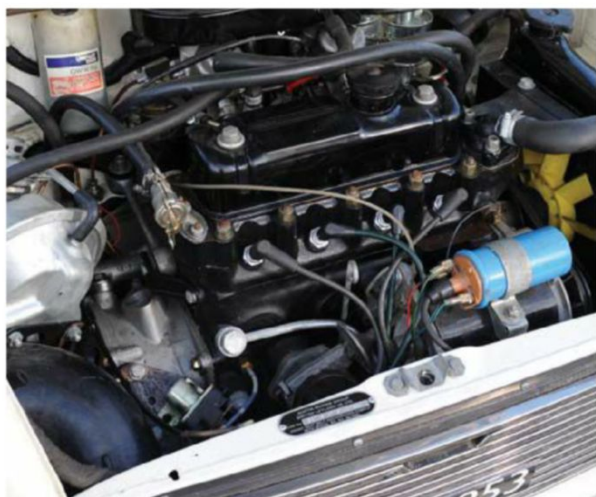




TECHNICAL SPECIFICATIONS

INNOCENTI MINI COOPER MK3

ENGINE:	998cc 4-cyl
POWER:	60hp @ 6000rpm
TORQUE:	62lb ft (84Nm) @ 3000rpm
TRANSMISSION:	Four-speed manual, front-wheel drive
SUSPENSION:	Lower wishbones front, trailing arms rear, Hydrolastic interconnected spring/damper units, rear coil springs
BRAKES:	Discs front, drums rear
TYRES:	5.20 x 10
DIMENSIONS:	3050mm (L) 1410mm (W) 1340mm (H)
WEIGHT:	650kg
MAX SPEED:	93mph
0-62MPH:	14.7sec
FUEL (COMBINED):	36.7mpg



not only with their superiority of finish, but also the fact that unusually for Minis, they were profitable.

Despite their extra allure, Innocenti Minis are pretty rare machines in the UK, the extra goodies and glamour they provide being outweighed, for most enthusiasts, by the fact that they are all left-hand drive. The Mini you're looking at here, then, is quite rare in the UK. It was opportunistically bought by Alfa specialist Jamie Porter while in Italy, his thinking being to bring it home, improve it, and turn himself a profit. The improving process has occurred, but selling it for a profit has not, he notes with a rueful smile, because his father-in-law fancied it, and bought it at cost.

Even if you don't know about Innocenti, don't care about trivial trim differences but are aware that Minis are British, you will notice one thing when you sit behind this Cooper's familiarly angled steering wheel: the funny black box beneath the dashboard is labelled in Italian – 'Int vettura', 'Parabrezza' and 'Chiuso' ('Car Interior', 'Windscreen' and 'Closed' settings for the fresh air heater).

If you're a Mini-land habitué, on the other hand, you can momentarily amuse yourself by spotting the names of unfamiliar parts suppliers – St Gobain rather than Triplex glass, Veglia Borletti instruments rather than Smiths and an alloy-spoked steering wheel by Hellebore. Start the twin-carb 1.0-litre A-Series of this Cooper and it jumps into life, sounding just like... well, a Mini.

If you've never experienced this landmark car, then you need to know that a) you should, and b) you sit

surprisingly close to the ground, that the steering wheel feels a bit distant, the accelerator is ludicrously tiny, the dashboard switches are a stomach-crushing stretch, the view out is excellent and that despite the feeling that you're sitting in a tiny car, you really don't feel cramped.

What you should also feel, assuming you manage to avoid stalling via the Mini's abrupt clutch, is relatively light steering, and almost every bump on the road ahead. Aboard this car, however, the steering is quite heavy because the wheels wear over-wide tyres. And some bumps – though not many – fail to impact on your rear-end. That's partly because of the tyres' extra sidewall flex, and partly because this car rides on Hydrolastic suspension. Once common on tens of thousands of BMC and BL models, Hydrolastic uses rubber as a springing medium, and fluid dampers interconnected front to rear on each side of the car.

It sometimes smoothes a Mini's often comically bouncy ride, but also allows it to pitch more than it should, besides offering less body control at high speed. But the Mini's fundamental handling remains, light understeer overlaying a decently grippy front end, with scope to get the back wheels sliding should you lift off in a hurriedly-taken bend.

Not that we're trying that with this shiny Innocenti, which flaunts all the dynamic hallmarks of a Mini, good and bad, but with some exotic foreign visual polish that adds real intrigue. This car's 1.0-litre engine feels lightly peppy but a Cooper 1300 (an Innocenti I have craved for decades) should be quite a classy entertainer. 🇮🇹

60hp 1.0-litre engine is fairly peppy in 650kg Mini. Hydrolastic suspension suffers a bit more pitch than rubber-only set-up



TI Automotive
High Performance



GLENCOE LTD
TI UK distributor

Made in the USA

MOTORSPORT
'OUT OF TANK'
325 LTRS/HR
5 BAR FUEL PUMP
(270 LTR / HR @ 3 BAR)

MOTORSPORT
'IN TANK PUMP'

190 LTRS/HR
UPTO **350 BHP**

255 LTRS/HR
UPTO **500 BHP**

400 LTRS/HR
MOTORSPORT
Upto **600 BHP**

Pt.No. GST400 (PUMP ONLY)
GST400K (PUMP KIT)

450 LTRS/HR
MOTORSPORT

ORIGINAL EQUIPMENT ON DODGE HELLCAT 700+ BHP - ON YOU TUBE

Upto **750 BHP**

Pt.No. GST450 (PUMP ONLY)
GST450K (PUMP KIT)



www.glencoeld.co.uk Tel: +44 (0)1784 493 555



www.DAVID THOMAS GARAGES.co.uk



Alfa Romeo Specialists



Newly Opened Site:
David Thomas Garages Ltd
Bury Lane, Bramfield
Hertfordshire SG14 2QL
Phone: 01992 536110

Over 25 years Alfa experience
Ex-Alfa GB factory trained
Fully equipped modern workshop
MOT testing
Very latest Bosch & Alfa Romeo
examiner diagnostic equipment
ASNU Injector testing & cleaning
Service is our business



Codicote Hertfordshire T:01438 820288 F:01438 820392



STYLISH DELIVERY...

SUBSCRIBE TODAY

SAVE ! SAVE ! SAVE !

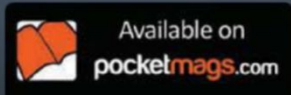
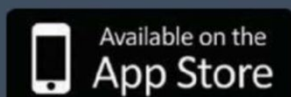
Save up to £10.80 for 12 issues

ONLINE DIGITAL
'TURNPAGE'

EDITION £3.99 FROM
www.auto-italia.net

SMART PHONE or TABLET ACCESS

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



Home / Special Distribution List / Auto Italia 2 April 2018

Auto Italia - April 2018

Publisher: Seymour Distribution Ltd | Category: Automotive, Men's interest
Language: English | Frequency: Monthly

QUANTITY	AMOUNT	SAVINGS
Single Issue	GBP 3.99	
1 Year	GBP 38.88	Save 42%

Subscribe to Magzter GOLD and enjoy unlimited reading of Auto Italia Magazine (including digital issues) along with 5,000+ other best-selling magazines and premium articles for just **GBP 5.99/month**

Magazine Description | Issue Description

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

Recent Issues

- Auto Italia - April 2018
- Auto Italia - March 2018
- Auto Italia - February 2018
- Auto Italia - January 2018
- Auto Italia - December 2017



SUBSCRIPTION OFFER

Yes, I would like to subscribe for 12 issues

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

Your details

Name:

Address:

Postcode:

Telephone:

Email:

The Direct Debit Guarantee

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

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



Service User Number

Account Name

Account Number

Sort Code

Name and postal address of your Bank or Building Society

Postcode

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

Signature

Date

CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Race Retro 2018

Rally stars provided plenty of thrills – and some spills – at the historic motorsport show

Words: Peter Baker

Images: Michael Ward & Peter Baker





As a springboard to the historic motor racing season Race Retro has, since its inception back in 2003, become one of the most important UK-based weekends of the year. Three days are given over to the competitive side of 'classic' car ownership, where deals can be struck, championships entered and precious parts secured in readiness for the forthcoming season – not just racing, but sprints, hillclimbs, autotests and of course, rallying.

Race Retro 2018, held at Stoneleigh in Warwickshire in February, excelled itself, bringing together even more specialists, iconic race and rally cars, and well-known personalities, including Miki Biasion, Brian Redman, Matt Neal, Russell Brookes, Norman Dewis and Steve Parrish.

As well as displays, club stands and a tribute to the late Dan Gurney, the four recently refurbished halls offered everything from autojumble to art, watches to workshop tools, trailers to track days, and jackets to jerry-cans. There was no excuse to go home empty handed.

Historic motorsport, and in particular, rallying in all its forms, has now become big business, with everything from long distance pan-European non-damaging regularity events, to special stage championship rallies that mirror the tough epics of yesteryear. In view of that popularity, the Live Rally Stage – recently expanded and running a demanding course beginning just yards from the exhibition halls – attracted an entry of over 100 cars with Lancia, Ferrari, Fiat and Abarth taking on the best landmark rally cars of Britain, France and Germany.

Miki Biasion opened proceedings in a Lancia Fulvia 1600HF, followed by an altogether much wilder Alister McRae, whose off-roading in the big Subaru Legacy pleased the large crowd no end. Later, Alister switched to the ex-Markku Alen Fiat 131 Abarth owned by Geoff Jones. Afterwards he



TOP: Tony Worswick in the noisy Ferrari 308
MIDDLE: Miki Biasion trying hard in the Fulvia 1600HF
BOTTOM: Mark Barnes in his Fiat Abarth Cinquecento



told me: "I like both cars but I was surprised at just how fast and secure the 131 is, I could really throw it around."

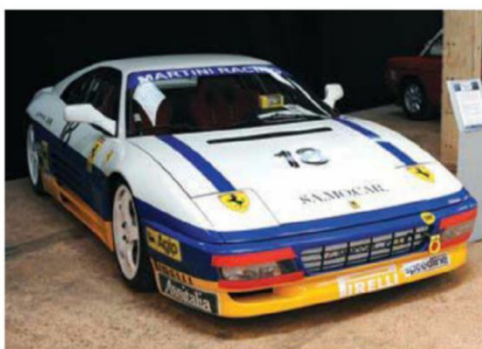
Caught between a host of sideways Mk2 Ford Escorts, Tony Worswick broke the monotony with his bright yellow Ferrari 308 GTB, pushing it to the limit, and more than once brushing the straw bales. Another yellow car, the diminutive, but beautifully prepared, Fiat Cinquecento Abarth of Mark Barnes charged on at the rear of the pack.

Of course, at some point during the two-hour session something had to give, and sure enough, after 40 minutes, Christian Prynne brought proceedings to a halt when he tried just a bit too hard and rolled his Peugeot 205 GTi. Luckily, the only injury sustained was pride and he was soon on his way. In fact, all drivers treated the event as jolly good fun and certainly gave their paying passengers a treat. And with no overall winner, everyone went home happy.

NEXT MONTH: We interview Miki Biasion about his time rallying Lancias and the people who made Lancia rallying great.



Hiding in amongst the autojumble was a rather intriguing offering, claiming to be an Abarth 2000. I could be wrong but I recall seeing this particular set of bodywork attached to a rolling chassis in the Maranello Rosso collection back in 2014. Is this the Abarth 2000 Sport Prototipo 'Cuneo', I wonder?
Michael Ward



ABOVE: Things not going quite as planned for Christian Prynne...
ABOVE CENTRE: Ian Stirling's immaculate Ferrari 348 Challenge
RIGHT: BGM Sport Abarth 131 was one of the stars of the rally stage



EXPERIENCE MATTERS
WHEN WORKING ON YOUR PRIDE & JOY



Emblem
SPORTSCARS

AWARD WINNING FERRARI & MASERATI SERVICE TEAM

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

Sharp Road, Poole, Dorset. Tel: 01202 722247 emblemsscars.com
AWARD WINNING FERRARI & MASERATI SERVICE TEAM

WWW.FIAT500.CC

MAIL ORDER PARTS AVAILABLE ONLINE FREE VALUATIONS SERVICING REPAIRS CRASH REPAIRS RESTORATION	AUTO ELECTRICS DIAGNOSTICS TUNING PERFORMANCE CONVERSIONS MOT PREPARATION WELDING
---	---

BUY PARTS ONLINE

SPECIALISTS IN ALL ITALIAN MARQUES
ALFA ROMEO FIAT LANCIA

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



R. PROIETTI LTD
ITALIAN CAR SPECIALISTS EST. 1965



ALFA ROMEO

Giulietta

SCORPION

STAINLESS STEEL PERFORMANCE EXHAUST SYSTEM

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

PRICES FROM
£341.99
WITH DISCOUNT CODE

JUST LAUNCHED BRAND NEW FOR 2018



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



ALL EXHAUSTS COME WITH A SCORPION LIFETIME GUARANTEE



www.scorpiongta.co.uk



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

CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Rallye Monte Carlo Historique

It was Lancia that triumphed at the 2018 winter rally

Words & images: Peter Baker



After five days of regularity competition, involving some 300 cars and 15 timed mountain stages in mid-winter, it was the dark red Lancia Fulvia of Gianmaria Aghem and Diego Cumino that arrived at the end of Rallye Monte Carlo Historique 2018 as the winner. The Italian pair finally succeeded in beating off a long and determined challenge from the much

more powerful Ford Falcon Sprint of Germans, Michael Bruns and Frank Westenburger, only after the big V8 engine threw a rod just before the final stage, forcing their retirement.

In fact, there was plenty of good news for Lancia with three Fulvias, a Beta Coupe and the Daniele Perfetti/Ronnie Kessel Stratos all making it into the top 20. Unfortunately, the front-running Lancia Flavia

ABOVE: Steve and Tony Graham departing Reims in their Lancia Fulvia 1600HF



Coupe of Eugenio Rossi/Michelle Perlino suffered gearbox problems mid-rally, dropping them out of the top 10. Also well placed in 15th position after an outstanding drive was the Polish-entered Fiat X1/9 of Jacek Miller and Maciej Orzechowski.

Easily the most popular of winter 'classic' rallies, entry is restricted to cars manufactured from 1955-1980. Once again it attracted a full international entry. Of 72 Italian cars that started the Rallye, 57 finished. Following true Monte-style there were five start points around Europe: Barcelona, Bad Homburg, Glasgow, Reims and Oslo, as well as Monte Carlo. From 31 January, crews departed on the compulsory overnight, back-road, 'concentration' run, each covering around 450km before arriving in the small French town of Bourgoin-Jallieu deep in the province of Auvergne-Rhone-Alpes, where the rally was to begin in earnest. Tired teams then had to tackle two special timed stages before reaching Valence, the first overnight halt.

To help counteract what is always a tough event, the organisers approach the Rallye with a certain amount of leniency; service crews are allowed, as are studded tyres, uprated safety equipment and, because overall results are arrived at using average speeds, combined with myriad undisclosed timing points, the very latest in distance measuring equipment. This all adds up to an enormous moving circus with a theatrical atmosphere only rivalled by Italy's Mille Miglia.



ABOVE: 8th overall for this standard-looking Lancia Beta Coupe of Maurizio Aiolfi and Michela Nodi



ABOVE: The winners of the 2018 Rallye Historique were Gianmaria Aghem and Diego Cumino in their 1965 Lancia Fulvia 1200



ABOVE: 15th overall for the X1/9 of Polish crew Jacek Miller and Maciej Orzechowski
BELOW: Gian Maria Traversone and Nicolas Cuetara Gomez (from Costa Rica) campaigned in their Alfa Romeo 1600 GTA





ABOVE: 1968 Fiat Moretti 850S of Didier Lodewyckx and Patricia Lambert
 RIGHT: Italians Alessio de Angelis and Sergio Sisti in a rare 1978 Fiat Ritmo 60



ABOVE: The pretty 1977 Alfasud Ti of Italians Giorgio Liberatore and Paolo Calabrese
 BELOW: The sideways Fiat 131 Abarth of Ruggero Brunori and Claudio Filippin

After day one, the Aghem/Cumino 1200cc Fulvia was already figuring in the top 10, closely followed by the Flavia. But the Sunday stages, which included treacherous conditions over ZR3 (Burzet-Burzet) and ZR6 (Lamastre-Plats), saw the Falcon closing in, and by Monday's ZRg (Chalancon-Saint Nazaire), a thin margin of just 80 points separated the cars, now in first and second position. That margin was reduced by a further twenty points after ZR11. By the time the rally had reached Monte Carlo via Saint Andre les Alpes, with just two stages left to complete, including the infamous Col de Turini, the two crews were equal leaders. But all was not well with the Falcon Sprint, its engine sounding like a bag of nails. Bruns commented: "Well, I still have seven cylinders, so we carry on." Half an hour later, the big car was out of the rally. For the second time since 2005, a member of the Aghem family returned home winner of Rallye Monte Carlo Historique.



RALLYE MONTE CARLO HISTORIQUE 2018



ABOVE: Jason Wright and Stefano Traverso raced this 1976 Lancia Stratos
BELOW: Maria Guido Pedone and Massimo Liverani's 1972 Fulvia Sport 1.3



LEFT: French crew of Olivier Lesein and Jean-Luc Girard and 1977 Alfa Romeo Alfetta GTV

BELOW: Autobianchi A112 Abarth of Carlos and Guillermo Berisso from Argentina

RIGHT: The UK-registered 1961 Lancia Flavia 1.5 Berlina in which we chased the rally



Entering into the spirit of the event, the reporting team chose to follow Rallye Monte Carlo Historique 2018 in a 1961 Lancia Flavia 1500 Berlina, a car very similar to the one that finished ninth overall on the original 1962 event, in the hands of Piero Frescobaldi and Marcella de Luca.

The 1960-launched Flavia, design-led by Antonio Fessia, was an important car in the history of Lancia, featuring front-wheel drive, a flat-four engine and all-round disc brakes. Although not the most rapid in accelerative terms, with its bench seat and column change, it was a true six-seater that could, on a good day, reach 95mph. Built to very high standards by an engineering team who shunned budgetary constraints, the Flavia was a quality product that Italy could, at least until the money ran out, be proud of. As a rally car it was underpowered, but in 1961, so was everything else.

Before setting out, our 2018 Media car was well serviced, provided with winter tyres and, as well as essential spares, carried a bag of tools and a set of snow-chains, neither of which were required during the 3730km return trip to Monte Carlo. Problems? None, unless you include a dodgy charging system that eventually resolved itself, and the awful heater, or what the handbook laughingly describes as an 'air-conditioning' system.

