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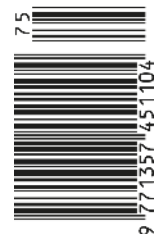
## FUTURE DELTA



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- \* No.1 out of 63 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar '08



**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, Richard Heseltine, Richard Bremner, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Simon Charlesworth, Mike Rysiecki, Tim Pitt, Richard Dredge and Phil Ward

**Art Editor** Michael Ward

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

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

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

**Classifieds** email liz.solo@ntlworld.com

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## CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



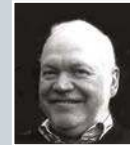
Phil Ward



Richard Bremner



Peter Nunn



Peter Collins



Richard Dredge



As 2018 draws to a close, my thoughts inevitably turn to reflecting on the year that has just been. It's been chock full of highs. Going to Florida to drive John Campion's collection of Lancia rally and endurance cars was probably the pinnacle (piloting the LC1 will live long in my memory). Getting together 48 pages of dreamy transaxle Alfas for our March 2018 issue was an utter pleasure, too. And in this very issue, finally achieving a lifelong aim to drive a Zagato Lancia Hyena was a rare privilege.

My new Italian car of the year? It has to be the Alfa Romeo Stelvio Quadrifoglio (pictured above with yours truly at the helm). I've just been to deepest Scotland to pedal it over some testing road routes, and came away utterly impressed by its all-round ability and chuckable nature. Yes, £69,500 is hardly what you'd call cheap, but for a Ferrari-beater in family SUV clothing, it's a bit of a bargain.

One last nugget: I'd be intrigued to hear what you think about the Lancia Delta integrale Futurista, as tested by Miki Biasion on page 48. 'Restomods' like this are always controversial, but the two-door modernised integrale has kicked up more fuss than usual, both positive and negative. Which side of the line do you fall?

**Chris Rees**  
Editor

chrisrees@auto-italia.net

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# ITALIAN CAR NEWS

## LAMBORGHINI'S RACE-INSPIRED SC18



Lamborghini Squadra Corse has unveiled its new SC18 track car. The one-off – the very first made by the company's motorsport division – has been developed with Centro Stile Lamborghini.

Although road-approved, it's intended mainly for track use. It features special race-derived aerodynamics, including the front bonnet with air intakes inspired by the Huracán GT3 EVO, plus side skirts, fins and air scoops inspired by the Huracán Super Trofeo EVO. The large carbonfibre rear wing is adjustable, while 12 engine air intakes

improve cooling. Special wheels and Pirelli P Zero Corsa tyres complete the package.

The bodywork is in carbonfibre and very low to the ground, painted in Grigio Daytona with red details. The cockpit is in black Alcantara with red stitching and carbonfibre seats. The 6.5-litre V12 engine delivers 770hp at 8500rpm and torque of 720Nm at 6750rpm, handled via a seven-speed gearbox, with a unique exhaust system.

Lamborghini says: "The SC18 paves the way to further personalised development projects for motorsport customers."



## FERRARI 412 'REBORN'



Ares Design – already known for its Lamborghini Huracán-based 'modern Pantera' – has created a new Ferrari 412-inspired GT car called 'Project Pony'.

The Modena-based company has transformed a Ferrari GTC4Lusso to look like a 1970s Ferrari 412. The new bodywork is all-new in carbonfibre, and features pop-up headlights and 1970s-style wheels.

Inside, there is a new dashboard and fresh upholstery featuring

handcrafted leather seats and hand-stitched highlights. The flat-bottomed Ferrari steering wheel is replaced with a new circular one.

Mechanically, the car remains standard GTC4Lusso, with its four-wheel drive and 690hp 6.3-litre V12. With less weight than the donor car, you can expect the 0-62mph time of 3.4 seconds and top speed of 208mph to be improved upon. The price tag is in excess of £800,000.



## LOMA'S 740HP FERRARI PORTOFINO

Monaco-based Loma has unveiled a new tuned Ferrari Portofino GTC-SL Superlight with a 740hp engine. The 3.9-litre twin-turbo V8 engine gets a new exhaust and revised engine software to give it a 140hp boost over standard. The claimed 0-62mph time drops from 3.5 to 3.1 seconds, and maximum speed goes up from 199mph to 212mph.

Loma's wide-body kit was designed by Marius Dumitrascu, and includes carbonfibre side skirts, new front apron, larger air intakes and revised front lip (available in matt or high-gloss finishes). At the rear is a new bumper/diffuser with larger fins, a small boot spoiler and carbonfibre trim connecting the rear lights.

Also available are 21-inch Loma GTC-SL superlight forged alloy wheels, in two designs, claimed to be 20 per cent lighter than standard, and fitted with 255/30 ZR21 front and 305/25 ZR21 rear tyres. 22-inch wheels are also offered. Loma has also made changes to the suspension set-up, lowering the ride height by 30mm at the front and 25mm at the rear. The bodykit is priced from €17,490, including wheels; other mods cost extra.

## ALFA 8C 'COULD MAKE £20 MILLION'

A 1939 Alfa Romeo 8C 2900B Touring Berlinetta due for auction in 2019 could break the £20 million barrier. Artcurial says the car, due to be sold at its Rétromobile sale on 8 February, represents the flagship Alfa of the pre-war era.

The Alfa Romeo 8C 2900B Touring Berlinetta, chassis 412024, was delivered new in Italy in 1939, then transported to England later that year, where it was owned by just four collectors.

Only 30 examples of the 2.9-litre chassis were built, of which just five were fitted with berlinetta coachwork by Touring. This example has previously won the prestigious Concours d'Elegance at Pebble Beach in the US, and Villa d'Este in Italy.



## FERRARI CHALLENGE RACE SERIES HITS UK

Ferrari's Corse Clienti division has confirmed that its Ferrari Challenge UK series will launch in 2019. This is the first time that Ferrari has offered a one-make racing series dedicated for a single market.

The Ferrari 488 Challenge will race on four UK circuits – Brands Hatch, Snetterton, Croft and Silverstone – over eight races. The calendar starts on 25 April and runs until 22 September.

The Ferrari Challenge UK series will run to the same rules and regulations as the other Ferrari Challenge series around the world, but the UK series only requires an MSA 'A' National licence, making it more accessible for UK clients who do not have an International C Licence. Local Ferrari dealers have full details on how to enter.



## ESPADA AT ABBEY ROAD

Lamborghini has celebrated the 50th anniversary of its Espada by taking a 1976 example on a tour to London. The Series III Espada visited the HQ of the RAC before travelling to Abbey Road where, 50 years ago, the Beatles recorded *Hey Jude* at the famous Abbey Road Studios.

## ABARTH DAYS ATTRACT OVER 4000 FANS

Abarth Days events at seven different circuits across Europe have attracted over 4000 fans. More than 3000 test drives were conducted in new Abarth 595s and 124 Spiders.

The Abarth meetings took place in Austria, France, Portugal, Spain, Germany and Italy, as well as at Rockingham in the UK. 2018's events included rally experiences, laps on the track, classic Abarths and stunts. Alastair Moffatt - who recently set a new Guinness World Record in the Abarth 124 Spider for completing the fastest figure of eight five times - performed at the UK event.

Meanwhile, Abarth has reported a sales surge in the UK, with a 27 per cent year-on-year sales increase in September 2018, registering 987 cars. The year-to-date figure of 4518 means Abarth is now up 29 per cent, making the UK the largest market in the world.



## LANCIA AWARD NOMINATION

A Lancia Flaminia 3C Sport Zagato restored by Thornley Kelham has been nominated for 'Restoration of the Year'. The Historic Motoring Awards have recognised the sympathetic restoration conducted on this very rare car, factory fitted with the larger 2.8-litre engine (one of only 33). It was recently shown at the London Concours.

Meanwhile Thornley Kelham says the third and fourth cars in the limited edition Lancia Aurelia 'Outlaw' programme (below) are now nearing completion. Outlaw 2 was displayed at the Knokke-Heist Zoute Concours d'Elegance in October 2018.