We would like to thank Omicron Engineering (www.omicron.uk.com) for its endless advice and supply of long-out-of-production spares, and Richard Micoud (Automobile Club de Monaco) who provided such an excellent interim results service.



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Automotoretrò

Turin's giant classic car show returns to Fiat's former factory at Lingotto. Oh, and we came back with a car...

Words & images: Chris Rees



Automotoretrò may not quite have the heft of Padova but it makes up for it by having a more down-to-earth feel – a classic car show for locals, you might say. This slice of heaven for Italophiles is held every year at Lingotto, where the Turin Motor Show used to be hosted and where Fiat used to build cars.

For four days in February, Automotoretrò (and its motorsport-themed sister, Automotoracing) attracted more than 67,000 visitors – a record number – drawn by over 3000 cars on display across four halls.

Easily the biggest talking point of the show was the FCA Heritage stand, not just for its beautifully reproduced 1950s garage look but for the fact that the Fiat group is now selling classic cars direct to the

public under 'Reloaded by Creators' branding. On show – and on sale – were an Alfa Romeo Spider S4, Lancia Fulvia Coupé Montecarlo special edition and Spidereuropa Pininfarina.

My favourite on the FCA stand, though, was an unrestored Fiat-Abarth 850 TC, actually an unmarked Italian Finance Police anti-smuggling car – fantastic! It looked perfect just as it was and I actually felt a pang of regret that it was about to undergo complete restoration.

But the star of the show for me (and many show-goers I spoke to) was the Ghia/Monviso-bodied Fiat Multipla, which was originally built for the Italian TV company, RAI. Its corrugated body was a glorious mix of utility and design wonderment; I loved it.

ABOVE: Spectacular Lancia Beta Montecarlo endurance racer of Caffi/Meiners part of great Lancia rally display



Another firm favourite with the public was a Bertone-bodied Siata convertible with a superbly wood-framed art deco interior.

Rally cars were big this year, notably a rich display of Lancia 037s. Even these were overshadowed by a monstrously magnificent Lancia Beta Montecarlo endurance racer, one of just 11 made from 1979 to 1982, which recently won the Jarama Classic with Alex Caffi and Franco Meiners driving.

Other Lancia racers included an ex-works Fulvia HF 1.6 Group 4 rally car driven by Ballestrieri and a couple of glorious Lancia Fulvia Zagato Competiziones. Most people were perplexed but ultimately seduced by a Lancia Delta 'Nana' ('shorty') with just two doors. Built by Artemio Ballestin, it's a pukka rally machine and has even been tested by Miki

Biasion. At the other end of the scale, a Fiat Panda rally car was constantly being swarmed.

Remember the insane Lamborghini V12-engined Fiat 500 of a few years ago? Well its builder, Gianfranco Dino, is back with the bonkers Oemmedi Fiat 500 Chrysler – a vintage 500 transformed into a two-seater spider with a Chrysler 3.5-litre V6 stuffed in the middle of it. A one-off, apparently...

I was also quite taken with a display of Fiat 500 catering vehicles, a superb Fiat Topolino estate decked out as a vintage Bianchi bicycle support vehicle and the 40th anniversary of the Fiat Ritmo (Strada) being celebrated on the Ritmo Club stand.

Seeing ultra-rarities in the metal is one of the big draws of any Italian car show and Turin didn't disappoint. I can't say the Gulf-liveried Allemano-bodied

CLOCKWISE FROM TOP LEFT: Allemano Abarth 750; Ritmo Club; rare Scioneri 600 Spider; Vignale 750; Ghia-Monviso Multipla; unrestored Abarth 850 TC





Abarth 750 Spider looked terribly handsome, but when was the last time you saw one of these? Same with a 1963 Fiat 750 Vignale Coupe. Perhaps the rarest car of the show, though, was a ratty-looking Scioneri-bodied Fiat 600 Spider, one of just two built. Another car I'd never seen before was a 1979 Fiat 127 Rustica from Brazil – a kind of Rover Streetwise conceived 15 years earlier. And what about a transporter containing Agnelli's personal Lancia integrale convertible and a Dukes of Hazzard Fiat 124 Coupe?

I must make mention of the Automotoracing hall, which is half Max Power, half Autosport. The highlight was probably Federico Sceriffo's FFF Fiorella, a mental Ferrari 599 drift car with a 917hp twin-turbo V12. There was action aplenty just outside on the Oval di Torino,

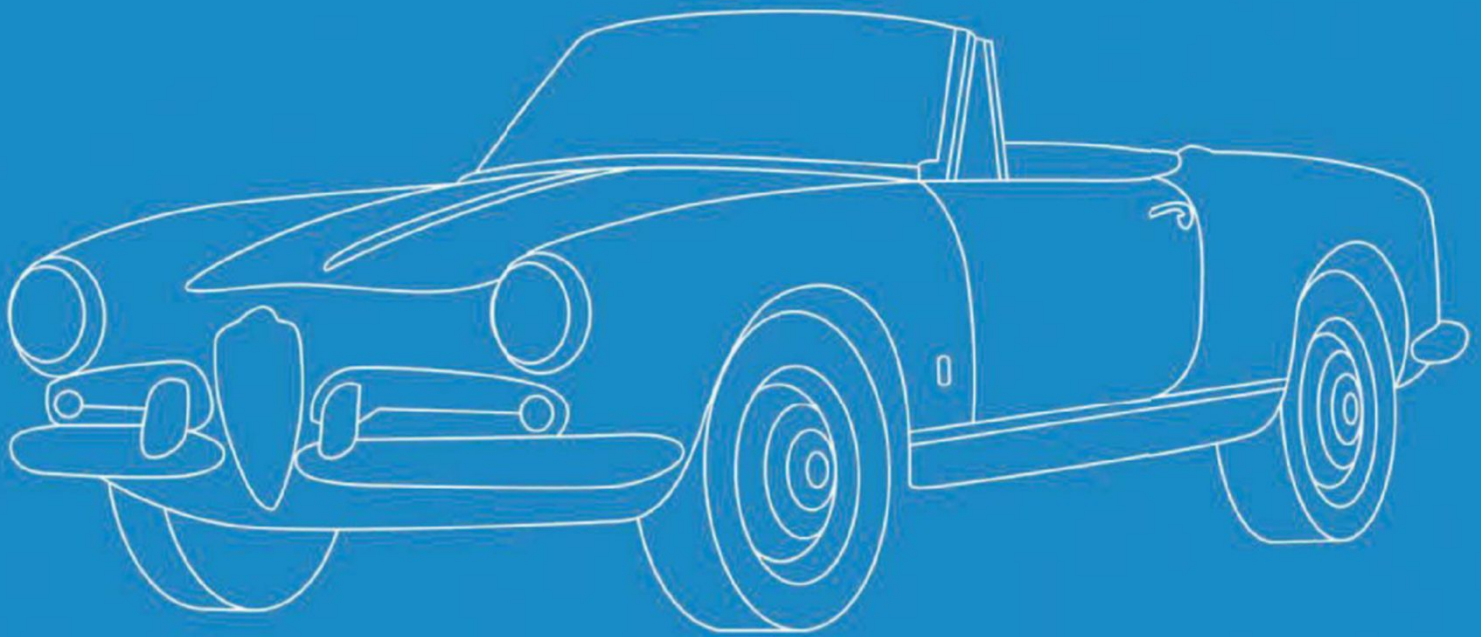
too, with demos by the likes of Graziano Rossi, Simone Campedelli and Alessandro Perico.

Finally, every year I visit Turin thinking I'll keep an eye out for something I can bring back from the sales halls. Myself and *Auto Italia* colleague, Richard Heseltine, had just swapped notes over our dream garage and agreed we'd love an Abarth Scorpione above almost anything else. Imagine our surprise at being greeted by a perfectly restored Scorpione SS the very next minute! On asking the price, however, we realised it would have to remain in our dreams, not end up in our garage. But we did actually buy a car at the show – a rare coupe sold new back in 1972 in Palermo. It's... a Honda Z600. I know; you go to Italy and you buy a Japanese car – doh!

CLOCKWISE FROM TOP LEFT: Fiat 127 Rustica; Abarth Scorpione SS; Honda Z600 (now in UK); rally-prepped 127; 'shorty' integrale; Delta S4 among many rally cars on show



Classic Car Insurance



Benefits available can include:

- Agreed Value
- Breakdown Cover
- FREE Legal Cover
- Laid Up Cover
- Limited Mileage Discounts
- Club Member Discounts

Specialist Car Insurance Policies

Adrian Flux know how much you love your Italian car, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.

0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority



BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT BUYING AND OWNING A CLASSIC ITALIAN CAR

ABARTH PUNTO

Feisty, understated and always a rare sight, the Abarth Punto is one of the great unsung hot hatchbacks. What should you look out for when buying?

Story by Richard Dredge
Photography by Michael Ward





Carlo Abarth started tuning small Fiats almost 70 years ago, in 1949. His company was so successful that Fiat took the opportunity to buy it in 1971, turning it into a subsidiary and generally failing to capitalise on the brand's heritage. For years it was no more than a badge stuck onto sporty hatches, but in 2008 Abarth was revived as a standalone brand, with its own headquarters and engineering team.

The return of Abarth brought with it a heated-up Punto with a turbocharged 1.4-litre petrol engine, which over the years would come in various flavours.

Indeed, the Abarth Punto's life is rather convoluted, so try to keep up...

Having last used the Abarth badge on a warm Stilo built between 2001 and 2004, Fiat saw sense by relaunching Abarth as a separate brand with 500 and Punto models, the latter by now marketed as the Grande Punto.

Launched in February 2008, the Abarth Grande Punto was fitted with a 155hp turbocharged 1.4 T-Jet engine. Only three colours were offered: Speed Red, Scorpion Black and 1949 White.

For those who wanted something extra, Abarth dealers could supply a £2500

Assetto Corse package which included cross-drilled front discs, 18-inch multi-spoke alloys finished in white, lower-profile tyres and a 20mm

reduction in ride height. A suite of engine mods was also available to boost power to 180hp. This package, dubbed esseesse, could be bought for £3500 including the Assetto Corse package. The kits were installed by official dealers rather than at the factory and had to be fitted within 12 months or 12,000 miles of purchase.

In March 2010, the Grande Punto was replaced by the 165hp Punto Evo with the same bodyshell as before, significant mechanical changes, a revised dashboard and an overhauled interior. As before, an esseesse kit was available, but this time it included Koni FSD uprated dampers with lowered springs and two-piece floating cross-drilled discs up front and a choice of white or titanium-coloured 18-inch multi-spoke wheels. Power remained at 180hp.

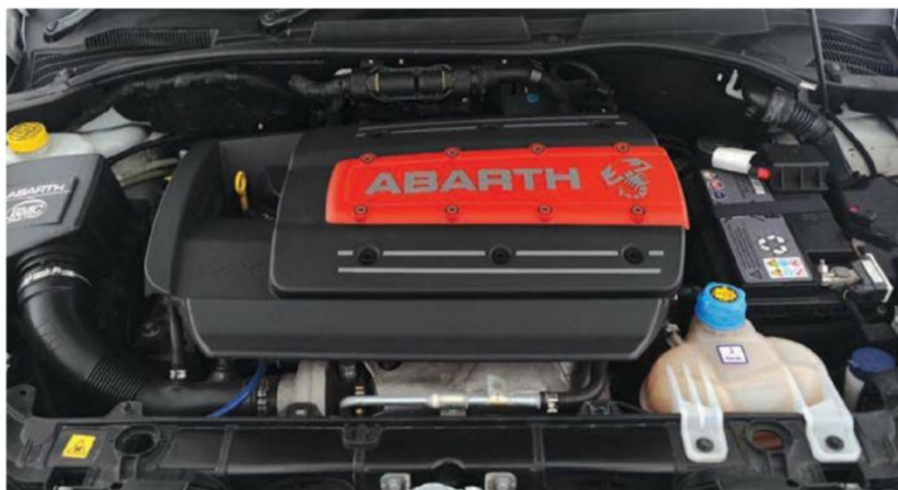
Abarth also produced 199 UK examples of the 180hp Supersport in 2012, which featured a bigger exhaust, satin black 17-inch alloys and the option of an Assetto Corse kit to bring the car up to full esseesse spec. Matt black stripes and yellow Brembo brake callipers were optional.

Rarest of the lot is the Scorpione, of which just 10 examples were built in RHD for the UK, all to factory order. Based on the Supersport, the Scorpione came only in black and was a Punto Evo with the full esseesse package along with 18-inch gloss black multi-spoke wheels, Sabelt Corse seats and yellow brake callipers.

ON THE ROAD

With its own team of engineers, Abarth did a lot more than just apply decals. Every aspect of the Punto was scrutinised, resulting in a car that's tremendous fun to drive. Compared with the 120hp Punto Sporting, throttle response is sharper thanks to a smaller turbo, while low-end torque is boosted through the use of a drive-by-wire throttle. In regular driving, there's peak torque of 152lb ft, but press the Sport Boost button on the dash and this rises to 169lb ft, while also sharpening the throttle response and adding weight to the steering. Without the Sport button pressed, the car is set up for smoother and more economical driving; pressing the button makes things a lot more zesty than the raw figures suggest.





Compared with the Punto Sporting, the Abarth has lowered, stiffer suspension, a thicker front anti-roll bar and 17-inch alloys; the result is a car that's tremendous fun in corners, without the ride being bone-jarring, although it is firm. If there's a fly in the ointment, it's the steering, which feels a touch artificial.

Brembo twin-pot callipers up front provide superbly reassuring stopping power, while recalibrated stability control allows keen on-road cornering without the electronic safety net cutting in too eagerly. Drive with skill on the track and you might be frustrated though, as the system can't be switched off altogether.

When the Punto Evo superseded the Grande Punto in 2010, the fitment of MultiAir technology made Abarth's hot hatch even better. The rest of the running gear was largely untouched; the new revised manual gearbox was seen a retrograde step, however, as it's not as slick. What the revised engine offered was improved flexibility and low-down torque, while it was even more willing to rev than before.

ENGINE & TRANSMISSION

The Grande Punto and Punto Evo engines share the same 1386cc bottom end but have different cylinder heads. While the Grande Punto has a regular twin-cam head, the Evo is fitted with MultiAir, a variable valve timing system with inlet valves controlled hydraulically, and the exhaust valves actuated by a conventional camshaft. While the tech improves the driving experience, it's something of a reliability weak spot, so check for misfiring or hesitation under acceleration.



There's no set mileage at which the MultiAir unit fails, but when it does you need to brace yourself for a £1000 bill to fix it. Using the correct oil is essential; Selenia 5W 40 is recommended.

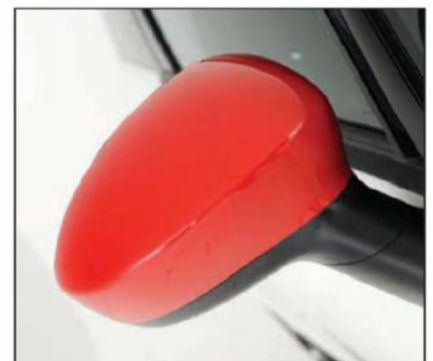
All Abarth Puntos come with a six-speed manual gearbox; the Punto Evo having revised gear ratios. The Evo's gearbox is tough but the Grande Punto's transmission is an Achilles' Heel because of weak bearings and poor lubrication, so listen for whining galore and feel for baulky or stiff gear changes. If the gearbox hasn't had a rebuild already, it will need one at some point; budget £1000. The gearbox rebuild should feature bigger, stronger bearings while the oilways can be revised for better lubrication. Incidentally, this gearbox is the same as the one fitted to the Vauxhall Corsa VXR.

The driveshaft splines wear on high-mileage cars and replacements cost a hefty £500 apiece, so feel for play with the car on a ramp and listen for rumbling sounds. However, these noises could also be down to a tired rear wheel bearing; they're weak but replacing them isn't costly.

The suspension of all models is generally tough, but the Evo esseesse and Scorpione are fitted with an uprated set-up that uses high-tech Koni FSD dampers and shorter, stiffer springs. While the dampers don't tend to give problems, the springs are prone to snapping, usually at the bottom, so the damage is hidden by the spring sitting in the retaining cup. The top mounts can also wear after a relatively low mileage, given away by a knocking noise.



All Abarth Puntos have a six-speed gearbox. Interiors wear well. Model evolution is very complex



All Abarth Puntos are fitted with twin-pot callipers up front and it's a reliable system. But the Evo esseesse, Scorpione and Assetto Corsa-equipped SuperSport all have floating discs which cost around £650 to replace; that's almost four times as much as the cost of replacing the discs on the other editions.

CHASSIS & BODY

There are no areas that are rust-prone; only now are the earliest cars coming out of their 10-year anti-perforation warranty. If there is any significant corrosion, the car is likely to have been crashed and poorly repaired, so analyse all of the panel gaps and shut lines very carefully.

The one weakness that has afflicted some cars is to be found on the Evo, whose bodykit can come unstuck, usually where the wheelarch meets the side skirt. A good bodyshop will be able to refit these using an industrial-spec bonding agent and special clamps to hold it all in place until it cures.

INTERIOR

The heavily bolstered front seats wear well, but check for damage anyway. If the car is fitted with the optional Sabelt seats, make sure the tilt function works. The cable that controls this can snap, preventing access to the rear seats.

Electrical glitches tend to be few and far between. The stop/start system can be temperamental, while the MAP sensor (at the back of the inlet manifold) gets damp which leads to erratic running. This is mainly down to a poorly fitting seal which runs across the top

of the scuttle tray. It can come adrift allowing water to drip onto the MAP sensor.

RUNNING COSTS

While the maintenance schedule for the regular Abarth Grande Punto is set at every 18,000 miles or 12 months, the esseesse cuts this to annually or every 6000 miles. Every five years or 72,000 miles, the timing belt needs to be replaced; expect to pay around £250 to get this done. The MultiAir unit also has an integral air filter which should be changed every 12 months or 12,000 miles; new ones are around £40.

As you'd expect, day-to-day running costs are pretty palatable thanks to the small-capacity engine. You can expect to get around 35mpg in everyday use, 40mpg on longer runs, while CO₂ emissions of 162g/km for the Grande Punto and 142g/km for the Punto Evo mean road tax is reasonable. The Grande Punto sits in insurance group 30, the Supersport group 28 and the Punto Evo group 32.

PRICES

It's thought that around 800 Abarth Puntos of all types were sold in the UK. If you can find an early Grande Punto that's done close to 100,000 miles you might snap it up for around £4000, but most of these cars are priced at £5000 or more, even if they've done over 70,000 miles. Most of the earliest cars are painted red, with black the next most common hue. White is by far the rarest colour, which is odd considering all of the launch cars were available only in this colour.

It's a slightly different story with the Punto Evo as

Abarth Punto is robust in service. Evo bodykits can become unstuck; check for cracked springs, too



TECHNICAL SPECIFICATIONS

ABARTH	PUNTO EVO	SS/S'SPORT/SCORPIONE
ENGINE:	1368cc four-cylinder	1368cc, four-cylinder
POWER:	163hp at 5500rpm	180hp at 5750rpm
TORQUE:	184lb ft at 2250rpm	199b ft at 2500rpm
TRANSMISSION:	6-speed manual	6-speed manual
WEIGHT:	1185kg	1185kg
MAX SPEED:	132mph	137mph
0-62MPH:	7.9sec	7.5sec



The Abarth UK esseesse together with its Abarth crate!



Campovolo grey and black Abarth Punto Evos on track

Abarth Grande Punto in action at Harewood Hillclimb on the UK launch



Andy Heywood's stunning black Abarth Scorpione, perhaps the ultimate spec?

most of the cars for sale are either black or grey; there are also red and white examples, but they're less common. Few of these later cars are priced at much under £7000, with many closer to £10,000; the newest and lowest-mileage examples still have asking prices of up to £12,000 attached. Most of the more costly cars on the market are Supersport editions, which accounted for around half of the Punto Evos that we found for sale. If your budget will stretch to 12 large ones you can buy one of the ultra-rare Scorpione editions; of the 10 right-hand drive cars built, nine are left and we found two for sale (at £11,995 and £12,250), the latter with under 13,000 miles on the clock.

It's worth looking at what extras are fitted as some of these are very sought-after; the Scorpione wasn't available with any options. Any car with an esseesse kit is likely to be sold as such, but bear in mind that because these weren't factory-fitted kits the registration document will list such cars only as standard Puntos. Sometimes standard cars are sold as esseesse editions because of a lack of knowledge. The real deal will be fitted with esseesse

badges on the tailgate and engine cover, have a certificate of authenticity or a stamp in the service book to say when the kit was fitted, and should sit on 18-inch alloys if it's had the chassis upgrades. Expect to pay a premium of around £1000 for a Punto with a full esseesse kit. 🇮🇹

Many thanks to Nick Todisco, Steve Miller and Lance Litherland for their help. For more information, check out abarthpunto.co.uk or 'The Abarth Punto Collective' on Facebook

TYPICAL PRICES:

- Grande Punto, 2009, 64,000 miles, black, £5450
- Punto Evo, 2010, 69,000 miles, black, £5475
- Punto Evo 2011 esseesse, 40,000 miles white £7495
- Punto Evo Supersport, 2014, 42,000 miles, white, £9990
- Punto Evo Scorpione, 2013, 13,000 miles, black, £12,250



Omicron

Lancia spares and restorations



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



Omicron Engineering Ltd.,

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

Sytec
FUEL TECHNOLOGY

MOTORSPORT

ADJUSTABLE
Competition
**FUEL PRESSURE
REGULATOR**

MSV MODELS
from
£99.70

Colours:

- Blue
- Purple
- Red
- Polished Silver
- Black

• AUX. GAUGE/SENSOR PORT
 • RANGE OF HOSE fittings
 • LIGHTWEIGHT ALUMINIUM

• **1:1 RATIO**
 • **ADJUSTMENT RANGE**
15.0 - 90 PSI

Tel: +44 (0)1784 493 555
www.glencoeltd.co.uk
PRICES EXCLUDE VAT @ 20%

MS-RACING

MS-Racing
Abarth & Fiat Specialist

- First Class Customer Service
- Personalised Aftersales Support
- Expert Advice
- Competitive Prices
- DNA, Powermotive, Cadamuro, Seletron, Forge Approved Suppliers

www.ms-r.co.uk
www.facebook.com/msr.co.uk
 Tel: +44 (0) 7796143073

AUTO ITALIA CLASSIFIEDS

SELLING YOUR ITALIAN CAR? FREE SERVICE TO READERS.
EMAIL LIZ.SOLO@NTLWORLD.COM

ALFA ROMEO



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 stamped in book, lots of invoices of work done in UK, stored under cover over the 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, which look stunning together. 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 spilt etc. MOT July 2018, all UK MOTs to verify mileage, an excellent investment, AROC member, £10,250. Tel: 07791 509613. A267/015



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. A267/028



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. A267/014



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. A267/016



Alfa Romeo 75 3.0 V6. F-reg (8g), excellent body and interior, runs but is sold as a garage find as it will need a lot of work underneath. Electrics are good and doesn't need any welding but has stood for years, £3250 ono. Please call me for details: 07778 448954. Email: omaraljanabi@yahoo.co.uk (Newcastle upon Tyne). A267/027

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. A267/017



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). A267/008



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). A267/022



2001 Alfa Romeo 146 Turismo 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, AROC member reducing collection, £1595. Email: redalforomeo146ti@gmail.com (Chesterfield). A267/018



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. A267/004



2012 Alfa Romeo 159 1750 tbi Lusso. c34,000 miles, last of the line low mileage 159 1750 Tbi Lusso, former Registrar's well cared for car in Alfa Red with dark grey leather. Regularly serviced by trusted Alfa specialist, new cambelt last year, MOT to January 2019, alloys just have a couple of minor kerbing damage, fairly new tyres on the front, rears will do another 5K or so, bonnet needs de-chipping. New brake discs and pads all round, £7750 ono. Email: hughalex@talktalk.net. A267/029



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: lan, 07759 696378. A267/021



1996 Alfa Romeo 155 Twin Spark 1.8. 126,000 miles, red, not cambelt, chain, cloth interior, MOT Oct 2017, £3500. Email: babsymalone@hotmail.com. A267/030



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). A267/013

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). A267/012

Alfa Romeo GT 3.2 V6. 2005, red. Good condition inside and out, work carried out since October 2015, 93,000 miles now 96,000, wheel alignment, 2x new tyres, battery, 2017 replacement timing belt, auxiliary drive belt, anti roll bar bushes, new brake disc and pads all round. MOT 29 08 2017, tax October 2017. Payment on collection from Reading or Marlow if easier, £4250. Tel: Peter, 07880 550860. A267/033



2004 Alfa Romeo GT 3.2 V6. 88,516 miles, silver, tan leather, good condition, major service 2017 (cambelt, water pump, air con compressor, 3 new tyres). New battery, sports exhaust, Quaife limited slip diff, mapped. Good history including engine rebuild (2012), 18" alloys, parking sensors, sat nav, CD, heated seats. Everything works, key codes supplied, MOT to Jan 2019. Enthusiast-owned (6th Alfa), selling due to recent arrival of Giulia QF, £6750. Tel: Robin Haynes, 07909 976121. Email: robin.haynes@ntlworld.com. A267/031



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). A267/032



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). A267/020



Mrspeedlux



1974 Alfa Romeo 1600 Junior Zagato
1 of 400 made,
1 owner, mint:
£64,995



1964 Alfa Romeo 2600 Spider
Factory RHD, 1 of 103,
high end restoration:
£134,995



1971 Citroen SM
Sensational original car with 4k miles on 30k overhaul, the best
£52,495



1961 Lancia Flaminia berlina 2.5l
LHD Excellent example
£22,495



1971 Lancia Fulvia 1.35
2nd series HF tribute car
in lovely condition:
£19,995



1970 Lancia Flavia 2000 coupe
4 speed, PAS,
leather, nice:
£15,995



1939 Simca Cinq
Original and charming
oily rog condition:
£9,995

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



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). A267/011



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. A267/019

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



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. A267/042



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. A267/023



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). A267/009

FERRARI



Ferrari F355 Spider in Rosso Corsa with Nero hide. Owned by 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. Tel: Phil, 07952 851489 (Bucks). A267/043

Ferrari 612 Scaglietti One to One. One of 17 RHD cars supplied to the UK, black nero with crema Daytona seats piped black, black calipers. September 2008, Manettino, 16,500 miles, majority main dealer servicing with Ferrari/ Maserati specialist (Autoshield Manchester) last two years. Major service including belts carried out July 2017 so everything up to date, £129,995 ono, will send photos on request. Tel: Charles, 07919 046630. A267/034

Ferrari 456 Manual. Great condition and presented with outstanding maintenance and FSH, having 20 stamps in the service book, last one being Foshers when it had new belts etc, and new set of Bridgestones all round, comes with extensive file of invoices and old MOT certificates. Five registered keepers on the logbook and a genuine low mileage of only 38,790 miles from new. Only selling as now have a 355 Spider so not really the room for this one, manual is the one to have and this one is immaculate. Email: ajcleeds@gmail.com. A267/035

Ferrari 360 Modena. 2000, 29K miles, Rosso Corsa, immaculate, £82k ovno. Tel: 07803 260417 (Glasgow). A267/036

Ferrari 458 Italia. Selling my low mileage red 458 Italia, 5400 miles only, stunning spec and immaculate condition throughout, £165,000. Email: dean@reliableelevatorservices.co.uk. A267/037

FIAT



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. A267/005



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). A267/025

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



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

Alfanatic

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

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

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

Alfa Workshop Services
www.alfaworkshop.co.uk



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

t: 01763 244441 or 245481

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

NEXT STOP!
TURIN MOTORS Ltd



- FIAT •
- ALFA ROMEO •
- ABARTH •
- CARS FOR SALE •
- SERVICING •
- CAMBELTS •
- DIAGNOSTICS •
- AIR CONDITIONING •

www.turinmotors.co.uk Tel: 0113 245 8787

Gonnella Brothers
 'Established 1979'
 Servicing, Repairing and MOT test station
 – covering classes 4, 5 & 7




Unit 5a Catford Hill, London SE6 4NU
 020 8690 0060 | 020 3302 2303
www.gonnellabrothers.co.uk


General Servicing & Restoration
 Engine & Gearbox rebuilds
 Performance Upgrades

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



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

ABARTH & C.



Original ABARTH Exhausts
 UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS

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

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

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

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

ABARTH
 EXHAUSTS

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

THE DIRECTORY SPECIALIST SERVICES



2002 Fiat Stilo 1.6ltr 16 valve Dynamic. MOT December 2018, full electric pack with rear parking sensors and auto tilt nearside mirror, full leather in blue and black, black Abarth 17-inch rims, F50 style vented bonnet (lacquer peeling), 40mm drop on suspension, twin rear exhaust, dark tint rear windows, rear hatch spoiler. Has airbag light on and engine light on (but runs spot on), told by auto electrician engine light is rear exhaust Lambda sensor (new one in boot), other is just connectors as it was stood for 2 years previously. 98,500 miles on clock at mo but will rise as is in constant use at the moment and it runs faultless. Not many of these about, be different, £1250 ovno. Email: immonoman@aol.co.uk. A267/044



Fiat Seicento. Michael Schumacher 1.1, April 2002, 02 plate, 66,000 genuine miles, MOT November, service 200 miles ago, always garaged, £795. Tel: 07526 950474 (Somerset). A267/045

LANCIA



Lancia Gamma Coupe 2000. Pinfarina 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. A267/001

MASERATI



1981 Maserati Merak SS RHD. Reluctant sale, very original and maintained, MOT until 3 August 2018, current mileage 81,859km. Engine rebuilt in 2009 at 79,478km, I've owned the car since August 2003 and since then virtually all of the mechanical aspects of the car have been done, including hydraulics and brakes by Bill McGrath and engine by B.L. Autos, I have a huge file detailing all the work done on the car since I have had it. I also have an original space saver spare wheel and tyre and the original jack is still in the car. If I was not selling the car, then I would have had the bodywork restored and, possibly got the air conditioning working. It has been an extremely reliable car in the time that I have owned it and it has not broken down once. I am happy to send more photos or discuss further on the phone. I'm looking for realistic offers, I am aware that there is nothing as 'new' or original as this currently on the market and the prices being asked for these. Please feel free to call or email. Tel: Yil, 07860 234234. Email: yil@akyuz.me.uk. A267/048



2006 Maserati Quattroporte V Duo Select. This stunning Verde Goodwood QP has covered just 27K with two owners, known to me for the last four years, when just 1000 miles have been done. Full spec inc sunroof, full history, all up to date campaigns, just serviced by PK Supercars, full health check done, with the quote "it's the best 2006 QP we have seen", early 2006 car so cheaper tax bracket too, over mats fitted, rear blind, all the goodies, £17,000. Tel: Rob Jenner, 07747 130139. Email: rob@exclusively-jaguar.co.uk. A267/046

2006 Maserati Quattroporte V 4200 petrol Executive GT.

A beautiful comfortable car with sports appeal, high spec, registered January 2006, less than 35,000 miles. The bodywork and interior are in immaculate condition, fully serviced in October 2012 at Autosshield Maserati and again in December 2015 at JCT600 in Leeds. Interim service in May 2017 at Autosshield with new discs and pads fitted all round, new battery fitted in July 2016, MOT valid until 3 September 2018. The car has covered less than 10,400 miles during my five years of ownership, being restricted as far as possible to fine weather trips. Bosch satellite navigation, CD map of UK and Ireland included. Additional features from the extensive specification: Duo Select Cambiocorsa six speed gearchange (giving the choice of 'automatic' or 'manual'), switching for sport/normal mode, radio and 5 CD autochanger, SIM slot for onboard mobile phone, trip computer, headlamp washers, cruise control, height-adjustable front seatbelts, front and rear parking sensors, extra entertainment and car controls mounted on front and rear of steering wheel, heated seats front and back, rear privacy screen, additional control panel mounted in the back, rear centre seat, 12v power socket, pen and phone tray etc. Two wood-finish lockable, fold-down picnic tables mounted on the back of the front seats with additional pullout surface, security tracking facility available via Vodaphone/Cobra. Three driver's seat memory settings, all seats electronically adjustable, independent driver/passenger climate control, space saver spare wheel, jack, wheelbrace, locking wheel bolts (4), soft-touch external door opening. Automatically dimming rear view mirror, electrically adjustable external mirrors, adjustable steering wheel, front and rear fog lights, electrically operated glass sunroof with manual sunshade/blind, drink chiller in central console, two keys will be supplied with the car. Private plate will not be included in the sale, currently owned by club member, £20,000. Tel: Sean, 01759 304050. Email: seanmuirhead@hotmail.com (East Yorkshire). A267/038



1999 Maserati QP IV Evo. Increasingly rare and in wonderful condition, the car is well known and respected in Maserati circles having been owned by well-known club members. I've been a member since the mid-90s, and of the six models I have subsequently owned, this ranks as the best example. The engine is a developed version of that which powered the Shamal, and later put into the 3200, undoubtedly the finest engine of that era. The body carries the trademark Gandini rear slashes, the car has been fastidiously maintained by Ftech and is a splendid example of an increasingly rare model, £12,350. Tel: 01395 222311. Email: golfswjon@gmail.com. A267/049



1983 Maserati Kyalami RHD 4.9 Auto. Full history, 2 previous owners, both club members. 50K miles, RHD 4.9cc auto. Just had full glass out body restoration and interior trim, £75,000. Tel: 01233 840371. Email: jim@deringarms.com. A267/047



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. A267/053

PARTS



Ferrari left hand drive headlights. Only used for couple of months, 599 GTB headlights, LHD, 599 163539, £2750. Tel: 07768 028400. A267/052

allitalia
Independent Italian Auto Specialist

www.italianspecialist.com

ESTABLISHED IN 1986, ALLITALIA, PAXTON GARAGE HAVE CELEBRATED OVER 25 YEARS OF WORKING ON ITALIAN CARS. ITALIAN CARS ARE OUR PASSION, FROM A BASIC SERVICE AND REPAIR TO A MAJOR OVERHAUL, WE CATER FOR ALL, CLASSIC OR MODERN

01978 75 75 88

AllitaliaLtd



Fiat Coupé 20V Turbo petrol tank, complete, electric pump, for sale £100. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Dyfed). A267/050

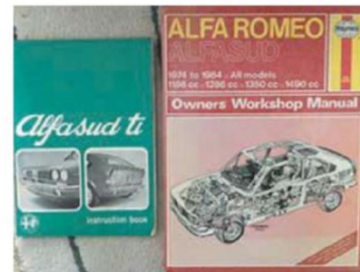
Lancia Flavia Vignale steel hardtop in silver grey. Offers around £2000. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A267/039

Maserati OME Ghibli wheels and tyres. As almost new, they were taken off my Maserati Ghibli last year having covered around 3000 miles, the wheels are very close to new and tyres are Pirelli P Zero 235/50ZR/18 (101Y) and are very good with plenty of tread, there is a slight cut on one of them. Tel: Peter, 07968 355985. Email: petertimotheou@aol.com. A267/040



Flavia Vignale hardtop. Beautifully painted in Newmarket Grey complete with rear window but requires trim/locking mechanism parts fitting and the headlining replacing, although the original one is complete with rods for a trimmer to copy. It comes with a stand and a cover and if I can get £2000 for it I will probably even deliver it if you don't live more than a couple of hours away. Tel: 07798 797262. Email: martinbuckley130@btinternet.com. A267/006

Spares: Fiat 1500 cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A267/024



Alfasud Ti handbook, pub 1977; Haynes workshop manual 1974 to 1984, all models, £3.50 each. Tel: 07399 359072. A267/002



BARC, BRSCC. British Automobile Racing Club and British Racing & Sports Car Club badge, £70 pair, post free. Tel: 020 8399 7541 (Surrey). A267/051



FOC enamel badges. Bugatti Owners Club/FOC enamel badges, 1973-4-5-6. Absolutely as new, never worn, ex FOC member, £55 incl P&P in UK. Tel: 01275 332459. A267/054

WANTED
Wanted cars: Espada S3 (prefer Euro LHD), also S1 type wheels and kit, swap 4 Merc 1988 Estate 230TE, 69,000 miles only, very clean, many new parts inc autobox, tyres, brakes, batt, exhaust comp etc, 5 alloy wheels, towbar, roof rack, CD stereo, tax and test. Plus new Snap-On tools and collection, and/or pro camera items and collection. Tel: 01277 200530. Email: dcian@fastemail.us. A267/010

Wanted: Maserati 3500GT front seats needed. Does anyone have a pair of later front seats for a 3500GT? I have a pair of earlier ones to swap if this helps. Tel: Keith Hudson, 01162 788739. Email: hudfish@gmail.com (Leicester). A267/041



Wanted: for Lancia Dedra automatic. Automatic gear selector T-handle with push button and gate (RHD), or information to assist in acquiring such, new or used. Also for sale cheaply good bodysell for manual Dedra with some parts removed available soon. Tel: 01684 892906. A267/026



Hand made 3D Bertone emblem wall art, measuring 640mm high x 350mm wide, mostly wood construction with the exception of the word Bertone and the metal background beneath the B. Special mottle effect paint finish to the top half of the emblem, £110.00 plus p&p. This famous coachbuilder bodied cars for many well known brands including Ferrari, Fiat and Lamborghini to name but a few, phone for further details. Tel: 07564 637636. A267/003



Ferrari World magazine collection. UK issues 1 to 37 in two official Ferrari slip cases. Also included are Italian edition issue 1, German issues 6 to 10 and issues 12, 29, 52 and 53. Good condition, £150 plus postage or collect in person. Tel: Phil Ward, 07078 563657. A267/007

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

* PRIVATE ADS ONLY. FOR TRADE RATES CALL 01732 445325

Colour photographs are free for PRIVATE advertisers! You can include up to 30 words free, too; thereafter it's 30p per word. Advertisements can be submitted by email, or posted using this form. Send your advert together with your remittance if applicable to: **Auto Italia Private Classifieds, Morningside House, 1 High Avenue, Letchworth SG6 3RL, United Kingdom, (email: liz.solo@ntlworld.com)** to arrive no later than **12th April** for inclusion in the **June issue**. **July issue deadline: 17th May**. All adverts received after the deadline will be inserted in the following issue.