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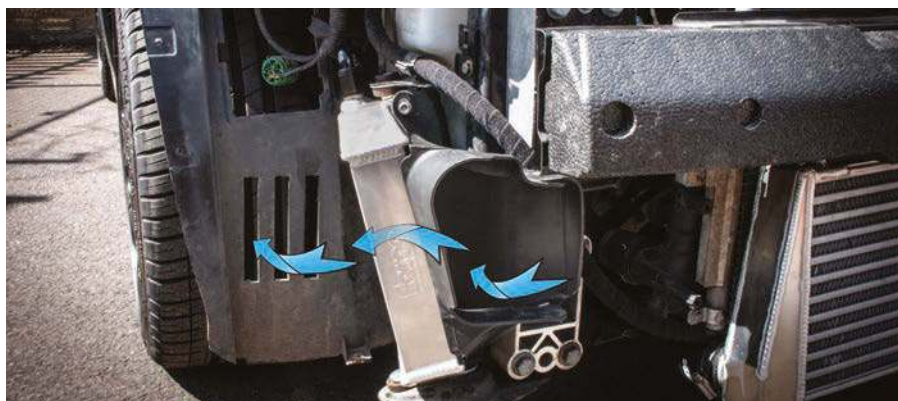


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### KEEP YOUR 500 COOL

Forge Motorsport has launched a new oil cooler kit for the Fiat 500 and Abarth 500/595/695. Designed to work in conjunction with its front-mount intercooler, the kit is a large-core (165mm x 200mm x 47mm) cooler offered as a plug-and-play upgrade. It comes with all lines needed and a custom CNC-machined billet plate to replace the factory cooler block. Designed for the 1.4 T-Jet engine, the cooler costs £589.99. More info at [foragemotorsport.co.uk](http://foragemotorsport.co.uk)



### PIRELLI STELLA BIANCA RETURNS

After more than half a century of making exclusively radial tyres, Pirelli has returned to making classic crossply tyres. Urged on by manufacturers such as Ferrari and its Classiche department, Pirelli has created a new tyre for the Collezione family, launched at the recent Padova classic car show. The Stella Bianca tyre was Pirelli's longest-lived tread pattern and the first modern tyre in the Italian firm's history, introduced in 1927.

The Stella Bianca looks identical to how it was, with the original tread pattern recreated from archive documents. The size chosen for the Pirelli Collezione Stella Bianca is the most common size for classic sports cars – 6.00 x 16 – with a 'Corsa' competition pattern. However, it uses modern compounds for safety and efficiency.

### CLASSIC BORRANI

Ruote Borrani has launched a new range of 15-inch Heritage series wheels. The 7.50L x 15 and 7.00L x 15 are currently the most sought-after sizes, says Borrani, and a Ferrari 365 GTC/4 equipped with Heritage series wheels – offered by Ferrari as an option at the time – appeared on the Borrani stand at the recent Padova classic car show.



### GTV GULLWING FLIES

A unique Alfa Romeo Giulia 2000 GT Veloce with gullwing doors has surfaced in France. An unknown designer in Germany originally built the car, which was then acquired by a collector in Milan, after its builder sadly died, never having enjoyed his creation. The unique gullwing GTV was offered in the Aguttes auction sale in Lyon in France, with an estimate of £46,000 to £75,000.



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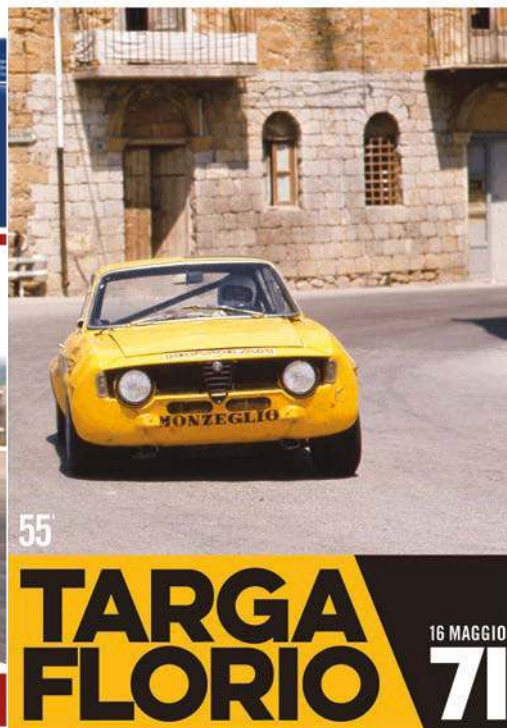
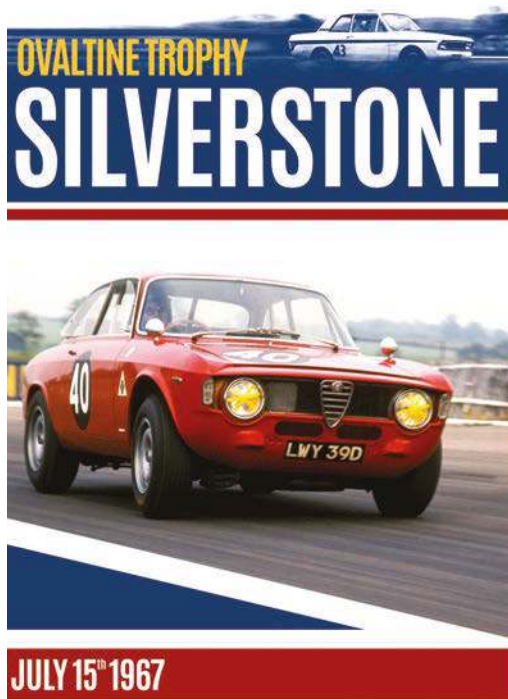
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## ROTA POSTERS

Rota Press has launched a range of retro race posters based around never previously published images from the 1960s and 1970s. Designed by renowned illustrator, Guy Allen, subjects include the Targa Florio and events closer to home such as rounds of the British Saloon Car Championship. An Italian flavour permeates Rota's output, with Alfa Romeo Giulia GTs and Ferrari sports-prototypes featuring prominently. The firm is also offering prints from its vast archive, with a raft of new products promised in the near future. Prices start at £15. Visit [www.rotapress.co.uk](http://www.rotapress.co.uk) for more info.



## MICHELOTTI CALENDAR

The Michelotti Cars Facebook group, launched in 2018, is paying homage to the prolific Italian designer by releasing a new calendar to honour the great man. Subjects stretch from Moretti to Triumph Italia. This hugely enthusiastic group is also planning a series of events in Italy in 2019, including a five-day rally encompassing 50 Alpine passes! For more information, visit [facebook.com/groups/themichelotticars](https://facebook.com/groups/themichelotticars)

## NEW KENT LAMBORGHINI DEALER



Lamborghini has opened a new dealership in Tunbridge Wells, Kent, the second UK showroom opening in 2018 and the ninth in Britain. The UK is the largest market for Lamborghini in Europe, the Middle East and Africa, having

sold more than 500 cars to the end of October 2018. The first customer deliveries of the new Urus have just begun, too. The event was attended by Chairman and CEO, Stefano Domenicali, with 200 guests in attendance.

Merry Christmas



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# Monsters of Monza

Inspired by the past but resolutely forward-looking in style, Ferrari's new Monza SP1 and SP2 are sensationally fast and fabulous. We were in Paris to witness their unveiling

Story by Chris Rees  
Photography by Ferrari

In 2012, Ferrari took its car design entirely in-house, ending a decades-long era of collaboration with Pininfarina. Maranello has just opened a striking new Centro Stile building. Out of this ultra-modern setting has emerged what is, without doubt, the most accomplished Ferrari of the 'in-house' era. The Monza is easily the most exciting new car from Ferrari for a whole generation – perhaps since the F40.

What we're seeing here is a new approach for Ferrari, albeit one that draws inspiration from the past. The Monza is the first in a promised series of new 'Icona' models – as the name suggests, it's inspired by an iconic Ferrari from history. In the Monza's case, it's the racing barchettas of the 1950s, specifically the 750 Monza and 860 Monza (hence the new car's name).

But this is no slavish retro pastiche. Quite deliberately, Ferrari has merely been inspired by elements of the past – the Monza's design is utterly modern. And I very much like it. It has a classically pure 'sculpted by the wind' shape that manages to feel resolutely current.

The design ethic of the all-carbonfibre bodyshell is almost aeronautical, with a wing-like profile and simple lines. The flanks are very clean and taut, interrupted only by side air vents, while the centre section is 'pinched' in, like a wasp's waist. Visually speaking, there are two 'shells' – an upper body and a lower 'hull' – with

an uninterrupted groove circling the cockpit and giving the impression that the two halves are separate. It's all very low-set and squat, emphasised by contrasting black carbonfibre sills.

The front end is a simple, smooth, sinuous surface whose one-piece bonnet/wing assembly (in carbon, of course) hinges at the front to allow access to the engine. The rear end is inspired by the classic Ferrari 750 Monza and 375 MM, with integrated side lights and brake lights in a single unbroken line, while the rear diffuser wraps around the tail. The small doors open upwards for entry, in contrast to the 812 Superfast's conventional set-up.

As unveiled at the Paris Show, the SP2 was painted black, which I thought a bit dull (I've seen photos of a red one, which works much better). A far more interesting livery was chosen for the launch SP1: inspired by 250 GTO racers, its yellow stripe across the bonnet is picked up on the rear head fairing.

Inside, the cockpit is all-new. You sit very low in the Monza, with just your head sticking out, 1950s racer style. The instruments, steering wheel and air vents are placed on one level, with the rest of the controls clustered lower down on a very simple surface. The seating is single-piece carbonfibre, upholstered in leather, with just a smattering of extra leather elsewhere in the cabin.





A newly patented 'Virtual Wind Shield' deflects air over the passengers' heads. That's kind of essential when we're talking about a completely open car with such extreme performance. Essentially the upper part of the aero screen is shaped like an aerofoil, and below that is an aerodynamic 'passage'. Air flowing over the bonnet enters this and is deflected vertically ahead of the instrument panel. Ferrari calls it "a highly energised upwash" that creates an aero 'bubble' around the cockpit.

As you can see, the Monza is not one but two models. The SP1 is – virtually uniquely in the new car

market – a single-seater, while the SP2 has two seats. They tap into the idea that racing barchettas had no weather protection and no full windscreen, merely an aero screen. This could be changed between a single screen or a wraparound, depending on whether the race needed a co-driver, with a removable tonneau covering the passenger side when necessary.

So is it possible to switch between SP1 and SP2? In theory, it is possible but the car would have to be re-homologated because of the significant differences between them – things like airbags, seat belts and rollover protection.

*SP1 single-seater seems to be inspiring huge customer excitement with its unique tonneau cover*







## FERRARI 488 PISTA SPIDER

Paris also saw the European debut of the new 488 Pista Spider, with its unique central stripe running the length of the car. Other changes are 10-spoke star-effect 20-inch alloy wheels (optionally in carbonfibre), carpets replaced by patterned aluminium foot plates and the driver's-side door handle a simple strap. The drop-top Pista uses the same roof mechanism as 488 Spider, taking 14 seconds to open.

The mechanical side of the Pista is unchanged: 720hp V8, uprated brakes, faster gear shifting and Ferrari Dynamic Enhancer. The Pista Spider weighs 1380kg, can do 0-62mph in 2.85 seconds and reach 211mph.

*SP2 (below) adopts two seats and a second head fairing. V12 engine's power output is fully 810hp*

Underneath, the Monza shares the architecture of the 812 Superfast, so it's front-engined, rear-wheel drive and naturally aspirated. In fact, the Monza's 6.5-litre V12 is the most powerful naturally-aspirated powerplant ever made by Ferrari. It has an extra 10hp over the Superfast, achieved by high-pressure (350 bar) direct injection, bringing it to 810hp at 8500rpm. Torque is also slightly increased, to 719Nm at 7000rpm. Ferrari promises a "more noticeable intake sound" which should give the open-roof Monza a real riot of noise. The dual-clutch transmission is inherited from the 812 Superfast.

The Monza has exactly the same acceleration claims as the 812 (0-62mph in 2.9 sec, 0-124mph in 7.9 sec) and the same braking performance (62mph

## TECHNICAL SPECIFICATIONS


### FERRARI MONZA SP1 & SP2

ENGINE:	6496cc V12
BORE X STROKE:	94mm x 78mm
COMPRESSION RATIO:	13.6:1
POWER:	810hp at 8500 rpm
TORQUE:	719Nm at 7000 rpm
TRANSMISSION:	7-speed dual-clutch
BRAKES:	398x38mm (front), 360x32mm (rear)
TYRES:	275/30 ZR (front), 315/30 ZR (rear)
DIMENSIONS:	4657mm (L), 1996mm (W), 1155mm (H)
DRY WEIGHT:	1500kg (SP1), 1520kg (SP2)
MAX SPEED:	186mph
0-62MPH:	2.9 sec

to rest in 32 metres). However, the car's aerodynamics mean its top speed versus the 812 is reduced from 211mph to 186mph.

Larger 21-inch five-spoke wheels have been designed specifically for this model, with bigger tyres than the 812's (275/30 at the front, 315/30 at the rear). The suspension set-up is also slightly stiffer to improve agility and responsiveness. In fact, Ferrari claims "no roll whatsoever" in corners. Because there are no windscreen pillars, the driver's view is completely unhindered, which should engender a more confident approach to cornering.

Buyers get special clothing by Loro Piana: trousers and a bomber jacket made from water-resistant and windproof techno wool fabric, plus a sweater, scarf and cap. Meanwhile, Berluti has created a unique helmet made of carbonfibre with leather inserts, plus Oxford driving shoes with carbon-fibre fabric soles.

Fancy a Monza? Well, you'll be lucky: it's only being offered to favoured clients and collectors. Production numbers are low – just 499 in total – and the price is high (around £2 million) but we can see it selling out very quickly. One question remains: will the SP1 or the SP2 be the better seller? Ferrari insiders I've spoken to are running a bet on this, but the definite buzz seems to centre around the single-seat SP1. We'll see... 



# The Q Factor

The 510hp Stelvio Quadrifoglio has finally arrived in the UK. On some epic Scottish roads, we discover why the Stelvio might actually be better – and quicker – than the Giulia QV

Story by Chris Rees  
Images by Simon Thompson

**Q**uadrifoglio: a four-syllable, four-leaf badge of honour that's guaranteed to get your Alfa heart pulsing. It already has, in the form of the Giulia Quadrifoglio. And now it's arrived on the Stelvio, and it's arrived on UK roads. To say I'm aquiver with anticipation is an understatement.

After all, here is 510hp worth of Italian-built brawn with every calorie of full-fat allure turned up to 11:

'Race' mode, thwappy exhaust, carbon goodies – you know, the works. Yes, we're talking about an SUV, and as we all know, SUVs are oversized, overweight and overabundant. But I prefer think of the Stelvio QV like this: since the Giulia's four-door saloon format simply doesn't suit some people, and since Alfa hasn't built a Giulia Wagon, families on the lookout for a pulverisingly high-performance machine now have an Alfa-badged option.

Here's another thing to excite you: this is the first of the new-generation Alfa Quadrifoglio models to have four-wheel drive (remember, the Giulia QV is rear-drive only). That has huge ramifications. 4x4 brings with it a totally different driving character and a totally different set of abilities to the rear-drive Giulia QV.

So let's begin the test. I'm in Scotland, in the remote, little-visited, elevated terrain to the east of Loch Lomond, where mile after mile of fabulous driving roads snake their way across moors and mountains. In other words, perfect terrain for one of the fastest 4x4s on the planet.

Fastest? Certainly in terms of straight-line speed. With exactly the same Ferrari-engineered 510hp

powerplant as the Giulia QV, but 4x4 to help it off the line, it's actually quicker to 62mph than the Giulia – 3.8 seconds versus 3.9. That's despite having a substantial weight disadvantage (some 225kg heavier than the Giulia). By the way, like the Giulia QV, it has a carbonfibre driveshaft, just one of a range of measures to keep weight down to 1830kg, giving it the best power-to-weight ratio in its class. It also has a best-in-class aerodynamic drag figure of less than Cd 0.30, so it punches through the air cleanly at speed, too. For the record, it can reach 176mph.

Blisteringly quick it certainly is, but it's absolutely not intimidating to drive. A mighty slug of maximum torque (600Nm) is available from just 2500rpm, so it's utterly effortless to cruise around in. The familiar ZF eight-speed automatic gearbox is uniquely configured for this car. In manual mode, using the beautifully crafted (and huge) aluminium paddle shifters, you benefit from both control and fun at your fingertips. In full auto mode, it's smooth, intuitive and fast-acting, taking just 150 milliseconds to change cogs when you switch

the DNA drive mode selector to 'Race'.

In mild-mannered 'A' mode, it can run on three cylinders to save fuel. I was a bit shocked to hear from Alfa Romeo's chief engineer that many people use their QV solely in 'A' mode. OK, it's more relaxed driving it like that, but seriously, what are you doing buying a QV if you want to be relaxed? You want to feel alive. Stick it in Race mode, you wombles!

Speaking of Race mode, the QV sounds amazing when the dial is in 'R'. Above 3000rpm, the exhaust valves open fully and there's a full-on symphony of sound. It's brazenly loud but not remotely artificial,





with the exhaust crackling deliciously each time the gear changes up. Yes!

So here's the big rub: how does the 4x4 system change the cornering experience? The first thing to say is that the centre of gravity is only 75mm higher than the Giulia's. Roll angles are higher, yes, but not by much. That partially explains why the Stelvio just

per cent can be sent to the front end. So while the Giulia QV can be exceedingly snap-happy in corners, the Stelvio QV very definitely isn't.

Don't worry, you can still get the rear end to move about, it's just that you're drifting with a far smaller steering angle than in the Giulia. Not nearly as lairy, then. Speaking of steering, the 12.1:1 steering ratio is

“ While the Giulia QV can be exceedingly snap-happy in corners, the Stelvio QV very definitely isn't ”

doesn't suffer the same handling woes as most SUVs.

The standard active suspension adjusts the damping to suit, and also according to which driving mode you're in. And very quickly, I find myself confidently switching straight to Race mode on roads where I'd be extremely hesitant to do so in a Giulia. Why? Because the Stelvio's four-wheel drive system inspires total confidence, even when the wheels start to slide. In normal driving, 100 per cent of torque is directed to the rear wheels, but up to 50

the fastest in the SUV class – almost to the point of feeling nervous at times, but you very soon adjust.

Torque vectoring via the rear diff also gives the impression of four-wheel steering. Overall, it may not be as much fun as swinging the tail out in a Giulia QV, but ultimately the Stelvio is the quicker car in real world driving, because of the confidence you can place in its 4x4 cornering abilities.