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

PLEASE USE BLOCK CAPITALS

NAME:

ADDRESS:

POSTCODE:

EMAIL:

TEL NO:

VISA/MASTERCARD/EUROCARD/DELTA No:

Expiry date:

Issue no:

Remittance enclosed (if applicable): £

WORDING FOR ADVERT:

CLASSIFICATION REQUIRED:

TICK AS APPLICABLE

PICTURE ENC:

TRADE IDENTIFICATION:

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

1. Email a jpeg file to liz.solo@ntlworld.com

2. Send a good quality photographic print (non-returnable). Post to above address

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

Adverts received before 12th April will go into June issue

JULY DEADLINE: 17th MAY

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

ITALIAN CARS FOR SALE CLASSIFIEDS

AUTO Italia BACK ISSUES

Check our new updated back issues index for the magazine featuring your car of choice.
To order just email us or phone 01462 811115.

£5.00 (UK) - £6.00 Europe - £7.50 Rest of World
Special package prices for any 3 issues
£12 UK - £15 Europe - £18 Rest of World

ABARTH

Allemano 2400 and 2200	19	131 Prototypes	215
Abarths at Monza 1998	19	131 Abarth Diesel	231
Abarths at Silver Flag	85	131 Stradale v Group 2	251
Radbourne Abarth 1300	21	X1/9 Prototipo	130
595SS	118	Abarth Rally Range 2004	
600s	29	Panda/Stilo/S1600	96
600s	82	Panda Rally EVO 2007	136
750 Zagato Dubble Bubble.	60	Stilo WRGB 2005	101
750 Zagato Record Monza.	196	Stilo WRGB 2006	129
750 Zagato Record Monza + 750		Stilo Trofeo Abarth	193
Zagato Dubble Bubble.	258	Grande Punto S1600	183
850 Allemano Spider	50	Grande Punto S2000	134
Abarth 1000 SP	37	Grande Punto S2000	253
Abarth 2000 SP	165	Grande Punto Italy launch	138
Abarth 2000 SP	250	Grande Punto Abarth Sanremo.	141
Abarth Osella PA1	30	Grande Punto Abarth Belgium.	143
Abarth Osella PA2	89	Grande Punto Abarth SS UK.	149
Abarth Osella PA2 Nordschleife	144	Grande Punto Abarth SS.	162
Abarth 1300 OT	43	Grande Punto Abarth v 130TC.	158
Abarth OT 1300	93	Grande Punto Abarth v Mito.	171
Abarth Simca 1050 Corsa.	222	Grande Punto Abarth v Mito CL.	177
Abarth Simca 1300	119	Grande Punto Abarth EVO.	173
Abarth Simca 1300 OT	143	500C Abarth	173
204A Cisitalia Abarth	199	500C Abarth/Punto Abarth EVO.	175
205A	220	Abarth Grande Punto EVO.	197
207A Boano	48	Abarth Punto EVO Scorpione.	224
1000 Bialbero	50	500 Abarth 2008 Italy launch.	148
1000 TCR	106	500 Abarth 2008 UK launch.	156
1000 TC	145	500 Abarth Trofeo Brands (VBH).	166
1000 TC	264	500 Abarth Trofeo Cadwell.	170
1000 TC v 600 Modified	238	500 Abarth Trofeo GB Race 1.	171
Abarth Tipo 139	197	500 Abarth Trofeo GB (CBH).	175
Abarth Tipo 140	201	500 Abarth Trofeo GB Roundup.	181
1500S	217	500 Abarth (Forge)	179
2200 Allemano Spider	147	500 Abarth SS Hillclimb UK	182
850, 1000 OTR	55	500 Abarth 'Polizia'	204
1000 Berlina Corsa /Abarth Simca		500 Buyers' Guide	218
2000 / 500 Esse Esse	167	Abarth 595 by Oakley Design.	213
750 GT Zagato / 500 Trofeo / 124		Abarth 595 by Oakley/TMC.	218
Stadale / 1000TC (VBH)	168	Abarth 595 New V Old.	216
850TC Nürburgring	103	Abarth 695 Biposto.	229
850 Allemano	58	Abarth 695 New V Old.	251
OT 1600 (rep)	235	Abarth Classics at Franciacorte.	181
Scorpione Corsa Prototipo	141	Abarth Classics at Franciacorte.	191
Lombardi Grand Prix	265	Abarths 124 MY2017	248
Abarths at Monza	58	Abarths 124 R-GT v	
Autobianchi A112 Abarth	75	Ex-works 124 Group 4	259
Autobianchi A112 Abarth	170	Abarth Classiche	255
Autobianchi A112 Abarth	217	Abarth MY2017 range test	257
Ritmo (Alitalia)	90	Abarth 124 Spider	265
Ritmo Group 2	229		
Formula Italia	90		
Formula Abarth 033	138		
124 Abarth Rally	67		
124 Abarth Grp 4 Rally x2	73		
124 Abarths x3	145		
124 Abarth Rally	196		
124 Abarth Rally Group 4	214		
124 Abarth Rally Targa Florio	257		
124 Abarth/Fulvia/Alpine	32		
Polish/124 Group 4 Abarth	38		
San Remo Rally 124 Abarth	47		
131 Abarths x3	178		
131 Abarth Stradale	43		
131 Abarth	53		
131 Abarth/Integrale/Coupe	58		
131 Abarth Alitalia	68		
131 Abarth (San Remo)	81		

ALFA ROMEO

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

6C 1750	189	TZ1	179	Alfetta GT 3 car test	95
6C 1750	225	TZ2	135	Alfetta GT Racers 3 car test	266
6C 2300 Replica	75	TZ3	185	Alfetta GTV6 + integrale 'Ring	101
6C 2300 Aerospider	201	Montreal v Dino v Citroen SM	14	Alfetta Turbodelta	107
6C 2300 Mussolini	127	Montreals	47	Alfetta GTV6 (Ron Simons)	135
6C 2500 Freccia d'Oro	50	Montreal (Modified)	81	Alfetta Review	232
6C 2500 by Castanga	134	Montreal v Dino V Biturbo.	159	Giulietta, Giulia Super,	
6C 2500B Mille Miglia	155	Montreal Buyers' Guide.	174	2000 Berlina, Alfetta, Alfa 90	16
6C 2500S	156	Montreal V8 Engine Feature.	187	Alfetta / Autodelta	198
6C 2500S	229	Montreal Group 4 Autodelta.	263	Alfetta Turbodelta v 75 Turbo	
6C 2500SS	187	1900 Matta Jeep	47	EVO v 155 Q4	237
6C 2500 Competizione	243	1900 Matta Jeep	126	Alfetta Buyers' Guide '72-'84	266
Nardi-Danese 6C2500	31	1900 Matta Jeep 'AR51'	246	GTV6 Readers View	31
8C 2300 Tim Birkin	27	2300 RIO	106	GTV6 "Rare" 550bhp	52
8C 2300 (Spitzley)	56	Alfa 90 and Alfa 6	62	GTV6 (Lindsay)	66
8C 2300	244	Alfa 90 and Alfa 6	162	GTV6 South Africa	126
2900A	83	Alfa 90	102	GTV6 /33/156 Club Racers	133
8C 2900B	25	Alfa 6	97	GTV6 2.5 V6 (Time Machine)	176
8C 2900B Spider	248	Junior Zagato	128	GTV6 Buyers' Guide	178
8C 2600 at Spa	114	B.A.T. 11 Bertone	146	GTV6 3 car test (Jupe)	210
8C 2600 Simon Moore	142	Gransport Quattroruote	241	GTV6 v SZ v GTV (916)	238
8C Tipo B/Montreal/8C Comp	149	Berlinas	48	GTV6 3.0 V6	249
8C 2300 v 8C Competizione.	163	Alfa Saloons: Giulietta, Giulia Super,		75 Driver's Choice	2
8C Engine Feature	151	90, Alfetta, 2000 Berlina	16	75 Owners View x 2	19
8C Tipo B 'P3'	253	Giulia Super Dutch Trofeo	35	75 'Progetto Cinque'	22
Alfetta 159 meets Maserati 8CL	14	Giulia Super "Carabinieri"	129	75 1.8, Tipo, Dedra	25
Alfetta 159	24	Giulia Ti Super Racer	98	75 Turbo Evo Presley's Car	36
Alfetta 159 Track Test	87	Giulia Super	34	75 AROC Enzo's car "Rare"	48
Alfetta 12C	101	Giulia Super, TI & Nuova Super	76	75 Turbo Humphrey's car	58
Bimotore	95	Giulia TI Super (Factory car)	196	75 Turbo Road car	58
Clemar Bucci 2500SS	19	Giulia Coupes	82	75 Classic Choice	84
1900CSS	15	Giulia Dossier (105)	235	75 At the 'Ring (Ron Simons)	93
Tipo 33 Stradale	40	Bertone GTV	36	75 3.0 V6 twin test (EMC)	139
Tipo 33 Stradale	164	Giulia Sprint GT Tripletest	65	75 3.0 V6 vs 3.5 GTV6	157
Tipo 33/3	56	Giulia 105 Series 3 car test	208	75 Buyers' Guide	167
Tipo 33/3	111	Giulia (105) GTC	53	75 Turbo IMSA (Arese)	175
Tipo 33/3	188	GTAm/BMW 2002 Replicas	25	75 V6 Twin Test (Jupe)	219
Tipo 33/2	194	GTAm 1750	39	75 3 car Test	239
Tipo 33 Daytona	109	GTAm Turbo (Giordanelli)	44	75 3.0 v Giulietta V6(Jupe)	262
Tipo 33 TT12	113	GTAm 1300 Peter Crutch	55	75 VS GTV 3.0 VS Giulietta	266
Tipo 33 TT12	258	GTA (Track Test)	70	75 3.2 24V Track Day (Porter)	266
Tipo 33 Concepts	124	GTA vs Lotus Cortina	77	Alfa SZ + Zagato Story	13
Tipo 33 Elvio Deganello	204	GTA (Tipler)	159	Alfa RZ vs 3.0 Spider	26
1900SS Ghia Coupe	22	GTA 105 through to 155	197	Alfa SZ/RZ Guide	41
1900 SSZ	80	GTA 105 Giulia Sprint GT	203	Alfa SZ 3 car test	100
1900 SSZ 'Lopresto'	217	GTA-R 290 (Alfaholics)	252	Alfa SZ 24v Supercharged	136
1900 Golden Oldie	115	GT Junior/Fulvia/124 Coupe	147	Alfa SZ Buyers' Guide	167
1900 C SS	15	GT Junior with 75 Engine	247	Alfa SZ (Time Machine)	191
1900C SS BOANO 1955	266	Spider Duetto/ S3 vs Fiat 124.	116	Alfa SZ vs Stelvio (Zagato).	198
1900 SS	176	Junior Zagato	45	Alfa SZ VS RZ	266
1900 Ti (Pininfarina)	202	Giulia Spider (105 Prototype)	121	145 1.7 16v	2
1900 Disco Volante	64	Alfa Spider 105 (Time Machine)	193	145 CL vs BMW 318Ti	12
1900 Disco Volante	230	Alfa Spider 105 series	11	145 1.8TS	19
1900 Pinin Farina x 2	236	Alfa Spider Group test	79	146 145 Team Cars	116
2000 Sportiva	125	Alfa Spider Group test		146 + 145 Buyers' Guide	103
2000 Sprint	212	S4/916/Brera Spider	186	145 Cloverleaf/Bravo HGT	42
Alfa Twincam engine feature.	137	Alfa Spider (Unleaded conv)	25	145 Cloverleaf/Bravo HGT	180
Alfa Twinspark engine feature.	145	Alfa F1 179 vs Tornado etc	28	145 CL Fleet report	54
1750 GT Prototipo	132	Alfa INDY car	207	145 vs 33 vs Mito	160
Giulia Sprint Veloce Zagato	36	Alfasuds	42/72	145 Buyers' Guide	198
Giulia Sprint Veloce Zagato	195	Alfasud (Golden Oldie)	110	145 Turbo by Autodelta	249
Giulietta Sprint Veloce 'Goccia'	94	Alfasud V6 Alitalia (Colvil)	150	146 1.6 Junior	32
Giulietta Sprint Veloce v GT Q2	147	Alfasud 7 car test	151	146 Ti vs Audi A3	30
Giulietta Sprint Barn Finds.	223	Alfasud Engine Feature	177	146 2.0 Racer	76
Giulietta Sprint Bertone.	228	Alfasud Trofeo	219	147 Pre-launch test	51
Giulietta Sprint Zagato	50	Alfasud 1.2 Ti	226	147 Italy launch	55
Giulietta Spider	28	Alfasud Buyers' Guide	259	147 5-door + 2.0 Manual	59
Giulietta 50th Birthday	97	Alfasud - Giugiaro	265	147 Selespeed vs BMW 316	63
Giulietta Ti	233	Sudsprint (Time Machine)	185	147 5-door 1.6 + 2.0	68
LDS Formula One	69	Sudsprint Buyers' Guide	37	147 GTA	76
Giulietta SS	205	Sudsprint Racer (Lewis)	86	147 GTA Road Test	79
Giulia SS	18	Sudsprint 3 car test	138	147 GTA Road Test (Steve Berry)	87
Giulia SS	140	33 Buyers' Guide	28	147 GTA x 2 Autodelta	102
Giulia Spider (B&W)	167	33 AKK Motorsport	38	147 GTA Cup Track Test	92
Giulia Spider (Concours)	253	33 Turbo Alfa Aid	41	147 GTA Modified	253
Giulia Spider Veloce Racer	259	33 Buyers' Guide	111	147 GTA/Integrale/Coupe 20vT	164
Giulia or Giulietta?	24	33 P4 (Time Machine)	173	147 / 156 Monza Sport	70
2600 Sprint	16	Classic Saloons: Giulia Super 1.6 /		147 1.6 Turbo (Autodelta)	78
2600 Spiders	51	2000 Berlina / Alfetta 1.8 /		147 Rally Car SS1600	86
2600 Spider v Lancia Flaminia.	255	Giulietta 2.0	188	147 1.9 jtd 16v	90
2600 SZ	56	Giulietta Turbo	123	147 Range test 2005	101
TI Supers	38	Giulietta (Time Machine)	171	147 Facelift 2005	105
Disco Volante 2012	198	Alfetta 2.0 Saloon	231	147 Buyers' Guide (Soper)	114
Canguro	205	Alfetta GTV 2.0 Racer	115	147 + GT Q2	127
TZ2 1966	43	Alfetta GT/GTVs	14	147 JTD 24hr racer	131
TZ1&1/2	62	Alfetta GT/GTVs	41	147 Collezione	132

147 Collezione + GT Blackline	145	156 GTA Launch	69	3.2. Autodelta (UK)	166	Pantera owners view	44	206 Spider	220
147 Sport + GT Q2	137	156 GTA Sportwagon	71	8c Competizione	139	Pantera Restoration	68	290 MM Ch.0626	170
147 JTD-M by Janspeed	149	156 GTA Saloon	79	8c Competizione Spider	161	Pantera Si	100	290 MM Ch.0626 (News)	239
147 Buyers' Guide	150	156 GTA Bridgestone tyres	82	8c Disco Volante Spyder	248	Pantera	228	410 S	32
147 5 car group test	184	156 GTA Monzasport	112	Alfa Range Test 2008	140	Guara	28	410 Superamerica Ch.0671S	193
155 ITC	11	156 GTA Buyers' Guide	160	4x4 33,155,159,164,Brera.	256	Guara Spider	40	410 Carrera Messicana Ch.0594	199
155 ITC (Arese)	143	156 JTS Sportwagon (Selespeed)	73	Alfa Cloverleaf 5 car test	178	Guara Coupe	60	268 SP Ch.0798	17
155 2.5 V6 ti (Martini)	213	156 JTS S/Charged Autodelta	124	MiTo Italian launch	147	Guara Barchetta	60	330 P	124
155 Buyers' Guide	24	156 V6 vs 2.4 JTD (OBD tuning)	82	MiTo UK launch	155	Guara Switzerland	103	330 P Ch.0818	230
155 Buyers' Guide	68	156 2.0 JTS (2002)	83	MiTo M430 by Marangoni	155	Mangusta/Qvale	47	330 LMB track test	24
155 Buyers' Guide	201	156 Giugiaro Facelifted (1.9jtd)	84	MiTo Multiair	164	Mangusta/Pantera/Guara.	164	330 LMB	232
155 Q4/Dedra Integrale	32	156 Drivedata remaps	89	MiTo Multiair Cloverleaf	171	Mangusta (Ex Freddy Moss).	202	330 GTO at Monza	67
155 4 car group test	150	156 20v M-Jet (2003)	93	MiTo 1.4 TB vs Abarth Punto	171	Longchamp vs Kyalami	64	250 GTO/Daytona Replicas	12
155 / 156 / 159 Saloons	183	156 2.4 M-Jet (Tunit)	97	Mito CL vs Grande Punto Abarth.	177	Factory Collection	72	250 GTO (#3505GT)	16
155 BTCC	231	156 GTA AM (Autodelta)	100	Mito Buyers' Guide.	189	De Tomaso Prototypes	261	250 GTO vs Jag E-Type	37
155 DTM Drive at Goodwood	260	156 Buyers' Guide	102	Mito Carbonio (Monzasport).	191	FERRARI		250 GTO vs 250 LM (Nord)	102
164 3.0 V6 v Thema 16v Turbo	17	156 2.0 TS HBE Suspension	103	Mito 5 car group test.	193	Auto Avio 815	208	250 GTO Goodwood Revival '09	165
164 Twin Spark	22	156 3.7 South Africa	128	Mito 5 car group test.	257	125 S	266	250 GTO Ch.4675	169
164 Guide	49	156 GTA/TSpark/V6 24v/JTD	172	Mito TwinAir.	200	125 S	266	250 GTO x 2	200
164 Racer (Soper)	78	156 GTA 4 car test	199	Alfa Giulietta Italian Launch.	170	Ferrari V12 Engine Feature	150	250 GTO (#3505GT)	231
164 Buyers' Guide (Soper)	105	156 GTA 3.7 by Autodelta	215	Alfa Giulietta UK Launch.	175	Supersqualo	24	250 GTO (#3387GT)	252
164 bimotore	107	156/166/147/GT Range 2005	103	Alfa Giulietta + Mito MY2014.	215	Ferrari 246 vs 250F	172	250 LM	27
164 Procar	142	156 Ti Buyers' Guide	182	Giulietta Marangoni G430	183	196S (rep)	91	250 LM	84
164 v Croma v Thema v Saab.	153	156 Buyers' Guide Twinsparks	203	Giulietta TCT Launch	194	195 + 196	21	250 LM	110
164 (Time Machine)	188	156 Auto / GT /156 GTA	240	Giulietta TCT	196	195S Coupe by Ghia	143	250 LM Ch.6045	195
GTVs Modified (Autodelta 1997)	17	166 News pages	24	Giulietta 3 car group test	197	156 F1 Sharknose	93	250 MM Ch.0344MM	22
GTV 2.0 16v J10 (Autodelta)	22	166 International Launch	27	Giulietta Buyers' Guide	216	166 Fangio's first	51	250 MM Ch.0352MM	184
GTV 3.0	20	166 UK Launch	32	Giulietta + Mito QV	223	166 F2/FL	240	250 Monza Ch.0432M	23
3.0 GTV Spider vs RZ	26	166 3.0 V6 24v	37	Giulietta + Mito QV	229	166 Mille Miglia	153	500 MD/TR	101
24v V6 GTV	14	166 2.0 Twin Spark	49	Giulietta Sprint New and Old	227	166 Mille Miglia Ch.0066	180	500 TRC	137
24v V6 GTV	29	166 2.0 Twin Spark	71	Giulietta 4 car test (mod)	263	166 Mille Miglia Ch.0314M.	183	500 F2	139
24v GTV vs Lotus Elise	43	166 Let's go to Italy	52	4C	184/211/214/220	166 MM Fontana Ch.024.	255	500 Mondial / Mille Miglia '08	160
Spiders New & Old	35	166 3.0 24v V6 Super	54	4C (Jamie Porter)	230	212 Export Mille Miglia 2010.	169	625 TRC Ch.0680	196
Spider Duetto vs 939	152	166 Germany Launch	88	4C Modified (Jamie Porter)	246	212 Inter Coupe. Ch.0257	219	750 Monza Ch.0552	20
Spider 2.0 TS Fleet Report.	209	166 Ti (2.0 TS Lusso)	94	4C v 8C	223	212 Inter Coupe. Ch.0137E	229	750 Monza (ice racer)	89
Spider 105 S4/916 2.0/939 JTS.	221	166 Supercharged by Autodelta	134	4C SBK	236	212 F1.	216	750 Monza Ch.0492M	187
Spider group test 916	256	166 Buyers' Guide	148	4C Spider (News)	229	340 America	10	750 Monza	234
V6 Coupes Alfetta/916/Brera.	153	166 Dossier	251	4C Spider	234	340 America	45	212E Montagna (Hillclimber)	73
V6 Engine Feature.	153	V6 Saloons 164/166/159.	158	4C Spider RHD	241	340 America	158	Dino Formula 2 Ralt	79
GTV Cup	39	V6 Saloons Group Test		4C Spider Buyers' Guide	265	340 / 375 MM Ch.0320	207	275 GTS vs Nanchang	43
GTV Cup (Road Car)	65	155/156/164/166/159.	218	Club Racers 2012	200	335 S Ch.0674	241	275 GTS/Aston Martin DB6	49
GTV Cup v Fiat 20v Turbo	224	1997 Scighera	33	Club Racers 2015	234	500 Mondial	12	275 GTB/C Ch.09079	227
GTV (Autodelta)	50	Science Museum Exhibition	67	Alfa Museum Revival 2014.	229	500 Mondial	239	275 GTB/C	44
GTV LMA/AROC Racers	85	Gippo Salvetti (Blue Team)	72	Alfa Museum Visit 2017.	262	250 California/Mistral	30	275 GTB (Celebration)	98
GTV6 LMA Racer (Soper)	112	New Alfa Imports	81	Alfa Buyers' Guide Special Issue.		250 California Guide	47	275 Tour	100
GTV6 3.2 V6 in Italy	90	GT (2004)	89	Giulietta, Mito, Brera, 159Ti,		250 California Spyder	128	275 GTB/4	130
GTV6 (916 V6 + 2.0TS facelift)	92	GT (2004) JTS	94	147, GT, 156 GTA, 156 Ti,		250 California Spyder x 2	148	275 GTB/4	134
GTV (916 Buying Advice).	96	GT (2004) 1.9 jtd 16v	95	GTV 3.2, 166, SZ.	229	250 California Concours Winner	215	275 GTB/4 (Ex McQueen)	223
GTV (916 Buying Advice).	143	GT 3.2 V6 Novitec	110	Alfa Buyers' Guide.		250 GT Boano	34	275 GTB/4C	235
GTV (916 3.0 Team Cars)	119	GT Novitecrosso 1.9 16v M-jet	99	Classics Special Issue. 1750 GTV,		250 GT Boano x 3	243	275 GTB/4C Ch.06885	260
GTV (3.0 Supercharged)	122	GT 3.2 V6 (Autodelta)	106	Montreal, GTV6, 75, 155, GTV 916,		250 GT prototypes	2	275 'NART Spyder'	145
GTV6 3.2 Buyers' Guide	152	GT 1.9 jtd 16v Novitec	141	147 GTA, 156 GTA,	242	250 GT/GTO	92	275 GTS/4 'NART Spyder'	211
GTV6 v integrale v Coupe 20vt	155	GT Q2 v Giulietta Sprint Veloce.	147	Giulia Special. 101/750 Series, 105		250 Europa Ch.0313	238	275 GTB Collectors' Guide	258
GTV6 916 Series Group Test	244	GT Cloverleaf + 147 Ducati.	150	Berlina, SS, 105 Bertone, GTA, TZ1,		Dino 246 Tasman	174	365P	64
155 2.0 + V6 SZ & 33	20	GT 3 car test.	168	TZ2, MY2017 Giulia QV	254	Dino 246S	60	375 Plus Ch.0384	105
156 Supercharged (Engstler)	23	GT Buyers' Guide.	176	Giulia 2015 Museum Launch	235	Dino 246S Ch.0784	144	375 Plus	218
156 Launch	18	GT 3.7 v 3.2.	233	Giulia 2015 Balocco Test	245	250 GT Pininfarina Coupe	38	375 Ch.0388	181
156 in Spain	20	GT 3.2 v GTV v Coupe v 3200	265	Giulia Super	248	250 GT Pininfarina		375 MM Ch.0490	182
156 Hormann	25	Brera (Ital Design Concept)	91	Giulia 2016 UK Drive	255	Collectors' Guide	255	375 S Ch.0030	232
156 Superturismo	25	Brera Italian launch 2005	113	Giulia 2017 Veloce	259	250 GT Cabriolet	220	330 TR Ch.0808	131
156 ETCC track test	91	Brera / GT / 159 JTD-M	120	Giulia 2017 QV by Celtic Tuning	260	250 GT Drogo	69	330 & 365GTC	31
The Range 164 / 75 & GTV	26	Brera UK Launch 2006	119	Alfa Romeo Giulia Veloce RHD	261	250 GT Nembo Spider.	137	330 GTS & 330 GTC	140
156 2.5	27	Brera Spider Launch Italy.	123	Stelvio Italian Pre-Launch.	254	250 GTE	101	330 GTC	231
156 JTD vs 156 1.8TS	28	Brera Spider Launch Morocco.	132	Stelvio Italian Launch.	256	250 GTE Collectors' Guide	263	330 GTC Collectors' Guide	253
156 Group N	29	Brera Spider J6 by Autodelta.	144	Stelvio UK Launch.	262	250 MM Mille Miglia 2010	174	365 GTS	85
156 Group N (Powermods)	69	Brera V6 Q4.	124	Stelvio Quadrifoglio.	264	250 SWB replica	52	365 GT 2+2 Bora vs Jensen	35
156 Selespeed	33	Brera 2.2 at MBW.	130	Police Cars last 60 years.	258	250 SWB Stirling Moss	56	365 GTC4 vs Espada	36
156 2.0 Selespeed (SW)	70	Brera Q Tronic.	133	Alfa Romeo F12 van	261	250 SWB at Spa	104	Pinin (Four door)	144
156 vs Audi A4 Quattro	33	Brera S Prodrive.	146	CISITALIA		250 SWB Ch.2335	238	Daytona Spider	36
156 Q system/Selespeed	34	Brera S Buyers' Guide.	165	Cisitalia 202	92	250 GT Sperimentale Ch.2653	20	Daytona Spider by Straman	250
156 1.9 JTD	41	Brera 3.2 V6 Vs GTV6 3.2.	181	Cisitalia 202 Nuovolari Spider	241	250 GT TDF Ch.1309	14	Daytona Group 5	107
156 2.4 JTD	67	Brera 3 car group test.	227	Cisitalia Voloradente	202	250 GT TDF	151	Daytona by Michelotti	146
156 Buyers' Guide	44	159 (John Simister)	105	Cisitalia 360 Grand Prix	225	250 GT TDF Ch.0585 (Disney).	227	Daytona vs Ferrari 599	150
156 Buyers' Guide (Soper)	138	159 V6 (John Simister)	108	Cisitalia Automobili	226	250 GT Lusso (Fyshe)	42	Daytona 'Pozzi' V Road Car.	236
156 Sportwagon	45	159 V6 Range Test	109	DE TOMASO		250 GT Lusso	94	Ferrari 365 GTB/4 Daytona	261
156 Corsa	46	159 2.4 JTD-M 2.2 JTS	117	Mangusta	78	250 GT Lusso	97	NART Panther.	256
156 Sportwagon JTD	47	159 Sportwagon Italy Launch	118	Vallelunga	20	250 GT Lusso (4.0)	121	246 Racer (goodwood T Dron)	88
156 Sportwagon JTD 16v	175	159 Sportwagon 2.2 V6 Q4	122	Vallelunga	113	250 GT Lusso Concours Winner	193	246 GT/GTS	11
156 Sportwagon	48	159 Ti	139	Deauville	98	250 GT Lusso Ch.4713	264	246 GT	48
156 Group N Racer	49	159 V6 Q4 (Nordschleife)	141	Deauville (2011)	183	250 Testarossa/206 SP (Fiorano)	90	246 GT vs Stratos	81
156 Superturismo Track Test	81	159 2.2 J4 Supercharged	153	King Cobra	136	250 Testarossa Ch.0714	161	246 GT Buyers' Guide	163
156 + GTV (Autodelta)	50	159 2.0 JTD-M	166	Pantera Racer	10	250 Testarossa Ch.0738	173	246 GT Buyers' Guide	238
156 Sportwagon 1.6	53	159 1750 Tbi	167	Racing Pantera vs Testarossa	26	250 Testarossa	237	246 GT Classiche Feature	205
156 Tarox & Zender	52	159 1750 Tbi SW	182	Pantera Racers	41	206 SP Track test	133	246 GT/GTS Collectors' Guide.	252
156 Red Dot brake test	53	159 5 car group test	190			206 SP Maranello	197	246 GT/GTS	237
156 / 147 Monza Sport	70	Brera S Supercharged /GT 3.7/159				206 P Berlinetta Ch.0834	251	Dino V6 Engine Feature	180