Incidentally, you can change the damper settings manually, whatever driving mode you're in. I found that,



# ALFA ROMEO STELVIO QUADRIFOGLIO

on these bumpy Scottish roads, it was best to use Race mode with the dampers in their softer 'mid' position – the perfect combination of handling sharpness and compliance. And the ride quality is excellent, whichever mode you're in.

A word on brakes. They're awesome. Even the standard discs bring the car to a halt in unbelievably short shrift. I'm surprised to discover that the pedal has no physical connection to the brakes, other than a piece of rubber which sends electrical messages that are then translated to brake force. You can opt for carbon ceramic brakes, which saves 17kg in weight but costs you in the wallet department (£5900). I must say, though, that I'd be tempted by the yellow callipers that my test car had – a bargain at £595.

On the subject of colour, eight paint options are available. The body-coloured wheelarches of the QV mean that darker shades tend to suit the car better. That said, it does look fantastic in Misano Blue or Competizione Red. If you want to spot a QV compared to a standard Stelvio, look for its vented bonnet, side intercooler vents, side skirts, quad exhaust tailpipes and green cloverleaf badges. Inside, you have genuine carbonfibre accents, unique seat stitching and a fabulous carbon-and-Alcantara steering wheel with a red starter button. If you want the delicious Sparco

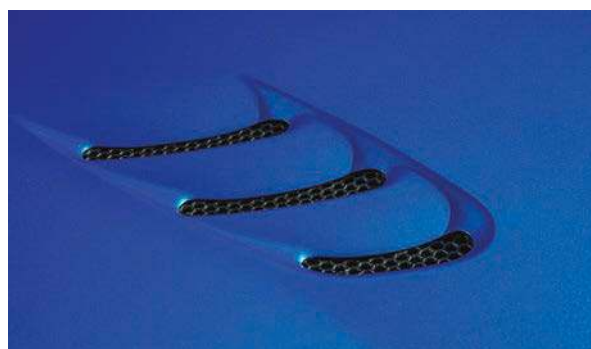
carbon front seat option, by the way, that's £3250.

I do have a few small beefs. Alfa has made a deliberate decision to group together settings into different modes but I think the enthusiast should be able to exert more control to individual taste. For instance, you don't get the best exhaust note unless the car is in Race mode. Most Alfa fans I know would like that sound but in other modes. The good news is that, according to a senior Alfa engineer I spoke with, there will be change coming on this front (although we don't know when). Another minor gripe is the plastic gear lever. More significant is the info screen system, which is slow, awkward to use and has a narrow letterbox format that makes it feel small.

One last question of a philosophical nature. Should it be called QF, QV or Q? Strictly speaking, it's Q. After all, since there's no 'V' in Quadrifoglio, how could it be 'QV'? But everyone I've spoken to at Alfa Romeo calls it the QV, and the Italian launch numberplate is 'AR510QV'. Who are we to argue? It's certainly got the 'Q' factor!

The Stelvio Quadrifoglio is on sale now in the UK priced from £69,500, which makes it very good value for the performance and spec. If you're into leasing or hire purchase, there are some very competitive deals out there because the QV is forecast to keep its value so well.

*Four-wheel drive gives the Stelvio QV completely different handling to the Giulia – very confident*



## VERDICT

The Stelvio Quadrifoglio makes an exceedingly good case for itself. It's a practical five-seat SUV with loads of space inside, and yet a supercar slayer and divine through corners when you press on, and all done in remarkable comfort and total safety.

You can go into Race mode without scaring the beekeepers out of yourself. You can load up not just five

people but a whole pile of luggage, too. With its 4x4 system, you can tackle winters with ease. And it even gets to 62mph faster than the Giulia QV.

Is it as exciting as the Giulia QV? No, it isn't. Is it more exciting than any other SUV rival? Absolutely yes, it is. It also gets a special award from me: it's the Best New Italian Car launched in 2018. 🇮🇹



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO STELVIO QUADRIFOGLIO

ENGINE:	2891cc V6 twin-turbo
BORE X STROKE:	86.5mm x 82mm
COMPRESSION RATIO:	9.3:1
POWER:	510hp @ 6500rpm
TORQUE:	443lb ft (600Nm) @ 2500rpm
TRANSMISSION:	8-speed auto, 4WD
SUSPENSION:	Double wishbone (front), multilink (rear)
BRAKES:	Discs all round
TYRES:	255/45 R20 front, 285/40 R20 rear
DIMENSIONS:	4702mm (L), 1681mm (W), 1955m (H)
WEIGHT:	1830kg
MAX SPEED:	176mph
0-62MPH:	3.8 sec
FUEL CONSUMPTION:	31.4mpg
CO2:	210g/km
PRICE:	£69,500

## EVEN MORE SPECIAL: ALFA'S NRING EDITION

QV not special enough for you? Alfa has the answer: the NRING limited edition. Inspired by the Stelvio's Nürburgring lap record (7min 51.7sec, since you ask), it's mostly a dress-up edition, but hardcore fans will appreciate the standard carbon brakes and red-stitched Sparco carbon seats. Other features include exclusive Circuito Grey matt paint, 'NRING' badging, numbered carbonfibre dashboard plaque, MOPAR carbon gearknob, leather-and-Alcantara/carbon steering wheel, plus carbon mirror caps and side skirt inserts. Owners will also get a driving course at the Nürburgring.

Just 108 examples are available for Europe and the Middle East, priced at £89,500 apiece. Each will have 'Authenticity Certification' from FCA Heritage, giving it "instant classic status", says Alfa Romeo – which also, incidentally, claims the NRING "will go up in value".



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# Fashionista

Our man in Milan absorbs the latest fashions – among them the new ‘autumn collection’ Fiat 500 Collezione

Story and photography by Michael Ward



**B**edfordshire 2018, on a dreary October Tuesday afternoon. “Come to Milan,” Fiat said, “we’re launching a new 500.”

OK, I haven’t been to the city of Milan for a while and, to be honest, I’ve seen very little of it other than the glorious park called Monza, Alfa’s museum at Arese and God’s giant hedgehog (sorry, *duomo*).

As the latest issue had just gone to press, I agreed and soon found myself on a flight surrounded by lifestyle bloggers and selfie enthusiasts. (*Right at home then – Ed*)

The funky Fiat 500 is now 11 years old and has sold well over 2.2 million units since the Italian bun fight back in Turin, 2007. Not bad for a Panda in a pretty frock.

This month’s launch was for the new 500 Collezione – a smart autumn-themed edition presented in shades of Avantgarde

Bordeaux and Tech House Grey, featuring copper-toned alloy wheels and more than a touch of ‘blue steel’.

As befits a fashion event, this was perhaps one of the most surreal presentations I’ve ever attended. It consisted of a classic bus journey to a building you could see across the road from the hotel, a pair of Fiat 500s positioned in front a massive shopping mall in which we were ushered up several escalators into the back of a Tommy Hilfiger store, then down another escalator into a catwalk-style stage area in the middle of another shop efficiently guarded by two massive M&Ms. You couldn’t make it up.

This latest version slots neatly in line with previous fashion-house iterations by the likes of Diesel, Gucci and Riva, to name a few. I’m not sure what resale value these editions will have added two or three owners down the

line, but they have always looked good.

The 500 Collezione is already on sale and starts at £14,060 on the road. It can be ordered in either hatchback or convertible version and comes supplied the expected tech bundle, including a Uconnect 7-inch screen with Apple CarPlay, Android Auto compatibility and the superb Beats Audio system. The Beats speakers in the 500 are excellent and rival most higher-end systems fitted in the likes of Maseratis.

What does it drive like? Probably like most other 500s. Sadly there was only time for a walking tour of the “if you have to ask the price, you can’t afford it” sector of Milan, as well as a fashion museum, the rather hipster shop/library of Isola Marras and an equally fashionable art shop which featured some truly bizarre pieces. Luckily, the 500 glided among them serenely.





# THE SPECIAL ONES

Three modern coupe classics, pinnacles of desirability and rarity: the scarce Alfa GTV 3.0 Cup, top-spec Fiat Coupe 20V Turbo Plus and Prodrive's tweaked Alfa Brera 'S'. Which gets our hearts beating fastest?

Story by Richard Bremner  
Photography by Michael Ward



**S**exy, sleek, seductive and speedy – coupes are supposed to be all these things, and Italy's coupes hit that target more often than any other country's. True, we're enduring a bit of a shortage of Latin coupe hardware right now, with absences from Fiat, Lancia, Alfa Romeo and even Maserati. Given today's infatuation with SUVs, it's easy to see why coupes come a long way down car makers' to-do lists. More than that, we know that soon-to-die Lancia will never make another coupe, while Fiat is heading towards offering city cars only. At least Alfa has promised us a Giulia-based, rear-wheel drive (at last!) GTV, with a spectacular 640hp in its most potent hybrid form, while Maserati is readying its Alfieri.

As ever, there's always the used option, in the distinctive shapes of the 916-generation Alfa GTV, the Fiat Coupe and Alfa's Brera. These are cars that many readers will know, along with their considerable pluses and familiar minuses. But there is more than one version of each, and some versions are better than others. How, then, do the very best examples of this trio – Prodrive's take on the Alfa Romeo Brera, the limited edition Alfa GTV 3.0 Cup and the Fiat Coupe 20V Turbo Plus – score for desirability?

### **ALFA ROMEO GTV 3.0 V6 CUP**

There aren't many used cars advertised with the name of their engine's designer mentioned in the headline, but that's often how you'll see V6 versions of Alfa's GTV 916 appear in the classifieds. And no, 'Busso', is not a mis-spelling of the Lusso trim level. Drive an Alfa with a Giuseppe Busso-designed V6, and you'll begin to understand why it's worth headlining. Especially as Alfa's later V6 was adulterated with General Motors components, and not possessed of nearly the same magic.

That magic is both aural – thrillingly so – and physical, the V6's 220hp thrust enough to propel this relatively light car to 62mph in 6.8 seconds. That's quick, even by today's power-crazed standards. It feels instantly lively, this Alfa, and will romp through the gears via a surprisingly long-throw but clean shift to sixth. It still pulls hard even then, before eventually making 148mph.

Thrust is one thing, the V6 soundtrack another. Get familiar with it, and you'll know the speed at which this engine revs from the noise it makes, and not because it



sounds stressed either. Lowish revs under load will produce a welling, mellow, bass froth of mechanical meshings, this morphing to a mid-range wail that escalates towards the electrifying as the tacho needle

relatively limited understeer, soon provides enough reassurance for one to indulge. Thank the multilink rear suspension for that, this sophisticated expense demanded by then-Fiat boss Paolo Cantarella, who

“ The mid-range wail escalates towards the electrifying as the tacho needle nears its danger point ”

nears its danger point. It's borderline musical and a whole lot more entertaining than the subdued industrial hum that you hear from most moderns, adding considerably to the joy of driving this car.

You'll also enjoy steering that's reactive enough to surprise at first. Familiarity, and the fact that such agility is underwritten with strong roadholding and

wanted something better than Fiat Tipo rear suspension could provide. The GTV and Spider used the same platform as Fiat's now forgotten 1989 European Car of the Year winner, though you wouldn't know it to look at or drive them. Fiat's extra spending was wise. Even the 2.0-litre Twin Spark was fast enough to make good use of it, never mind the 24-valve V6 used by this





24 years on, the GTV still looks fresh. Cup version - always painted red - has unique bodykit add-ons

one-make race-inspired limited edition Cup car. Later, there would be a 240hp, 3.2-litre, 158mph GTV with easily enough power to overwhelm a Tipo rear axle.

Like the Tipo, the GTV is still as individual as it was when unveiled 24 years ago. From the elegant canopy of a composite bonnet punctured with apertures for grille and lights, to the aggressively rising wedge of its waistline and visor-like windscreen, this coupe resembles no other. The limited edition Cup, only 155 of which were made in RHD, were all red. Differences included spoilers front and rear, side skirts, front wing vents, titanium-finish 17-inch alloys, leather upholstery and a numbered plaque.

The windscreen feels visor-like from within. Less appealingly, perhaps, you sit higher relative to the dashboard than you might expect, as if falling towards it. The GTV certainly isn't uncomfortable though, unless you're forced on to the torture chamber seats behind, the lack of space here, and

the small boot, the product of a shortened Tipo floorpan and the rear suspension's bulk.

No matter - coupes aren't usually bought for their practicality. Comfort isn't the highest priority for buyers either, although grand touring should be more than tolerable. It certainly is on smooth roads, but one never-cured irritation of these g16 series Alfas is a ride that fails to settle. Better, then, to enjoy the V6, the grip and the go. There are enough of all three to make the V6 GTV a beguiling buy.

#### TECHNICAL SPECIFICATIONS

##### ALFA ROMEO GTV 3.0 CUP

ENGINE:	2959cc V6
POWER:	220hp @ 6300rpm
TORQUE:	199lb ft @ 5000rpm
TRANSMISSION:	6-speed manual
WEIGHT:	1415kg
TOP SPEED:	148mph
0-62MPH:	6.8sec





### ALFA BRERA 2.2 PRODRIVE S

It's still a sensational-looking car, the Brera, eight years after the last one was built, and 16 years after the debut of the Maserati-powered, ItalDesign concept that inspired it. A much bigger car than the GTV it replaced, the Brera was built on the same platform as the 159, fatefully shared with General Motors. Fatefully, because this architecture was to be shared

lowered the ride height by 10mm, complemented by Bilstein dampers. There were new Brembo brakes, and a shedding of no less than 100kg for the 3.2 V6, although this was partly achieved by switching from four-wheel drive to two. Nevertheless, Alfa itself had put the Brera on a diet, swapping some steel suspension parts for aluminium pieces.

The Prodrive upgrade could also be had with the

“ Rally specialist Prodrive concentrated on chassis dynamics, mostly to good effect ”

with Saab. Nothing wrong with that, you might think, except that Saab's US-market safety requirements added structure and weight. Ironically, neither Saab nor any GM brand ultimately used this platform. The Alfas were certainly rigid and performed well in crash tests, the 159 winning five NCAP stars in 2006, but the weight blunted the Brera's performance, reduced its agility and tested its brakes.

After much press criticism, a version was specially developed for the UK in conjunction with Prodrive. The rally specialist spent a year on the Brera, ultimately choosing 50 per cent stiffer Eibach springs that

185hp 2.2 four-cylinder engine, this choice having the merit of still less weight over the front wheels, if less power than the 260hp V6. Neither engine was altered by Prodrive, which concentrated only on chassis dynamics. And mostly to good effect. There's less body roll, as you might expect with much stiffer springs, the car feels well balanced and best of all, its steering is finely weighted and usefully more communicative than the standard car's, the sum total being a more fluent and satisfying drive. Though less so if the roads are turbulent, a less absorbent ride being the obvious corollary of the suspension changes.

## TECHNICAL SPECIFICATIONS

## ALFA ROMEO BRERA 2.2 PRODRIVE S

ENGINE:	2198cc 4-cyl
POWER:	185hp @ 6500rpm
TORQUE:	169lb ft @ 4500rpm
TRANSMISSION:	6-speed manual
WEIGHT:	1490kg
TOP SPEED:	139mph
0-62MPH:	8.6sec



*Prodrive addressed Brera criticisms with revised suspension, lower ride height and Brembo brakes*

Still, the 2.2 S sampled here rides adequately and corners with pleasingly little body roll, the accurate steering heightening the feeling of composure. But compared to the GTV, it feels brisk rather than fast, even if the 2.2 pulls with pleasing vigour at higher revs. That's an unfortunate contrast to the engine's behaviour at 3000rpm, where there's a flat spot that Breras are known for. Chipping the engine management can sort it, apparently, and so can circumventing it with gear changes, using a shift that feels surprisingly mechanical given that this is a front-drive car whose transmission lies some distance from the lever.

All of which produces quite a sophisticated drive that's reinforced by a high-grade cabin, a good driving position and a substantial dashboard that looks modern enough for the absence of an infotainment screen to be a surprise. As you might hope, the Brera feels structurally robust, too – much better than the GTV in this respect – a quality underlined by the fact that this example has done 122,000 miles but feels like it's travelled 80,000 fewer. Sophisticated it may be, but as a 2.2, this Prodrive Brera is no more than brisk, if well balanced. It also has legendarily poor rear seat packaging, so-so visibility and a steering lock poor enough to be occasionally embarrassing. But it's very handsome, comfortable, fun on the right road and – as one of only 500 made – collectable too.







**FIAT COUPE 20V TURBO PLUS**

Like the GTV, this Fiat is loosely based on the Tipo hatchback, but as with the Alfa, you'd never know it. Its still-extraordinary styling, never beautiful but always compelling, remains a strong draw, as does an interior lifted with splashes of body colour trim, neat detailing and an airiness produced by its surprising ability to swallow four adults. For that reason, it's the most practical of the three cars here, and it doesn't suffer too much for having less sophisticated rear suspension either. Grip is strong, to the point that in fast sweepers the Fiat feels so under control that it's almost dull, its trajectory little changed by the throttle. The stabilizing effects of the Viscodrive limited slip differential are responsible for that, a standard fitment for the 20V Turbo that also tides the Fiat through tight turns, making the less-precise GTV the slightly livelier car to drive.

But there are compensations. The Fiat feels a little more robust, perhaps because the Alfa's frameless door glass twitters. At times it's remarkably fast, the combination of 2.0 litres, five cylinders and that turbo producing memorably sustained surges of power. Those five cylinders sing great sounds, too – not as cultured as the GTV's V6, but a distinctive beat that's more diverting than the conventional hum of the Brera's 'four'.

During its seven-year life, Fiat sold the Coupe with four different engines, the 2.0 16-valve and 16-valve turbo at launch replaced in 1996 by a five-cylinder, this also available in naturally aspirated and turbocharged tunes. All of these engines are good ones, the four-cylinder a derivative of Fiat's long-lived and excellent twin cam, which in turbo form had recently powered the Lancia Delta Integrale to World

Rally Championship victories. But it's hard not to want the most powerful of them all, the 20V turbo delivering a strong 217bhp and 229lb ft of torque, the latter eclipsing the GTV's 199lb ft, while the four-cylinder Brera obviously trails both.