246 Dino vs Urraco vs Merak.	190	F40 vs Bugatti EB110SS	15	360 Bi-Kompressor (Novitec).	100	812 Superfast	259	124 Coupe/GT Junior/Fulvia 1.3	147
246 Dino vs Lancia Stratos.	265	F40 vs Porsche 959	34	360 Racers x 2	104	V8 Buyers' Guide:		124 AC Coupe / 124 Spider	222
312 P	63	F40 vs Ducati 996SP	41	360 Modena (Manual v Gallardo)	182	308GT4/GTB/328/348/		Fiat 124 Sport Coupé AC/BC/CC	261
312 F1	30	F40 Michelotto	76	360 Modena Buyers' Guide	240	Mondial/355/360 Modena	259	125	49/95/220
312 T5	66	F40 Michelotto	214	F430	99	Ferrari Portofino Italy Launch	266	125 S	161
312 T3	80	F40 LM	189	F430 Spider	106			125 Group 1	211
312 B3 "Spazzaneve"	129	F40 Buyers' Guide	247	F430 Spider (Phil Ward)	119	FIAT		125 Samantha	105
312 B2 F1	149	F40 at 30	262	F430 by Novitec	116	Mephistopheles	186	125 Samantha Ireland	210
330 P4 Can Am	161	355 vs Cobra vs 200NSX	26	F430 Vs Gallardo SE	122	1899-1999 4hp	42	Superchargers 124 and Argenta	30
330 P4 Ch.0858	218	355/Diablo/ AR F1/Tornado	28	F430 Challenge Corse Clienti	125	1905 60hp	226	Fiat the Seat Years	35
P3/4	54	355 Spider F1	29	F430 Whisky Trail	128	1906 Fiat Heavyweights	16	Seat Rally Years	42
P3 at Spa	118	355 Challenge car	54	F430 Bi-Kompressor (Novitec).	132	803 Corsa	44	127 Sport 1050cc	76
712 Can-AM	76	355 Challenge (Rockingham)	70	F430 Scuderia.	138	501	86	127 Group Test	129
712 Can-AM	254	355 + 360 by Imola Racing	90	F430 Scuderia.	153	503 Spider	188	Fiat 127 'Stradale' (Restomod)	266
512 M 'Sunoco'	13	355 / 360 / 430 V8s	115	F430 GTC Team Modena.	156	505	46	128 Racer (Giovanni's)	22
512 M 'Tergal' Ch.1002	246	355 Buyers' Guide	154	F430 Scuderia 16M.	164	509	140	128 1100 CL Fleet report	45
512 S	55	355 Buyers' Guide	232	F430 Vicki Butler Henderson.	165	510S	173	128 Golden Oldie	109
512 S/M 712	228	365 Iding (355)	20	F430/360/355/348/328.	205	521C	98	128 Rally (Michael Ward)	110
512 S vs Porsche 917	163	456 GTA	14	F430 Buyers' Guide.	242	514 Spider	133	128 Rally	227
512 BBLM	40	456 M GT	25	Enzo	83	8V	37	128 Fleet report (M.Ward)	209
512 BBLM	155	456 Estate/Spider/FX	58	Enzo	101	8V	157	128 5 car test	163
365 Boxer vs Bora 4.7	78	456 M GT vs Daytona	66	Enzo vs Maserati MC12	158	8V		128 3P Buyers' Guide	177
512 Boxer	23	456 M GTA Buyers' Guide	183	Ferrari/FIA GT Championship 03	87	2392800 State Phaeton	115	128 3P Montecarlo Historic	195
512 BBi Buyers' Guide	62	456 M GTA Buyers' Guide	230	Ferrari Club Racers 208/355/360	94	1800	120	128 MK1 4 door Restoration	248
512 BB Buyers' Guide	236	456 M Racer	195	599 GTB Fiorano	120	1900 Granluce	195	130 (Steve Berry)	108
512 BBi v Pantera v Bora.	154	F50	10	599 GTB Fiorano	142	2300	117	130 vs Gamma	151
512 BB	114	F50 Track Test (Donington)	28	599 vs Daytona	150	2300S Coupe	235	131 Mirafiori	15
512 BB	254	F50 Track Test (Rockingham)	68	599 Drive Story	156	Balilla 508S	26	131 Sport (Golden Oldie)	118
				599 HGTE	159	Balilla Taxi	131	131 Mirafiori (Abarth by RSD)	227
				599 HGTE	166	Topolino (Hotrod)	75	132 + Argenta VX	127
				599 Hybrid	172	Topolino Variations (Sparrow)	69	132 Flares by Michelotti	81
				599 GTO	178	Topolinos	80	The Collectors 124/500/128	39
				599 Tribute Mille Miglia	188	Topolino 500B	106	X1/9	12
				599 XX	217	Topolino Mare	204	X1/9 Best Buy	33
				599 Buyers' Guide	245	500 (Modified)	27	X1/9 Buyers' Guide (Soper)	106
				Ferrari Technology (Dron)	139	500 (Sparrow)	58	X1/9	23
				California GT 2008	151	500 Variations (Sparrow)	62	X1/9 (Modified)	41
				California GT 2010	177	500 Jolly (Sparrow)	66	X1/9 x 2 (Modified)	150
				California HS	197	500 50th Birthday	134	X1/9 Dallara (Val Savioere)	103
				California T	223	500 Coccinella	136	X1/9 Abarth Prototipo (Rep)	104
				California T	242	500 Engine Feature	156	X1/9 Club Racer	115
				California T HS	244	500 Buyer's Guide	173	X1/9 Buyers' Guide	157
				Ferrari at Palm Beach 2009.	157	500 Based Spada Zanzara.	212	X1/9 (Time Machine)	181
				Ferrari at Le Mans 1998.	18	500 L. Readers' Car	217	X1/9 VX (Modified)	202
				Ferrari at Le Mans 2009.	160	500 The Coachbuilt cars	243	X1/9	219
				458 Italian Launch.	167	500 Sixty Years	257	X1/9 2 car test (Modified)	226
				458 Italia Sebring 12h.	187	500 Ferves Ranger	259	Strada 130TC vs Beta VX	35
				458 ISpa 24h (2015).	238	600 (Modified)	18	Strada 130TC/105TC	26
				458 by Oakley Design.	184	600s	29	Strada 130TC/105TC	132
				458 vs Gallardo Superleggera	186	600s (Modified)	82	130TC v Grande Punto Abarth	158
				458 Spider	191	600GT (Tornado Lotus engine)	193	Strada 130TC	187
				458 Italia (EVO 2)	192	600 Buyer's Guide	205	330bhp Strada Cabrio	34
				458 Italia Buyers' Guide	248	600	234	BMW V8 Strada Cabrio	63
				458 Spider vs Gallardo Spyder	204	600 Jolly	246	Strada (Time Machine)	197
				458 Speciale	216	Fiat 1100S Millecento	52	Modified Pandas (MK1)	20
				458 Speciale on Silverflag '14.	225	Fiat 1100S Millecento MM.	162	Panda Buyers' Guide	75
				458 Speciale v 430 Scuderia v 360		Fiat 1100D Millecento	123	Panda MK1 (Time Machine)	172
				Challenge Stradale	237	Fiat 1100 EZ Millecento	198	Panda Nuova (launch)	86
				Ferrari Finals 2005 Monza	103	1100 TV	128	Panda 2004	91
				Ferrari 60th at Silverstone	135	1100 103 TV	225	Panda in Dozza	94
				Ferrari Racing days Silverstone	264	1100 Padmini	119	Panda 1.2	97
				Ferrari 60th at Fiorano	136	1200+1500 Cabriolets.	233	Panda 4x4 MK1 Buyers' Guide	185
				Ferrari Superamerica	109	Formula Juniors	28	Panda 4x4 (2004)	99
				Ferrari Tribute Mille Miglia 2010.	176	1500L	176	Panda 4x4 (2005)	104
				Maranello Rosso Collection	182	1600S Coupe	96	Panda 4x4 Cross	224
				Ferrari Mondiali at Mugello	219	OSCA 1500S Coupe	41	Panda 4x4 Cross (UK)	226
				Ferrari by Pininfarina 60 years	203	1400B Junior	215	Panda MK1 (Time Machine)	172
				Ferrari by Bertone	221	850 Buyers' Guide	53	Panda MK1 4x4 (Time Machine)	192
				Museo Casa Enzo Ferrari	196	850 Bertone Race Team	221	Panda MK1 4x4 v MK v MK3	262
				Maranello Concessionaires	244	850 Coupe v Spider	245	Panda Cross 4x4 / Monster	129
				FF	183/202	Dino Coupe vs Spider	118	Panda 100hp Italy Launch	126
				FF by Oakley Design	219	Dino Coupe vs Spider	250	Panda 100hp UK	136
				F12 Berlinetta	201/212/222	Dino Spider / Biturbo/Montreal	159	Panda 100hp 3 car test	213
				F12 TDF	241	Dino 2400 Buyers' Guide	175	Panda 100hp v 500S	232
				LaFerrari	207/221	Dino 2400 Buyers' Guide	239	Panda Buyer's Guide	149
				LaFerrari vs Bugatti Veyron vs		Dino Coupe (Fuel Injected)	264	Panda Group Test	179
				F35 Lightning	249	124 Saloons	215	Panda 160hp (Turbo)	184
				488 GTB	237	124 Special	252	Panda MK3 Italian Launch	193
				488 GTB v Huracán	247	Fiat Twin Cam Engine Feature.	149	Panda MK3 UK Launch	195
				488 Spider	239	124 Spider vs Barchetta	18	Panda MK3 4x4 Italy	202
				488 Spider	251	124 Spiders	50	Panda TwinAir Rally Phil Young	205
				GT4 Lusso	247	124 Spider vs Fiat Barchetta	148	Panda MK3 4x4 UK	206
				GT4 Lusso T	256	124 Spider vs Alfa Duetto	116	Uno	10
				70 Years of Ferrari A-Z Pt1	256	124 Spider Buyers' Guide	164	Uno 45 (Time Machine)	179
				70 Years of Ferrari A-Z Pt2	257	124 Spider + Tom Tjaada	203	Uno Racer (Bailey)	29
				70 Years of Ferrari Top Racers	260	124 Coupes	52	Uno Racer (Neil Smith)	79
500 Superfast	228	550 Maranello	11	599 Buyers' Guide	245	500 (Sparrow)	58	X1/9	23
365 GT4 BB Buyers' Guide	179	550 Maranello vs Vantage	22	Ferrari Technology (Dron)	139	500 Variations (Sparrow)	62	X1/9 (Modified)	41
365 GT4 BB 512 BB Testarossa	180	550 Maranello vs Aircraft	40	California GT 2008	151	500 Jolly (Sparrow)	66	X1/9 x 2 (Modified)	150
512 Testarossa Reader's Car	209	550 Maranello (Prodrive)	75	California GT 2010	177	500 50th Birthday	134	X1/9 Dallara (Val Savioere)	103
Ferrari V8 Engine Feature	157	550 Maranello Buyers' Guide.	209	California HS	197	500 Coccinella	136	X1/9 Abarth Prototipo (Rep)	104
308 GT4	18	550 Maranello Buyers' Guide.	237	California T	223	500 Engine Feature	156	X1/9 Club Racer	115
308 GT4	26	550 Barchetta (News)	54	California T	242	500 Buyer's Guide	173	X1/9 Buyers' Guide	157
308 GT4 vs Merak SS	50	550 Barchetta Track Test	65	California T HS	244	500 Based Spada Zanzara.	212	X1/9 (Time Machine)	181
308 GT4 vs Urraco vs Merak	149	575M (John Simister)	70	Ferrari at Palm Beach 2009.	157	500 L. Readers' Car	217	X1/9 VX (Modified)	202
308 GT4 LM (NART)	194	575M Manual (Steve Berry)	86	Ferrari at Le Mans 1998.	18	500 The Coachbuilt cars	243	X1/9	219
308 Buyers' Guide	43	575M Novitec	112	Ferrari at Le Mans 2009.	160	500 Sixty Years	257	X1/9 2 car test (Modified)	226
308 GT4 Buyers' Guide	219	575GTC	98	458 Italian Launch.	167	500 Ferves Ranger	259	Strada 130TC vs Beta VX	35
308 GT4 Buyers' Guide	234	575GTZ	133	458 Italia Sebring 12h.	187	600 (Modified)	18	Strada 130TC/105TC	26
308 GTB/GTS Buyers' Guid.	241	612 Scaglietti	88	458 ISpa 24h (2015).	238	600s	29	Strada 130TC/105TC	132
308 GTB	126	612 Scaglietti (John Simister)	93	458 by Oakley Design.	184	600s (Modified)	82	130TC v Grande Punto Abarth	158
308 GTB Michelotto	181	612 Scaglietti	97	458 vs Gallardo Superleggera	186	600GT (Tornado Lotus engine)	193	Strada 130TC	187
308 GTB Michelotto (Olio Fiat).	187	612 Scaglietti/456/400	111	458 Spider	191	600 Buyer's Guide	205	330bhp Strada Cabrio	34
308 IMSA Track Test	87	612 Scaglietti Road Trip	123	458 Italia (EVO 2)	192	600	234	BMW V8 Strada Cabrio	63
308 Carma FF	201	612 Scaglietti HGTC	129	458 Italia Buyers' Guide	248	600 Jolly	246	Strada (Time Machine)	197
308 GTS vs Urraco	65	612 Scaglietti Buyers' Guide.	246	458 Spider vs Gallardo Spyder	204	Fiat 1100S Millecento	52	Modified Pandas (MK1)	20
308 GTS vs Jalpa.	162	Ferrari V12 Buyers' Guide.	260	458 Speciale	216	Fiat 1100S Millecento MM.	162	Panda Buyers' Guide	75
308 4 car test.	171	Ferrari by Alcan	30	458 Speciale on Silverflag '14.	225	Fiat 1100D Millecento	123	Panda MK1 (Time Machine)	172
308 Collectors' Guide	266	Ferrari at Le Mans	18	458 Speciale v 430 Scuderia v 360		Fiat 1100 EZ Millecento	198	Panda Nuova (launch)	86
328 GTS v Porsche 911	19	Ferrari at Le Mans	26	Challenge Stradale	237	1100 TV	128	Panda 2004	91
328 and 348 Buyers' Guide	46	Ferrari at Le Mans (Historic)	80	Ferrari Finals 2005 Monza	103	1100 103 TV	225	Panda in Dozza	94
328 Buyers' Guide	147	Ferrari at Imola	32	Ferrari 60th at Silverstone	264	1100 Padmini	119	Panda 1.2	97
328 Buyers' Guide	231	Ferrari at Monza	69	Ferrari Racing days Silverstone	264	1200+1500 Cabriolets.	233	Panda 4x4 MK1 Buyers' Guide	185
328, 348, 355, 360	82	Ferrari at Shelsley Walsh	78	Ferrari 60th at Fiorano	136	Formula Juniors	28	Panda 4x4 (2004)	99
348 GTC/GTS	32	Ferrari at Fiorano	113	Ferrari Superamerica	109	1500L	176	Panda 4x4 (2005)	104
348 Spider/Mondial	58	Ferrari Supercars at Mugello	115	Ferrari Tribute Mille Miglia 2010.	176	1600S Coupe	96	Panda 4x4 Cross	224
348 tb+ts Buyers' Guide	243	Ferrari F1	18	Maranello Rosso Collection	182	OSCA 1500S Coupe	41	Panda 4x4 Cross (UK)	226
400 Buyers' Guide	39	Ferrari F1	47	Ferrari Mondiali at Mugello	219	1400B Junior	215	Panda MK1 (Time Machine)	172
400 Buyers' Guide (Hackett).	112	Ferrari F1 2000	78	Ferrari by Bertone	221	850 Buyers' Guide	53	Panda MK1 4x4 (Time Machine)	192
400 Cabrio by Straman.	138	Ferrari F1 126C4 Track test.	168	Ferrari by Pininfarina 60 years	203	850 Bertone Race Team	221	Panda MK1 4x4 v MK v MK3	262
412 Buyers' Guide.	190	F1 Ferrari/Minardi Test	27	Ferrari 60th at Silverstone	264	850 Coupe v Spider	245	Panda Cross 4x4 / Monster	129
400/412 Buyers' Guide.	233	F1 Today and Tomorrow	32	Ferrari 60th at Fiorano	136	Dino Coupe vs Spider	118	Panda 100hp Italy Launch	126
412 Reader's Car	206	F1 Season Round-up	53	Ferrari Superamerica	109	Dino Coupe vs Spider	250	Panda 100hp UK	136
Mondial 3.2/3.4	29	Maranello Concessionaires	49	Ferrari Tribute Mille Miglia 2010.	176	Dino Spider / Biturbo/Montreal	159	Panda 100hp 3 car test	213
Mondial Buyers' Guide	197	50 years of Ferrari Poster	38	Maranello Rosso Collection	182	Dino 2400 Buyers' Guide	175	Panda 100hp v 500S	232
Mondial Buyers' Guide	235	Coys Historic Festival	41	Ferrari Mondiali at Mugello	219	Dino 2400 Buyers' Guide	239	Panda Buyer's Guide	149
Testarossa/Pantera (Racers)	26	333 SP (Derek Bell)	15	Ferrari by Bertone	221	Dino Coupe (Fuel Injected)	264	Panda Group Test	179
Testarossa vs Countach	33	333 SP	45	Museo Casa Enzo Ferrari	196	124 Saloons	215	Panda 160hp (Turbo)	184
Testarossa Buyers' Guide	244	360 Modena	37	Maranello Concessionaires	244	124 Special	252	Panda MK3 Italian Launch	193
288 GTO Evoluzione	2	360 Spider	45	FF	183/202	Fiat Twin Cam Engine Feature.	149	Panda MK3 UK Launch	195
288 GTO Evoluzione (Nord)	89	360 Spider	52	FF by Oakley Design	219	124 Spider vs Barchetta	18	Panda MK3 4x4 Italy	202
288 GTO Evoluzione Track Test	105	360 Spider	75	F12 Berlinetta	201/212/222	124 Spiders	50	Panda TwinAir Rally Phil Young	205
288 GTO Evoluzione									