For many, the most desirable Fiat Coupe is the LE (for Limited Edition, imaginatively) – a numbered run, of which the UK is thought to have received between 100 and 200. This featured many detail add-ons and changes, most obviously sill skirts and a front spoiler extension. Various items were given a titanium finish, including the door mirrors, rear lamp surrounds, headlamp inners, alloy wheels and flip-up fuel filler, while the brake callipers were red and the front discs drilled in an effort to combat fade.

Inside were upgraded Recaro seats with red leather inserts, complemented by other red highlights around the interior including a separate (red) starter button. Under the bonnet the changes were few, but there was a strut brace (in red), a powder-coated cam cover (also in red) and most usefully of all, a sixth speed (probably not red). This special edition was soon followed by the Turbo Plus, which featured much the same kit list, but with more subtly applied highlights and a different grille. It's one of these, freshly imported from Japan, that you see here.

**TECHNICAL SPECIFICATIONS****FIAT COUPE 20V TURBO PLUS**

ENGINE:	1998cc 5-cyl turbo
POWER:	220hp @ 5750rpm
TORQUE:	229lb ft @ 2500rpm
TRANSMISSION:	6-speed manual
WEIGHT:	1385kg
TOP SPEED:	155mph
0-62MPH:	6.5sec

*Turbo Plus featured most of the upgrades of the desirable LE special edition. 20V engine still feels special*





## VERDICT

For sheer entertainment, if sometimes crudely delivered, the GTV is the winner here. It's fizzingly enthusiastic, genuinely quick, reactive, compact and sounds magnificent. The driving position is odd, the cabin is cramped, it torque steers out of tight twists and it does rattle and squeak, but if you want unadulterated fun, the GTV edges ahead.

But the Fiat is close. It's actually better mannered close to the limit, but inert with it, leaving you to marvel at its grip more than its finesse. It too has a marvellous engine, both for its voice and its in-gear pull, and it's decidedly more practical, with four real seats, a bigger boot and a better driving position.

The Brera feels the most grown up, as befits its more sophisticated style and higher quality cabin. The 2.2 Prodrive Brera S is better balanced than the V6, but its performance is no more than characterfully tame compared to the other two (and indeed the Brera V6). The 2.2, then, is a well-mannered two-plus-two cruiser of charm, and a more pleasant car to drive daily. 🇮🇹



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# ENZO'S END GAME

Born as an 860 Monza, this 1956 Ferrari was soon factory converted to 290 MM spec. Driven by legends like Fangio, Moss, Castellotti, Gendebien and Collins, it's now up for sale. Here's the story of the racer that led directly to the 250 TR

Story by Peter Collins  
Images by Remi Dargegen/RM Sotheby's





One of the reasons Ferrari kept ahead of the game in racing through the 1950s and 1960s was that Enzo was very good at advance planning and, perhaps, persuading the authorities towards his point of view as far as regulations were concerned.

One major event that brought about rule changes was the appalling accident at Le Mans in June 1955. Authorities displaying close approximations to headless chickens are nothing new, and in general this is what happened in the Le Mans aftermath. But down at Maranello the ruthlessness of Enzo, which had been displayed over and over again, resulted in plans being made to allow the Prancing Horse to profit from the situation.

Back then, motorsport's highest authority was the CSI – the international sporting commission – which decided that sportscar racing needed to be slowed down. Heading into 1956, it became clear to Maranello that, by the time the ratification of whatever new rules were to take place (namely 1 January 1958), Ferrari needed a well tried and tested formula to go into that season with all guns blazing. The car you see here took a not inconsiderable part in developments at Maranello in order to achieve that aim.

By the end of 1955, Enzo had sacked Aurelio Lampredi – or the latter had been offered a better job at Fiat, depending on who you believe – and was casting about for an anchor for the future. The very man who had been sacked from Alfa Romeo and then risen to even greater heights at Lancia – Vittorio Jano – had in 1954 designed a distinctly promising Grand Prix car in the Lancia D50. This was even faster than Enzo's team had managed at Maranello. After much bleating about his difficulty of supporting Italian glory on the race tracks, Enzo received the complete Lancia team as a gift, including Jano.

The Commendatore decided to wash his hands of the big four-cylinder Ferrari Monza 860, and figured that the CSI would probably come up with a 3.0-litre formula for its new sportscar rules due to start in 1958. To this end, he did what he was good at and ceaselessly lobbied for just this limit, at the same time as getting some serious testing and development going. This was Ferrari at his best: the plan was, quite simply, to have a world-beating sportscar ready by the end of 1957.

First off the blocks were two enormous 4.9-litre V12 cars for Buenos Aires in January 1956. These were the 410S cars that were probably intended for the previous year's Carrera Panamerica (cancelled following the Le





Mans disaster). BA was their only event for the Scuderia before they were sold off, and work started on a proper successor to the four-cylinder 860.

The 290 MM was the result, two examples of which made their debut on 8 April 1956 in the Tour of Sicily. Although Eugenio Castellotti built up a huge six-minute lead in his, its transmission failed. He hid it behind a hedge to fool the opposition, allowing Collins' Ferrari 857 to beat Taruffi's Maserati 300S.

Then came the big one, and the first appearance of our featured car, 860 Monza, chassis number 0628 – not in fact a 290 MM at all, but more about that later. The Mille Miglia was Ferrari's *bête noir* after his 1955 drubbing by Moss and Mercedes. Hedging his bets, Enzo entered two 860s in addition to two of the new 290 MMs. With Lampredi gone, Jano designed the latter cars using a mixture of the best mechanical bits from

The two 290 MMs arrived at the Mille Miglia scrutineering in Brescia at the end of April 1956. In fact, it was virtually impossible at first glance to tell the difference between the 860s and the 290s, so similar were their bodywork. In one 290 was hotshot Castellotti, while in our featured 860 Monza was the darling of the moment, Peter Collins.

Race day was predominantly wet. In fact it rained torrentially for virtually the whole event and incidents were numerous. After a virtuoso display of driving, Castellotti gave Enzo something to smile about by vaulting Ferrari back up to the Mille Miglia's winners circle. Not only that, but the five official Ferrari entries finished in the top five places, in this order: 290 MM, 860 Monza, 860 Monza, 290 MM, and the 250GT Tour de France of Gendebien fifth.

Peter Collins was accompanied by that doyen of



## “ The 290 MM was the best-styled competition machine Ferrari ever fielded ”

Colombo and Lampredi. However, the structure of the new Tipo 130S 3490cc engine, a V12 naturally, was unique. Single overhead camshafts operated much larger valves than Ferrari had previously used, via hairpin springs, and the cylinders used screw-in barrels that did away with the need for head gaskets. There was a dry sump oil system, twin ignition and 24 plugs fired by four distributors. With a choice of three triple-choke 40 Webers or three four-choke 36 Webers, maximum power was 320hp at 7300rpm.

The multi-tube chassis, new for Ferrari, had a wheelbase of 2350mm, while front suspension was by coils at the front with a de Dion rear axle located by a transverse spring. Built by Scaglietti, the bodies had some Pinin Farina influence at the front end. Fitzgerald and Merritt in *Ferrari, the Sports and GT Cars* said the 290 MM was, “the best-styled competition machine Ferrari ever fielded”.

motor racing photographers for the first time – Louis Klemantaski – who shot some fabulous photographs of Collins driving in the wet, looking smooth and unhurried with the four-spoke steering wheel simply balanced in his hands, rather than gripped. Gregor Grant of *Autosport* magazine, who was competing in an MG Midget, reported that the fastest cars finally caught up with him after Florence. Approaching a freshly gravelled section of road on the Futa Pass, Fangio's 290 MM overtook him, “then promptly spun several times on the horribly wet road but kept the car out of trouble and crucially kept going. He was in my sight after that for some time and he was a pleasure to watch. It was truly dicey around here.”

A busy summer now stretched out in front of 0628. In late May came the Nürburgring 1000km, but De Portago put the car off on the first lap and was promptly disqualified for spectator assistance in



Born as an 860 Monza, '0628' was later factory converted to 290 MM spec and given pontoon wings



returning to the track. Next month, 0628 was down in Sicily for the Targa Florio, where it was handled by the combination of Hans Hermann and Olivier Gendebien. The pair spent the day on the Piccolo Madonie circuit steering the Monza to third overall. Then it was back to the far north of Italy and the incredible road race around the mountains, the Coppa d'Oro delle Dolomiti, where, over some roads that were unmetalled, the pairing of Gendebien and Jacques Washer took second place overall and won the over 2.0-litre class.

Next, that superb all-rounder, Umberto Maglioli, used 0628 to finish third overall on the long climb to the

clouds that was the Aosta-Gran San Bernardo mountain climb, where the torque of the four big cylinders must have been an advantage.