Uno Turbo MKII	23	Coupe + Barchetta by Novitec	19	Stilo (Launch)	67	Diablo GT	46	Appia Convertible	194
Uno Turbo MKI vs MKII	125	Coupe v 3200 v GT 3.2 v GTV	265	Stilo Multiwagon (Launch)	80	Diablo 6.0 VT	50	Lancia Appia S1,2,3	261
Uno Turbo MKI vs Croma Turbo	224	Flying Fiats (Irish Racers)	113	Stilo 1.8 16v	71	Diablo GTR (Reiter Eng)	137	Aurelia V6 Engine Feature	148
Uno Turbo MKI vs MKII	247	Barchetta Buyers' Guide	22	Stilo 1.9 JTD	72	Murcielago	63	Aurelia	43
Tipo, Alfa 75 1.8, and Dedra	25	Barchetta Buyers' Guide	71	Stilo 1.9 JTD (Modified)	79	Murcielago	64	Aurelia B20 Series 1	107
Tipo 2.0 16v	54	Stola Monotipo/Barchetta	25	Stilo 2.4 Abarth	92	Murcielago (Road Test)	72	Aurelia B20 Pichon Parat	125
Tempra (Best Buys)	31	Barchetta (Auto Haven)	25	Stilo Schumacher	108	Murcielago (Track Test)	83	Aurelia B20 (S2+S3)	200
Croma IE Turbo (Time Machine)	178	Barchetta/Alfa 156/GTV	27	Stilo Schumacher Buyers' Guide	208	Murcielago Vs Porsche 996	86	Aurelia B20 Irish Racer	213
Cinquecento Sporting	2	Barchetta/Punto (Modified)	31	Stilo Buyers' Guide	145	Murcielago Roadster	106	Aurelia B20 'Outlaw' TK	242
Cinquecento Abarth	12	Barchetta Turbo (Novitec)	33	Idea Launch	88	Murcielago Roadster (Batman)	117	Aurelia B24S	23
Cinquecentos (Modified)	17	Barchetta (Revisited)	54	Idea (Steve Berry)	93	Murcielago LP640	136	Aurelia B24 Spider	46
Cinquecento Buyer's Guide	26	Barchetta Facelift	97	Idea Fleet report	107	Murcielago LP640 vs Typhoon	121	Aurelia B24 Spider	127
Cinq Sporting Buyer's Guide	187	Fiat Barchetta vs 124 Spider	148	MPV multitest Doblo/Idea/	102	Murcielago R-GT (GT1 racer)	129	Aurelia B24 Spider	154
Cinquecento Sporting	41	Fiat Barchetta Buyers' Guide	151	Multipla/Ulysse	102	Murcielago R-GT (GT1 racer)	142	+ B52 Rosa d'Oro	87
Cinquecento Sport x2 Modified	258	Fiat Barchetta Buyers' Guide	254	Croma Turbo vs Uno Turbo MKI	224	Murcielago LP670-SV	165	Aurelia B24S Convertible	87
Cinquecento Trofeo 120bhp	66	Bravo/Brava	10	Croma (2005)	107	Gallardo	81	Aurelia GT 2500 Spider	190
Hormann Cinquecento SX	42	Bravo/Brava/Marea	59	Croma (UK Steve Berry)	111	Gallardo (Track Test)	84	Aurelia B24 Spider + Flavia	249
Seicento (Launch)	23	Bravo/Brava Buyers' Guide	69	Croma in Ireland	118	Gallardo (Road Test Italy)	93	Aprilia + Aurelia	100
Seicento Turbo (Novitec)	30	Bravo SX	34	Croma 2.4 20v Multijet	122	Gallardo Police Car	108	Aprilia Langerthal	108
Seicento Sporting	44	Bravo HGT & Marea	15	Croma Buyers' Guide	210	Gallardo Spyder	116	Aprilia	166
Seicento Sporting and S	56	Bravo HGT	17	Sedici 4x4 Italy Launch	115	Gallardo By Hamann	118	Aprilia (Fred Gallagher)	188
Seicento (UAD Motorsport)	70	Bravo HGT	36	Sedici 4x4 UK Launch	120	Gallardo By IMSA	126	Astura	88
Punto Sporting MK1 (Launch)	16	Bravo HGT DC Cook	41	Sedici 4x4 1.9 Multijet	131	Gallardo GT3 by Reiter Eng.	130	Astura by Pinin Farina	185
Punto Sporting MK1	21	Bravo HGT vs Alfa 145 CL	42	Scudo	129	Gallardo by Reiter Eng.	139	Astura by Castanga (Villa D'este)	95
Punto (Buyers' Guide)	56	Bravo HGT vs Alfa 145 CL	180	Fiurino	142	Gallardo GT3 Adria Track test.	145	Astura + Appia	111
Punto 1.2, 1.9 JTD, HGT	82	Brava 105 JTD	41	Linea	144	Gallardo Superleggera	132	Astura MM Sport	203
Punto Mk2 Group test	120	Brava 100 16v	53	Qubo	151/157	Gallardo Superleggera	143	Astura	241
Maggiore - Puntograle	31	Bravo 1.4 T-Jet (Launch 2007)	130	Dualogic Panda/Punto/500	186	Gallardo LP570-4 Superleggera	171	Flaminia	39
Modified Punto GT Turbos	39	Bravo (UK Launch 2007)	135	Freemont 4x4	197	Gallardo LP570-4 Superleggera	199	Flaminia Sport	42
Modified Punto GT Turbos	64	Bravo 1.4 T-Jet (Launch 2008)	140	Freemont 4x4 Cross	224	Gallardo Superleggera v 458.	186	Flaminia GTL	76
Punto Mk2 - Turin launch	37	Bravo ECO	148	Freemont 4x4 Cross	231	Gallardo LP560-4	146	Flaminia 3 car test	172
Punto LS design	46	Bravo 1.4 T-Jet + 1.6 M-Jet	202	124 Spider MY2016	240	Gallardo LP560-4 v Countach.	156	Flaminia 2.5 3C Zagato.	258
Punto - Sicily launch	40	Bravo Buyers' Guide	207	124 Spider MY2016	246	Gallardo LP560-4 Spyder.	162	Flaminia 3c Speciale (Lopresto).	218
Punto Rally Super 1600	42	Ulysse	10/80	124 Spider MY2016 UK	250	Gallardo Super Trofeo.	159	Lancia Flaminia CInvertible vs	
Punto Rally Super 1600	56	500 2007 Launch	135	Tipo Spider MY2016	245	Gallardo Super Trofeo.	166	Alfa 2600 Spider.	255
Punto Rally Super 1600 (Test)	78	500 2007 1.3 Diesel	139	Tipo Spider MY2016 UK	250	Gallardo Balboni.	163	Flavia Coupe	17
Punto HGT	45	500 2007 1.3 Diesel (remap)	144	Fullback	257	Gallardo Spyder Performante.	194	Flavia Coupe (Golden Oldie).	123
Punto HGT (jtd) 2004	98	500 2008 1.4 Lounge	140	ISO		Gallardo 5-95 by Zagato.	263	Flavia Zagato + Convertible	170
Punto HGT 2005	104	500 2008 UK launch	142	Iso Story Pt1	12	40 years of Lamborghini	83	Fulvia Zagato x 2	19
Punto HGT Buyers' Guide	166	500 2008 1.4 Sport	159	Iso Story Pt2	15	Countach/Diablo/ Murcielago.	135	Fulvia Zagato Historic racer	60
Punto HGT Fleet report (M.Ward)	210	500C	161	Iso Grifo A3/C	31	4 car test: Urraco/Silhouette/		Fulvia Zagato twin test	213
Punto Speedgear Launch	47	500 TwinAir	174	Iso Grifo A3/C	109	Jalpa/Gallardo	94	Fulvia/Abarth/124/Alpine	32
Punto Speedgear	60	500 TwinAir	178	Iso Grifo A3/C	109	Jalpa vs Ferrari 308 GTS	162	Fulvia Spotters' Guide	33
Punto JTD	51	500 3 car test	174	Iso Grifo IR8	124	Aventador	185	Fulvia Classic Choice	83
Punto 1.9 JTD	67	500 Buyers' Guide	181	Iso Grifo S	236	Aventador	195	Fulvia F&M Specials	90
Punto Sporting Turbo R&A	59	500 3 car test	214	Iso Grifo GL 365	246	Aventador + Typhoon	225	Fulvia F&M Specials	232
Punto/Seicento Abarth	60	500 4 car test	192	Iso Fidias	160	Aventador/Murcielago/Diablo	198	Fulvia 1.6 HF	92
Punto Facelifted	83	500L Launch (Turin)	198	Iso Rivolta GT	216	Aventador LP760-2 by Oakley	200	Fulvia S05	98
Punto Facelifted Driven (Berry)	85	500L Launch	207	Iso Rivolta Racer	216	Aventador vs Abarth 595 by		Fulvia 2C (racer)	103
Grande Punto Launch	112	500L Trekking	211	Isotta Fraschini	90	Oakley Design	213	Fulvia Zagato Club Racer	115
Grande Punto UK Launch	116	500L Trekking	212	LAMBORGHINI		Aventador LP750-4 SV	235	Fulvia 1600 HF (Simister)	121
Grande Punto Sporting (1.9).	117	500L MY2017	258	Miura V12 Engine Feature	147	Aventador S	256	Fulvia V4 Engine Feature	146
Grande Punto Sporting Novitec	125	500L MY2018	265	Miura S (Twiggy)	18	Aventador Roadster	207	Fulvia 1.3/124 Coupe/GT Junior	147
Grande Punto 120 Eleganza	123	500 + 500L MY'14 Range Test	219	Miura S (Shah of Iran)	39	Huracán LP610-4	222	Fulvia Marlboro (Munari)	192
Grande Punto T-Jet	141	500x Italian Launch	228	Miura (Giordanelli Rebuild)	106	Huracán LP610-4	236	Fulvia 1.6 HF Fanalone + integrale	
Grande Punto 1.4 T-Jet + 1.9.	146	500x Vs Renegade on Snow	232	Miura (3 car test)	111	Huracán HM680-4 (Oakley)	230	Fulvia 1600 HF	212
Grande Punto EVO.	165	500x Vs Renegade	249	Miura Jota (Piet Pulford)	120	Huracán Spyder	242	Fulvia 50th Anniversary	204
Grande Punto EVO. (VBH)	168	500x UK	233	Miura P400	145	Huracán Performante	258	Competizione Prototype	204
Grande Punto Buyer's Guide	184	500 MY2015	236	350 GT	152	Urus	264	Final Edition	181
Grande Punto Buyer's Guide	221	500 MY2015	237	400 GT	11	Urus	266	Gamma	101
Grande Punto TwinAir	195	500 Anniversario	260	400 GT Monza	113	LANCIA		Gamma vs Fiat 130	151
Grande Punto 3 car group test	201	Multipla + Vignale Gamine	130	Espada vs Ferrari 365GTC4	36	Lancia Collection K Sport	175	Gamma 4 car test	189
Coupe 20v/Turbo	13	Multipla	36	Espada	119	Lancia Reunion (Miki Biasion)	180	Gamma Coupe (Time Machine).	206
Coupe 20v/Punto ELX	25	Multipla	44	Espada Restoration Parts 1-7		Lancia Theta 35hp	102	Sibilo by Bertone	206
Coupe 20v Turbo LE	28	Multipla Eco versions	45	197/199/200/201/203/206/210		Lancia Tipo 55 Corsa	78	Stratos Alitalia/Prototype	2
Coupe 16v Buyers' Guide	30	Multipla 1.9 JTD	50	Espada 3 car test	239	Lancia D25	242	Stratos Replicas vs Original	10
Coupe 16v vs Integrale	68	Multipla 1.9 JTD	66	Silhouette	13	Lancia D50 (Track Test)	71	Stratos (San Remo 1974)	47
Coupe 16v Turbo Prototype	259	Multipla 1.9 JTD (Modified)	79	Jarama GTS	141	Lancia D50	240	Stratos GT0/GT car	51
Coupe/Honda/Pug 306	31	Multipla Facelift 2004	96	Jalpa	35	90 Years of Lancia	12	Stratos vs Dino 246 GT	81
Coupe 20v	39	Multipla Facelift 2006	127	Islero	96	Lambda	11	Stratos vs Dino 246 GT	265
Coupe 20v Turbo (Modified)	40	Multipla Buyer's Guide	113	Islero S	177	Lambda Airway	32	Stratos - 30 years of	85
Coupe 20v Turbo Plus	43	Multipla Buyer's Guide	202	Urraco vs Ferrari 308 GTS	65	Lambda	53	Stratos World Meeting 2007.	140
Coupe 20v Fleet report	45	Doblo MPV and Van	62	Urraco vs Merak vs 308GT4	149	Lambda	186	Stratos Stradale + Group 4.	117
Coupe 20v Fleet report	143	Doblo and Iveco Truck	63	Urraco vs Merak vs 246 Dino	190	Lambda 7th Series Torpedo	211	Stratos Prototype.	152
Coupe 20v Turbo Fleet report.	209	Doblo 1.9 JTD MPV	73	Urraco vs Gallardo Balboni vs		Lambda 73 car test	211	Stratos (Heseltine).	233
Coupe Buyers' Guide	48	Doblo Italian Launch 2006	114	Huracán Spyder	262	Dilambda S2 Carlton DHC	143	Stratos Chequered Flag Story.	243
Coupe Buyers' Guide (Soper)	109	Doblo Family MY2009	171	LM002	133	Dilambda S2 Offord Cabriolet	184	Stratos Group 4 x 2	244
Coupe Buyers' Guide	137	Ducato 160 Multijet	121	LM002	264	Lancia/Alfa Ghia Coupes	22	Stratos Group 4 Track Test	249
Coupe x 3 Modified	126	Ducato MY14	223	Countach LP400	17	Lancia Commercials	66	Stratos - 2005	103
Coupe 20v Turbo 185bhp	55	Marea HLX	17	Countach LP400 v LP560-4.	156	Augusta	240	Stratos New 2010	179
Coupe 20v Turbo Buyers' Guide	153	Marea 20v Weekend	42	Countach vs Testarossa	33	Ardea	96	Rally multi car feature	99
Coupe 20vT/GTV6/integrale	155	Marea Weekend 2.4 Team Cars	124	Diablo SV	24	Appia	36	Rally multi car feature	255
Coupe 20v Turbo 3 x modified	200	Marea Buyers' Guide	115	Diablo SV/F1/ Tornado	28	Appia Vignale	63	Betas Modified	32
Coupe 20v Turbo v GTV Cup	224	Importing Italian Cars	40	Diablo SVR Track Test	14	Appia meets Ypsilon	113	Beta	13
Coupe 20v Turbo 3 car test	242	Ecobasic (News)	49	Diablo GT/SV/SE30	42	Appia Zagato	180	Beta Historic racer	60
Postert Fiats	13	Stilo (Launch)	62			Appia Furgoncino	138	Betas Coupe/HPE/Saloon	55

Beta VX vs Strada Abarth	35	Thema / Chrysler 300C	199	Kyalami vs Longchamp	64	GranTurismo S	177	Eugenio Alzati	175
Beta Coupe/Saloon/Montecarlo	139	Kennedy Collection	263	Karif	90	GranTurismo S Auto	160	Graham Warner	176
Beta Coupe Alitalia (Colvill)	150			Indy	68	GranTurismo MC	161	Derek Bell	177
Beta HPE (Time Machine)	177	MASERATI		Biturbo Spyder	76	GranTurismo MC Trofeo	172	Lincoln Small	180
Beta Volumex x 2	260	250F	11	Biturbo Spyder	225	GranTurismo MC Trofeo	177	Francesco Stanguellini	182
Trevi Bimotore	237	250F (CM9)	63	Biturbo (Heywood)	107	GranTurismo MC Trofeo (Donington	172	Miki Biasion	187
Montecarlo	16	250F (CM5)	215	Biturbo V8 Engine Feature	171	2011 race) Giordanelli	188	Vittorio Jano	206
Montecarlo V6 Alfa engine	34	250F (Fangio's Car)	73	Biturbo (Time Machine)	190	GranTurismo MC Trofeo (Silverstone	172	Gianni Regiani	208
Montecarlo Buyers' Guide	161	250F vs Ferrari 246	172	Biturbo Buyers' Guide	251	2015 race) Giordanelli	230	Agnelli's Cars	210
Montecarlo Turbo (Martini)	206	Cooper Maserati	72	Ghibli Cup GT racer	34	GranTurismo Trofeo/Stradale	176	Giorgio Pianta	221
Martini LC1	207	8CL	24	Ghibli GTvs BMW M3	13	GranTurismo	189	Luigi Chinetti	221
Martini LC2	208	8CM + 6CM	82	Ghibli Cup	40	GranTurismo Whisky Tour	195	Piero Stroppa	248
LC2 Track Test	96	8CM	222	Ghibli Buyers' Guide	51	GranTurismo Sport	198	Paolo Stanzani	255
037 Rally Stradale	67	4CS	54	Ghibli Primatist	65	GranTurismo Sport / GranCabrio		Andrea Zagato	262
037 Rally Stradale	245	Bugatti-Maserati (1937)	245	Barchetta + Parmisan	38	Sport + Monaco Yacht	203		
037 Rally Martini (Volta)	62	V4 Sport	229	Barchetta (Bone)	42	GranTurismo Buyers' Guide	249	CLUB FEATURES	
037 Rally Olio Fiat (Grifone)	144	Eldorado	29	Barchetta (Bone)	217	Grand Tour with QP5 S & GT	150	Fiat Coupe Club UK	151
037 Rally Olio Fiat (Grifone)	199	Alfieri Collection (pre Panini)	16	Shamal	18	MC Stradale	183	Fiat Forum Club UK	186
037 Rally Wurth	230	Heritage 450S	26	Shamal	238	MC Stradale	221	Fiat Forum	154
Delta HF Turbo	29	150S + Maria Luisa IV Boat	234	Quattroporte Series I (Antas)	134	MC Stradale (Lago d'Iseo)	224	Stratos Replica Club	158
Delta S4	31	300S (Spa)	110	Quattroporte Series I	66	GranCabrio	160	Alfa Romeo Owners Club	159
Delta S4 Cesare Fiorio's	72	300S	209	Quattroporte Series I	121	GranCabrio	189	Clubcento	165
Delta S4 ride (Val Savioere)	78	450S (Recreation)	84	Quattroporte by Frua	233	GranCabrio Sport	188	Lancia Motor Club	166
Delta S4 ECV1	179	450S (Spa)	91	Quattroporte Series II	122	GranCabrio Sport	194	Fiat 131 3ma	169
Delta S4 Martini	210	Tipo 63	36	Quattroporte Series II v SM	265	GranCabrio Sport + Yacht	198	Fiat Strada 130 Club	172
Delta S4 Stradale	222	Tipo 63 (Panini)	102	Quattroporte Series III	46	GranCabrio/GranTurismo S/		Alfa Romeo Giulietta Register	177
Delta 40th Anniversary	161	Tipo 61	89	Quattroporte Series III	123	Quattroporte GTS	175	Maserati Club	181
Delta 4HF 4WD	169	Tipo 61 Birdcage Ch.2461	211	Quattroporte Series IV v BMW	21	GranCabrio/GranTurismo/MY18	260	Fiat Punto Sports Club	189
Delta Integrale 8v Team Cars	198	A6GCM	47	Quattroporte Series IV Evo	38	GranCabrio/GranTurismo S MC		Fiat X1/9 Club	190
Integrale Special Editions	21	A6G2000 Zagato	34	Quattroporte Series IV	124	Sportline / GranTurismo S Auto	186	Abarthisti	191
Integrale v Escort Cosworth	15	A6GCS Pininfarina Coupe	49	Quattroporte Series V	91	Maserati Museum (100years)	227	Fiat Register	192
Integrale 8v/Nissan Skyline	23	A6GCS	245	Quattroporte Series V (2004)	96	Maserati Centennial	224	Montecarlo Consortium	197
Integrale vs Caterham	44	A6G 2000 by Frua	49	Quattroporte Series V (Yellow)	103	Maserati Ice Driving	193	Fiat Dino (The Other Dino)	198
Integrale Buyers' Guide	49	A6G Frua Coupe	72	Quattroporte V Sport GT	119	Maserati Trofeo 2013	209	Club Lancia Sport	200
Integrale/Coupe/131 Abarth	58	A6 1500	63	Quattroporte V Sport GT	125	Maserati Trofeo World Series	212	ISO Club	203
Integrale Evos (Modified)	63	A6GCS (Blue)	132	Quattroporte V Auto 2007.	130	Ghibli MY2013	211	Lamborghini Club	206
Integrale vs Coupe 16v	68	A6GCS (2053)	211	Quattroporte V GTS Auto 2008.	140	Ghibli MY2014 Group Test	217		
Integrale 8v, 16v, EVO	93	A6G 54 Zagato	202	Quattroporte V + P1 Boats.	142	Ghibli MY2017	253	CARROZZERIE	
Integrale Track test (Drivedata)	95	A6G 54 Frua	203	Quattroporte V v QP IV.	256	Ghibli S MY2018	264	Siata	195
Integrale Repsol Group A	105	A6G 54 Coupe by Frua	230	Quattroporte S.	149	Levante	243	Siata	208
Integrale 5 car test (Modded)	127	Race Transporter	112	Quattroporte Sport GT S	156	Levante UK	252	Allemano	198
Integrale/Coupe 20vT/147 GTA	164	Cegga (Hillclimber)	48	Quattroporte Sport GT S	172	Levante Q4 Ice DrIving	255	Castanga	199
Integrale Buyers' Guide	156	Mistral/250 California Spider	30	Quattroporte Bellagio Touring	196	Levante S in Dubai	263	Bertone	200
Integrale/Coupe 20vT/GTV6	155	Mistral vs AC 428	56	Quattroporte Evo Superstar.	196	Levante S + Granturismo MY18	265	Fissore	202
Integrale Group A Martini	182	Mistral Coupe	70	Quattroporte VI Launch	204			Frua	203
Integrale Group A Martini	228	Mistral 3.7 Spyder	144	Quattroporte VI GTS in Venice	214	OSCA		Vignale	204
Integrale Martini	212	Mistral + Speedboat	210	Quattroporte VI S	241	OSCA 1500S Coupe	41	Boano	205
Integrale 500bhp (Walkers)	217	Mistral Collectors' Guide	264	Quattroporte VI MY2018	247	OSCA Story	29	Touring Superleggera	206
Integrale 3 car test	226	Sebring	45	3200GT	27	OSCA 2500GT	32	Zagato	207
Integrale 30th-48 page Special	262	3500GT	43	3200GT	36	OSCA MT4	59	Ghia	209
Hyena	64	3500GT Special Body	58	3200GT vs Porsche C4	48	OSCA Tipo 4	103	Michelotti	210
Magia "Concept"	22	3500GT Replica Body	75	3200GT	53	OSCA 1600 Coupe	202	Scaglietti1	211
Dedra/Alfa 75/Fiat Tipo	25	3500GT Spyder Vignale	80	3200GT Club Fiorano	59	OSCA V12 F1	257	Farina	212
Dedra	27	3500GT Spyder Vignale	167	3200GT vs Aston Zagato	62	OSCA 1600GT	266	Moretti	213
Dedra Integrale/Alfa Q4	32	3500GT Spyder Vignale		3200GT Buyers' Guide Heywood	140			OSI	215
Thema 8.32	12	Collectors' Guide	254	3200GT/Gransport Spyder/GT	157	PAGANI		Pinin Farina	216
Thema 16v Turbo vs 164 3.0	17	3500GT	59	3200GT Buyers' Guide Heywood	162	Pagani Zonda C12	38	Pininfarina	217
Thema 8.32 vs 16v Turbo	35	3500GT	99	3200GT Buyers' Guide Heywood	250	Pagani Zonda C12/C12S	53	Scioneri	218
Thema 8.32	220	3500GT (Giordanelli)	201	3200GT vs 4200 Gransport	240	Pagani Zonda S 7.3	95	Francis Lombardi	219
Thema 8.32 Buyers' Guide	247	3500GT (25CLO)	249	Spyder	64	Pagani Zonda S 7.3 Roadster	104	Ermini	220
Thema Buyers' Guide	110	5000GT	48	Spyder	69	Pagani Zonda F	115	Motto	221
Thema v Saab v Cromo v 164.	153	5000GT (Variations)	81	4200 Coupe	66	Pagani Zonda R	157	Vioti	222
Thema Plus	240	5000GT (Frua)	85	4200 Coupe	71	Pagani Huayra	201	Savio	223
Delta HPE HF Turbo	37	5000GT (Allemano)	93	4200 Gransport	100	Pegaso Z103	34	Fantuzzi	224
Delta HPE Evo 500	54	5000GT (Joe Walsh)	191	4200 Gransport	108	Pegaso Z102	91	Boneschi	225
Delta HPE Turbo Buyers' Guide	169	Cooper Maserati T61P	154	4200 Gransport	126			Colli	226
Delta HPE Turbo (Imports)	71	Khamsin	41	4200 Gransport	220	THE INFLUENCERS		Sibona & Basano	227
Delta (New) 2008	147	Khamsin Collectors' Guide.	257	Coupe/Spyder Cambiocorsa	79	Adolfo Orsi	147	Riva	228
Delta vs Ypsilon	174	124 GT Prototype	60	Coupe/Spyder Ice Driving	105	Brenda Verner	148	Moterosa	229
Delta vs Ypsilon (Chrysler)	190	Simun Prototype	60	Spyder Cambiocorsa	94	Giulio Borsari	149	Balbo	230
Ypsilon	24	Ghibli SS	52	Spyder (Jodie Kidd)	86	Valentino Balboni	150	Ellena	231
Ypsilon 2004 1.4	89	Ghibli SS	200	Coupe Trofeo	84	Ermano Cozza	151	Italdesign	232
Ypsilon 2011	185	Ghibli v Ferrari Daytona	127	Coupe Trofeo (Monza)	106	Stephan Winkleman	152	Giugiaro	234
HPE & Y	11	Ghibli 3 car test new v old	222	Coupe Trofeo (Silverstone)	111	Giorgetto Giugiaro	154	Bandini	251
Y10 (Time Machine)	175	Ghibli Collectors' Guide.	261	Gransport Trofeo (Silverstone).	120	Jack Sears	155	Scaglione	252
Y10 + Turbo	223	Bora	12	GS Zagato.	133	Chris Rea	156	Stanguellini	254
Lybra	38	V8 Engine Feature	152	GT Masterclass 2003	88	Ercole Spada	158		
Lybra 2.4 JTD SW	65	Bora 4.7	35	GT Masterclass 2008	154	Ercole Spada	266	SPECIAL FEATURES	
Kappa	20	Bora 4.7 vs 365 Boxer	78	90 Years of Maserati	102	Sergio Scaglietti	159	20 Years of Auto Italia	229
Kappa Coupe	54	Bora v 512 BBi v Pantera.	154	Maserati at Silverflag 2005	104	Stirling Moss	160	AC 378 by Zagato	203
Kappa 3.0 Saloon	58	Bora v 4.7.	194	MC12 Stradale	105	Aldo Brovarone	162	Aguzzoli 1600 Coupe	136
Thesis (Launch)	65	Merak	33	MC12 Corse	141	Edgardo Michelotti	164	Arnolt Aston Martin	48
Thesis 2.4 JTD (San Remo)	80	Merak vs Ferrari 308GT4	50	Maserati MC12 vs Enzo	158	Gianni Rogliatti	165	Aston Martin Vanquish Zagato	105
Musa 1.9	105	Merak vs 308GT4 vs Urraco	149	GranTurismo Italy Launch	137	Terry Hoyle	172	Aston Martin DB2/4 by Ghia	213
Centenary Celebrations	126	Merak Turbo Prototype	67	GranTurismo (Giordanelli)	144	Tom Tjaarda	173	Autobianchi 500	60
Centenary Celebrations (Collins)	127	Merak vs 246 Dino vs Urraco.	190	GranTurismo S	146	Franco Zagari	174	Autobianchi	73