Its last event of 1956 was also the last round of that year's World Sportscar Championship, held unusually at Kristianstad in Sweden. Phil Hill won in a 290 MM, but 0628 (crewed by Fangio and Castellotti) sadly retired with engine troubles. Ferrari, however, clinched the Sportscar Championship at this race.

Over the winter of 1956-1957, 0628 underwent a complete change. Its four-cylinder engine was replaced with a 3.0-litre Tipo 130 V12 and the car was rebodied

and rebuilt as a 290 MM. It remained a factory car and was entered for the January 1957 Buenos Aires 1000km. The factory had developed four overhead camshaft versions of the 3490cc motors, and the cars that arrived utilising these were redesignated 290S, although, typically, our car, 0628 for Von Trips/De Portago, also motivated by a four-cam engine, was down as just a 290 MM but with new engine.

In a race of constantly changing fortunes and driver changes, Ferrari manager Eraldo Sculati, saw that 0626, another team car, was in with a chance of winning and so transferred the bulk of his driving team to that car. Eventually it did indeed cross the line first, having been handled during the race by Gregory, Castellotti and Luigi Musso. Our 0628 was called in for Portago to hand over to Collins and in so doing lost a possible second place. Instead it finished third, having also been handled by Castellotti and von Trips. Portago complained strongly to Sculati who promptly excluded him from the line-up for the next weekend's racing!


1957 turned out to be 0628's last year of front-line motorsport. From Argentina it headed for the Sebring 12 Hours in March, again as a factory entry, this time crewed by Phil Hill and von Trips. Sadly it retired after two thirds of the race distance with a flat battery. Martino Severi, a test driver for Ferrari, used 0628 as a practice car for the Mille Miglia but it never actually ran in the race itself. By late summer, the car had been sold, via Luigi Chinetti, to the wonderfully named Jan de Vroom in the USA. It remained in Europe long enough to take part in the Championship race in Kristianstad in Sweden. Piloted by de Vroom and David Cunningham, it suffered an accident in which it rolled. During repairs back at the factory, it was fitted with a pontoon-winged front end, similar to the later 250 Testa Rossa.

In December, it was shipped to Nassau for the

Bahamas Speed Week races and driven twice by Stirling Moss. He recollected that, whilst the drum brakes weren't up to the discs of the Aston Martin he had been used to, the gearbox was a delight. He drove 0628 as part of a deal, as his own car had been rolled. Moss was concerned about its central throttle so overnight before the race, de Vroom had the car converted to conventional pedal positioning. Moss duly won both races in which he drove 0628. At that point, the car was metallic blue with a white stripe.

In January 1958, the car was displayed at the Chicago Auto Show before being shipped to the now infamous Cuba Grand Prix where Ed Crawford was driver. The race only lasted six laps before the appalling fatal accident; it finished eighth overall, for what it was worth.

After that, it passed through the hands of Luigi Chinetti again, before George Reed acquired it in 1960 and it raced on many classic circuits such as Watkins Glen, Lime Rock and Elkhart Lake. It was briefly owned by John Delamater in 1965 before George Reed bought it back again in 1967. Then it was back to Chinetti again and put away in storage until 1981 when it was restored by Francois Sicard for various historic events. It was then returned to its 1957 specification by Pete Lovely and Butch Dennison. Since then, it has again been seen at historic events, including 2011 Goodwood Revival under the ownership of John Shirley. It's now up for auction with RM Sotheby's for an estimated figure in excess of £20 million.

Finally, what happened to Enzo's grand sportscar racing plan? A new car, 0666, was built, almost identical to the 290 MM and, fitted with an updated 250 GT motor, it debuted at the 'Ring in 1957. From there, the essential 250 TR was developed to become yet another Ferrari legend and 0628 should be proudly celebrated as part of that heritage. 

*Some of the world's best drivers piloted this car, including Stirling Moss who won in it at Nassau in 1957*







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# DELIGHTFUL DELICACY

Gorgeous to look at, brilliant to drive and nowadays a very rare sight, the Alfasud Sprint is a cracker of a car. We reacquaint ourselves with its considerable charms in a perfectly restored Sprint Veloce 1.5

Story by Peter Nunn  
Photography by Michael Ward

**W**hen it was new, the Alfa Romeo Alfasud Sprint Veloce was an absolute peach of a car. Light, agile, quick, compact and uncommonly sophisticated for its class, it was also blessed with that superb, sleek Giugiaro coupe body. Delicate and delectable, the Sud Sprint also possessed all the Sud's famed handling magic and its zingy flat-four engine, thus registering high on the enthusiast's Richter scale.

True, it wasn't quite perfect. Bank vault build quality was not a noted feature of

of that original, unadorned Giugiaro shape that continues to hit the mark, although, to be fair, the later Sprints (running up to 1989) compensated with extra brawn, speed and interiors that were more vibrant and better equipped.

Another factor when considering the Sprint Veloce is, of course, rarity. When did you last see one of these, outside of a club gathering? The vast majority of Suds have now sadly disappeared, which makes survivors like Ted's Veloce all the more prized. The fact that it's in showroom immaculate condition and retains its original spec only

“ The purity of that original, unadorned Giugiaro shape continues to hit the mark ”

Italian cars back in that 1970s-1980s era, while the electrics could be 'characterful'. But as an all-round package, the Sud Sprint simply had masses going for it.

Remarkably, the Sud Sprint design is now over 40 years old (appearing in 1976, five years after the original Alfasud) yet today, one look at Ted Pearson's exquisite Alfasud Sprint Veloce 1.5, the car you see here, confirms that the elegance of that highbrow Sud design is still just as appealing as ever.

It helps, of course, that Ted's 1981 Sprint Veloce is one the desirable late first series 'chrome bumper' cars, seen by many as the most collectable of the breed (before big 'Veloce' graphics and plastic extended bumpers and side mouldings started to appear on later gen models). It's the purity

adds to the value. It surely has to be one of the best (if not 'the') best Veloces in the UK.

So expectations were high when, on a bright autumnal day, Ted's Sud Sprint Veloce emerged from its garage in rural Hertfordshire for a rendezvous with *Auto Italia's* cameras. Straightaway, the Sud Sprint grabs the attention, not just because of its fantastic condition but because, well, it's green. Yes, contrary to popular belief, Alfa Romeos don't have to be red, and we happen to think that this particular shade of Metallic Verde Fauto, offset with factory optional Campanatura alloys, suits the diminutive Sprint Veloce very well indeed. Wouldn't you agree?

So what is it about Alfasuds that attracts owner Ted Pearson? "I think at 50-something

years of age, nostalgia plays a part," he says. "Growing up I avidly read anything I could find about motor racing and fell in love with Italian racing cars. It struck me that Alfas had this pedigree that ran through every one, which seemed to link what could be viewed as a humdrum road car with an exotic race car.

"When I was at primary school, Tipo 33s were racing, Brabham Alfas were in F1 and my Dad's car (an Alfetta GTV) had a link with that." The sights and sounds of Alfa's F1 team at Brands Hatch with the Alfa 179 only further fuelled this Alfa Romeo fire.

When Ted got to 17, the 'only' car he would consider was an Alfasud. "I remember selling my soul to buy that car, and it's now my green race car. In my mind, it had the link to all the great racing Alfas of the past, as it had their DNA – it sparkled and I felt part of a club. I think my ownership then showed me what a great car the Sud was.

"I started to realise the beautiful engineering design and understood its value to overall car performance: inboard brakes, which allowed larger discs relative to wheel size; upside-down shocks which lessened unsprung weight; flat-four engine with its low centre of gravity; gearbox behind the diff mounted far back in the car on a long mounting shaft, evening up weight

distribution; Watts linkage on either end of the beam axle, which twists to give anti-roll and some rear-end steer.

"All these added together make a well set-up Sud sublime, and with the best engine, the 95hp Veloce, exceptional. There are faster cars (I have many) but none offers the balance or the effortless fingertip handling."

Thus Ted Pearson, a long-time Alfa fan who also houses two quick racing Suds under his roof, was looking to add to his stable with a good Sprint Veloce. Through a fellow Alfasud enthusiast, word of one came up in Northampton. A green, two-owner, 1981 Sprint Veloce 1.5, albeit with a non-running engine and which had been off the road for the previous 18 years. Ted went up to look and a deal was done.

One remarkable thing with this particular Veloce was the body condition. It was the Holy Grail: immaculate, original and straight. Ted believes the last time it was on the road properly was 1998. To his huge credit, the previous owner (now sadly deceased) was responsible for keeping it in its present condition. In the early 1990s, it was restored as a show car, then put into storage, albeit with a damaged piston. Effectively it was a concours non-runner, needing a full engine rebuild – which is

actually a good way round to have it...

As Ted recalls, "I asked Tom Shrubbs (retired from BLS Automotive of Lincoln, the Alfasud guru) to recommission it for me. Tom has looked after my green racing Alfasud for 30 years. He is responsible for the re-engineering of my Group 2 Autodelta Trofeo Alfasud and knows these cars as well as anyone in England. His attention to detail and craftsmanship are on another level, as far as I'm concerned.