Autobianchi A111	217	Le Mitiche Sport Bassano	112	Replica P4s	38/51/54	Aprilia RSV1000	67	Ducati 1000DS	82
Autobianchi Primula Coup.	254	Le Mitiche Sport Bassano	213	Riva Factory Visit	144	Aprilia Tuono	72	Ducati 1098	128
ATS Allemano Coupe	163	Le Mitiche Sport Bassano	237	Riva Ferrari 32	242	Benelli 500-4	19	Gilera 500-4	15
ASA Coupe	209	Le Mans Classic 2006	124	Ruote Borrani	225	Benelli Tornado 900	40	Husqvarna Nox	70
Aznom Codatronca	192	Le Mans Classic 2009	162	Salon Prive London 2013	214	Bimota DB2R	13	Laverda Ghost	14
Bandini	126	Le Mans Classic 2014	224	Salon Prive Blenheim 2017	261	Bimota YB11	10	Laverda 750s	20
Bassano (Le Mitiche Sport)	86	Ligier JS2	236	St James Concours 2013	214	Bimota 500 VDue	16	Laverda 1000 SEI	244
Bertone	2	LIFE F1 track test	162	Serenissima 538 Jet Coupe	121	Cagiva Planet 125	22	Moto Guzzi RS	12
Bertone (Inc Stratos Zero)	92	Lincoln Dual-Ghia	214	Serenissima F1	140	Ducati 955	10	Moto Guzzi Furia	75
Bertone Suagna + GT Cabrio.	121	Marangoni Tyre Test	84	SCAT 22hp	201	Ducati ST2	17	Moto Guzzi 500V8	239
Bertone Mantide.	161	Martini Story Pt1	205	Siata 750 Gran Sport	28	Ducati 620	82	MV Agusta F4	35
Bertone Sale of Collection.	233	Mallorca Classic Rally	184	Siata/Fiat 750 Spider Corsa	253	Ducati 749	82	MV Agusta 750 Brutale	71
Best of Italy Race 2017.	253	Minardi (team)	12	Siata Sportscars	54	Ducati 750	21	MV Agusta 500-4	133/240
Bianchi S5 Torpedo.	137	Minardi Subaru F1	39	Siata Spring	111	Ducati 800SS	82	MV Agusta 350-4	11/242
Boneschi	108	Monteverdi 375S	71	Siata 1300/1500	114	Ducati 996SP vs Ferrari F40	41	Vee Two Desmo Shark	23
Bologna San Luca Hillclimb '06.	116	Michelotti 132 Flares	81	Stola Monotipo/Barchetta	25	Ducati MH900 Evo	43	Piaggio APE Cross	205
Bologna San Luca Hillclimb.	123	Mille Miglia 2006	122	Stola Stratos (Concept)	53	Ducati 996R	66	Italian Scooters	246
Bologna San Luca Hillclimb. '07.	142	Mille Miglia 2008	152	Stanguellini 1100S	35	Ducati 999	66		
Bologna San Luca Hillclimb. '09.	162	Mitomachina 2006	128	Sunbeam Venezia	60				
Bologna San Luca Hillclimb. '10.	176	Moretti 850 Sportiva S1	24	Sunbeam Venezia	214				
Bologna San Luca Hillclimb. '15.	230	Moretti 850 Sportiva S2	54	Stabilimenti Farina					
Bologna Motor Show '15.	231	Moretti 850 Sportiva S2	112	Jowett Jupiter	101				
Bizzarrini 5300GT Strada	55	Moretti 850 Sportiva S2	118	Silverflag	114				
Brooklands Italian Car Day '12	200	Moretti 750 Tour Du Monde	41	Silverflag 2006	128				
Brooklands Italian Car Day	212	Moretti 750 Gran Sport	109	Silverflag 2007	138				
Bugatti EB110S vs F40	15	Moretti Event Switzerland	191	Silverflag 2009	163				
Bugatti EB110SS	107	Moretti + Dany Brawand	204	Silverflag 2010	176				
Bugatti Brabus	37	Maggiore - Puntograle	31	Silverflag 2011	190				
Bugatti Dauer	70	Modena Tour	79	Silverflag 2012	202				
Bugatti Veyron Oakley Design	243	Modena Terra di Motori	122	Silverflag 2013	213				
BMW M1	92	Modena Experience	194	Silverflag 2014	225				
Bristol 400 by Pininfarina	207	Modena Experience	204	Silverflag 2015	236				
Cavallino Classic 2012	198	Monterey 2011.	189	Silverflag 2016	250				
Cavallino Classic 2013	209	Monterey 2014.	226	Silverflag 2016	261				
Cavallino Classic 2015	232	Monte Carlo Historique 2006.	119	Talacrest	226				
Cavallino Classic 2016	245	Monte Carlo Historique 2007.	131	Targa Florio (Recreation)	71				
Cascais Classic 2017	262	Monte Carlo Historique 2009.	157	Targa Florio Centenary	118				
Ceirano 150S Tipo Roma	125	Monte Carlo Historique 2010.	178	Targa Florio Giro di Sicilia	123				
CFM 750 Sport	218	Monte Carlo Historique 2016.	244	Targa Florio In a Fiat 1100 ('11).	192				
CNH Basildon	225	Monte Carlo Historique 2016.	255	Targa Florio Classic 2012	206				
CNH European Tour	238	Monaco Grand Prix Historique	122	Turin: Fiat City	119				
Cizeta V16T	21	Monaco Grand Prix Historique	177	Tour Auto 2006	121				
Cizeta	49	Monaco Grand Prix Historique	220	Tecno Lola T290	128				
Coppa Milano-Sanremo	107	Motor valley	80	Tecno PA123 Formula 1	116				
Circuito di Piacenza	235	Motor valley 2	84	Trofeo Balears	82				
Dallara	20	Motor valley 2010	168	Triumph Italia	178				
Dallara Stradale (News)	264	Motor valley 2014	222	TVR by Fissore	78				
De Sanctis SP1000	262	Motor Diesel	188	Ultima Alfa	123				
Diatto Ottovu	133	Mostro Scambio Imola 2011	192	Uniques International Concours	180				
Edonis Supercar	73	Museo Nicolis	143	Uniques International Concours	206				
Formula Juniors	28	Mugello Historic	146	Villa d'Este Concours	83				
Formula Junior	73	Nazzaro Tipo 3	159	Villa d'Este Concours	108				
Formula One Benetton	73	Nazzaro Tipo 3 (Sicilian Dream)	239	Villa d'Este Ferraris	109				
Ford Anglia Torino	141	Nash Healey Roadster	205	Villa d'Este Ferraris	122				
Frankfurt Show 2003 (Berry)	87	NSU Sport Prinz	223	Villa d'Este Ferraris	135				
Francis Lombardi 850 GP	231	OM 665 SSMM Superba	224	Villa d'Este 2006	120				
Geneva 2012	196	OSI Ford Taunus 20M	130	Villa d'Este 2007	134				
Ghia Coupes Alfa/Lancia	22	OSI 1200 Spider	216	Villa d'Este 2008	148				
Giannini Story pt1	45	OZ Alloy Factory Visit	160	Villa d'Este 2009	161				
Giannini Story pt2	56	Padova Show 2005	116	Villa d'Este 2010	174				
Giugiaro	87	Padova Show 2006	129	Villa d'Este 2011	187				
Gordon Keeble	250	Padova Show 2008	142	Villa d'Este Ferrari 2011	189				
Goodwood Revival 2005	113	Padova Show 2009	155	Villa d'Este Alfa 2012	199				
Goodwood Revival 2010	179	Padova Show 2010	169	Villa d'Este 2012	212				
Goodwood Revival 2012	193	Padova Show 2011	182	Villa d'Este 2014	224				
Goodwood Revival 2012	204	Padova Show 2012	193	Villa d'Este 2015	233				
Goodwood Revival 2013	215	Padova Show 2014	218	Villa d'Este 2015	238				
Goodwood Revival 2015	227	Padova Show 2015	231	Villa d'Este 2016	247				
Goodwood Revival 2016	253	Padova Show 2016	241	Val Savioere 2005	103				
Goodwood Revival 2017	262	Padova Show 2016	263	Val Savioere Classic	110				
Goodwood FOS 1997	17	Padova Show report	252	Val Savioere Classic	125				
Goodwood FOS 2012	199	Pininfarina at 75	114	Val Savioere Classic 2008	125				
Goodwood FOS 2017	259	Pininfarina at 80	178	Val Camonica 2008	153				
Goodwood 75th Members	256	Pininfarina Peugeot 540 Cab	235	Val Camonica Adamello 2012.	194				
Gran Premio Nuvolari	155	P1 Performance Car Club	110	Val Camonica Adamello.	201				
Harvey Bailey Suspension test	104	P1 Performance Car Club	114	Zagato Bristol	44				
Innocenti 950 Spider / Coupe	157	P1 Performance Car Club	131	Zagato Hillman Imp	51				
Innocenti 186 GT	227	Police Cars	208	Zagato Story part 1	53				
Intermeccanica Italia	206	Rally Legends 2010	170	Zagato Story part 2	54				
Isotta Fraschini P1 Powerboats.	121	Rally Legends 2011	183	Zagato 85th Birthday	97				
Isotta Fraschini P1 Powerboats.	124	Rally Legends 2012	207	Zagato Mostro	234				
Isotta Fraschini P1 Powerboats.	125	Rally Club Valpantena	210	Zender 'Progetto Cinque'	22				
Isotta Fraschini 8A SS.	158	Renault Dauphine by Alfa	141	Zastava 750 Fiat 600	191				
Italian cars in films.	155	Retro Mobile	219						
Italdesign Aztec.	163	Retro Mobile 2016	243	ITALIAN BIKES					
Lada Riva Twin Cam	215	Retro Mobile 2017	255	Alan Cathcart on bikes	30				

BACK ISSUES OFFER

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

PACKAGE PRICES (3 issues)

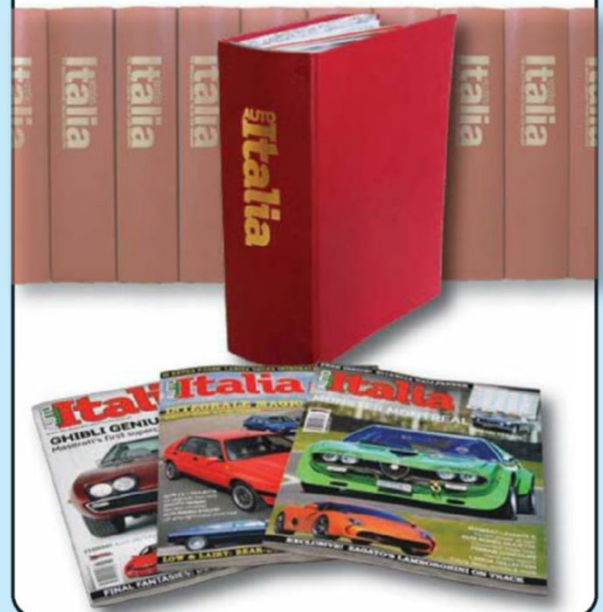
£12 UK – £15 Europe – £18 Rest of World

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

claire@gingerbeerpromotions.com



BINDERS £9.95 UK, £12.00 EU/USA, £15.00 RoW



COMING SOON

ISSUE 268 ON SALE 2 MAY 2018

FERRARI F355 COLLECTORS' GUIDE



INTERMECCANICA INDRA



Some features may appear in a later issue

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



AUTO ITALIA MERCHANDISE

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



**NEW
for
2018**

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



Auto Italia Stickers

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

All orders and enquiries to:

claire@gingerbeerpromotions.com

1



2



2



AUTO Italia
State choice of Logo

3



4



Auto Italia Beanie Hat

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

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

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

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

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

PININFARINA RONDINE

TOM TJAARDA'S ELEGANT CORVETTE-BASED COUPE WOULD BECOME THE TEMPLATE FOR THE FIAT 124 SPIDER

Story by Richard Heseltine

It's a car that continues to polarise opinion. The Rondine – pronounced *ron-din-ay* and meaning 'sparrow' – was a design concept produced by Pininfarina for the 1963 Paris Motor Show which couldn't have looked further removed from the car on which it was based – the Chevrolet Corvette C2. While not conceived with mass manufacture in mind, it eventually spawned a mainstream production car; it's just that it wasn't American.

Who, precisely, conceived the car is lost in the midst of time, but the man responsible for shaping this bold coupe was the late, great Tom Tjaarda. The Michigan-born émigré produced a dramatic outline with a long rear overhang, the dramatically-raked roofline initially comprising an inward slanting rear window with the roof 'chopped' behind the B-pillar. It appeared with this controversial styling treatment when unveiled in Paris, but was subsequently reworked with a more conventional-looking wraparound rear glasshouse.

As to who actually bodied the car in steel, this too is mired in conflicting reports and conjecture. It is widely assumed that Pininfarina built the car internally, but some company insiders from the period insist it was actually shaped by Ferrari's chosen metal-basher, Sergio Scaglietti. This famous artisan had form when it came to reworking Corvettes, having hitherto bodied a small run of C1-

generation cars at the end of the previous decade for a group of dealer-racers that included Carroll Shelby and Jim Hall.

The Rondine was, for the most part, met with muted praise by the motoring media following its big reveal. One US publication recently cited a quote attributed to Zora Arkus-Duntov, the father of the Corvette, in which he reputedly said in period: "For the first time, I can have a Corvette to be proud to drive in Europe." This has the whiff of the apocryphal about it, not least because the 1963 Sting Ray was well received in Europe, if only for its straight-line performance and dramatic outline.

The Rondine's days on the show circuit were, however, somewhat brief. Punters weren't clamouring for replicas, but it did inspire a local manufacturer to

produce its own take on the theme – Fiat. The Turin giant tasked Tjaarda and Pininfarina, with reworking some of the Rondine's styling cues, to create the Fiat 124 Spider. The job was made that much more difficult by the trifling matter of there being a much smaller canvas to work with.

Tjaarda recalled in 2011: "Fiat's bosses had seen the car in Paris. They wanted a scaled-down copy but the proportions were completely different. I did my best to make it work but it wasn't easy. I didn't see the completed car [124 Spider] until the 1966 Turin Salon as I'd returned to Ghia by then, but it

was pretty faithful to my renderings."

As for the one and only Rondine, it was seen only sporadically over the next four decades. It lived in Pininfarina's factory collection until January 2008 when it was sold at a Barrett-Jackson auction in Scottsdale for a whopping \$1.6 million excluding commission and taxes. It has since become a regular at high-brow shows such as the Villa d'Este and Pebble Beach concours events.





Longstone
CLASSIC
TYRES



Whatever car, whatever tyre, just call...

Tel: +44(0)1302 711123
www.longstonetyres.co.uk

PIRELLI
CINTURATO™



AVON



DRIVE THE LEGEND.

IT'S ALL ABOUT THE SETTING.



BILSTEIN B16.

Focussed on the individual challenge: Our BILSTEIN B16 coilover suspension kit offers a mechanical parallel setting of the rebound and bump level, that clicks into place at any of ten clearly accessible position settings. The simple setting of the damping force gives you the ultimate degree of individuality.