"When Tom got stuck into the Veloce, it became apparent it had a cracked piston, so we thought we would rebuild the engine exactly as standard – but at the same level of balancing and tolerances as a race engine, hence it runs like a turbine! During the recommissioning, every mechanical aspect was refreshed – brakes, clutch, steering, gearbox and so on." As for the body, Ted says he hasn't spent a penny!

There are two further asides with this story. Talking dates, it transpires the car's second owner registered the Alfa on 22 September 1984. Ted acquired the Sud and managed to register it on 22 September 2016, exactly 32 years apart. Just how neat is that?

And that prized SUD 15V number plate? No big money was paid to any personalized



number wheeler-dealer. On checking with DVLA, it was discovered the number had never been issued. So it was a simple, low cost first registration – another result.

In profile, the Sud Sprint Veloce seems positively tiny next to most modern cars, with that ultra-low roofline, squared-off four-headlamp front end and sloping glass hatch. It's surely one of Giugiaro's underrated greats, like a crisp Alfetta GT coupe in miniature. And those wheels, shod with slimline 155/70 R13 Michelin rubber – another blast from the past, all but unthinkable today.

However, as we all know, the Sud is not about big wheels and grip; it's all about lightness, balance and response. Plus the smoothness and eagerness of that iconic flat-four engine, wearing two twin-choke Dell'Orto carbs in this case, the factory quoting 95hp at 5800rpm and 96lb ft of torque at 4000rpm. The engine sound and that delicious raspberry-style exhaust are also part and parcel of that endearing Sud DNA.

Back in the day, *Autocar* hailed the Sud's handling as "incredible". Alfa's new wave front-driver also brought superb steering and roadholding to the mix. It feels every bit as good today. As Ted demonstrates his Sprint Veloce around some bucolic Hertfordshire



*This metallic green Sud Sprint is in incredible condition, and has superbly light and balanced handling*



back lanes, the car is tight and on the button. Up ahead, the Sud 1490cc flat-four is just so lively: smooth, revvy and turbine like, in a highly addictive way.

Just as the Alfasud team under Rudolf Hruska planned it, the Veloce is sweet and sharp through bends, a real 'fingertip' car, and a wonderful throwback to a more innocent era uncorrupted by the likes of power steering, airbags, ABS, ESP and pedestrian safety (as worthy as they are on modern cars).

The Sud's interior is simple yet attractive, with soft seats and a neat instrument pack. It's a little tight inside, however, with that low roofline, but there's decent space for luggage under that glassy tailgate, underscored by classy 'Sprint Veloce 1.5' script.

We all know how the Sud story ends. As a project, it was tremendously brave and far-sighted. But setting up an all-new factory in Southern Italy plagued by strikes and poor quality, plus the dreaded R-word (rhymes with 'dust') put a serious hit on the reputation of the Alfasud, inspirational though it was, and of Alfa Romeo itself. During my time at *What Car?*, we ran a 1.5 Veloce long-termer which

was both fabulous and frustrating, sometimes both on the same day!

Here, however, we have the best of all worlds: a very pretty late-model chrome bumper Alfa Romeo Alfasud Sprint Veloce 1.5 (what a name!) in perfect condition, owned by a marque enthusiast who intends to keep it that way. Here's a final thought: if the Alfa Romeo museum in Arese is ever short of a Sud Sprint Veloce to put on show, it knows exactly where to come. **II**

## TECHNICAL SPECIFICATIONS

### ALFASUD SPRINT VELOCE 1.5

ENGINE:	1490cc 8v flat-four OHC
BORE X STROKE:	84mm x 67.2mm
COMPRESSION RATIO:	9.5:1
POWER:	95hp at 5800rpm
TORQUE:	96lb ft at 4000rpm
TRANSMISSION:	5-speed manual, front WD
TYRES:	155/70 x 13
WEIGHT:	915kg
MAX SPEED:	109mph
0-62MPH:	10.8sec



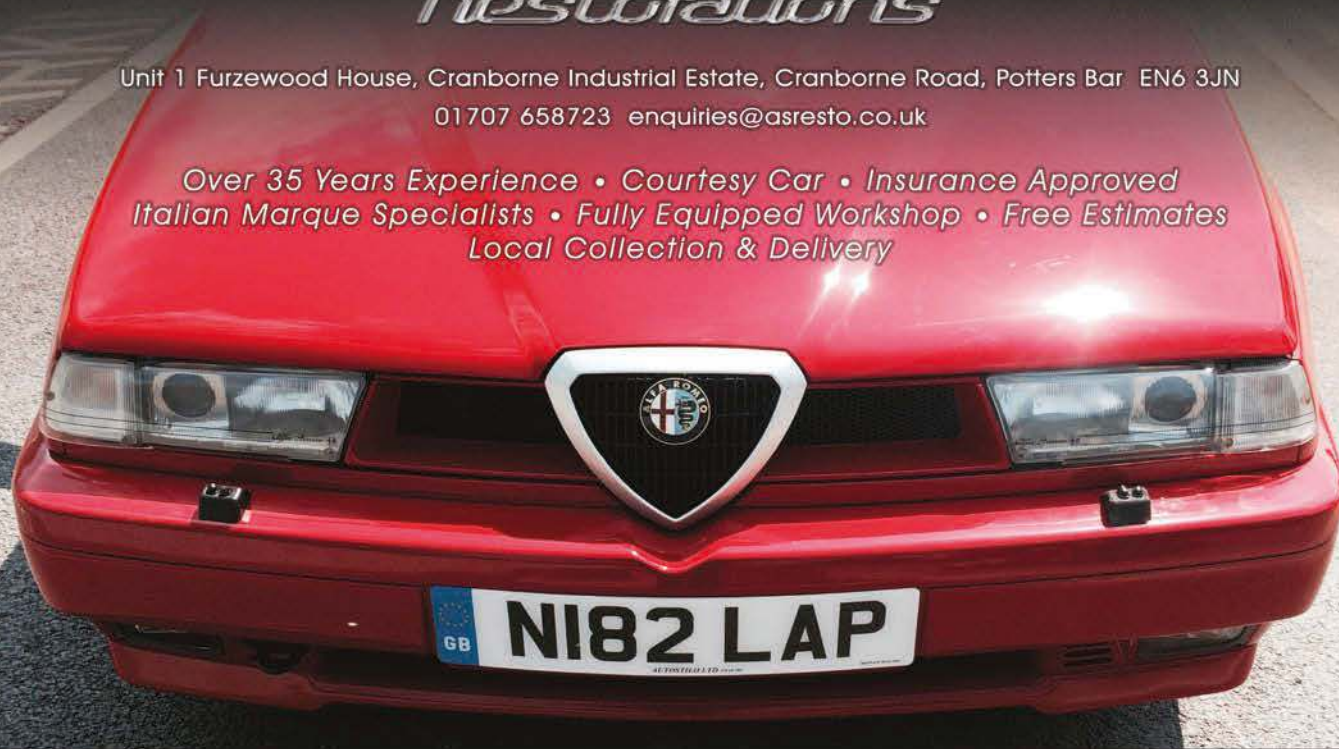


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# AUTOSTILO



# DAZE OF FUTURE PAST

Radical, controversial, unique: Eugenio Amos's 'restomod' Lancia integrale Futurista has two doors, loads of carbonfibre and a major mechanical reinvention. Is this a vision of a future that Lancia should have had?

Story by Ruoteclassiche/Alberto Amedeo Isidoro  
Photography by Ruoteclassiche/Marco Zamponi





It looks like something out of a car video game. Guaranteed to cause controversy among purists and the *Lancisti* faithful, Eugenio Amos's bold vision of a modernised Lancia Delta integrale has a discernable Lancia shape, but it's clearly radically different. Aren't those LED headlights? Something about the nose reminds us of a Beta Montecarlo. And, er, what's happened to the rear doors?

This car is the clear and unapologetic vision of Eugenio Amos, an Italian racing driver, car collector and founder of Automobili Amos. So what exactly are we looking at here? It's called the 'integrale Futurista' and, as its name suggests, it's part of the modern phenomenon called restomodding. Amos explains his view of the restomod phenomenon: "It is a non-conservative restoration. Although sticking to the cultural

says he's used Instagram a lot to promote his efforts in the marketplace.

Even Amos is aware, though, that some things are sacred: "I would never revamp a Delta Evo I or Evo II. The *Evoluzione* models are rare and must be preserved." For that reason, his own Futurista restomod is based on a Delta HF integrale 16-valve.

The shape has been significantly reworked. Responsible for the redesign work is Carlo Borromeo, a pupil of both Walter de Silva (at Seat) and Giorgetto Giugiaro (at Italdesign). Easily the biggest change is the removal of the rear doors, turning the Delta into a two-door car – although the front doors haven't been extended. This was no simple weld-up job, though. The wheelbase has been lengthened by 20mm compared to the standard integrale (at 2480mm) and the rear wheelarches were reshaped by hand and



“ The idea was to raise from near-death a brand that has lived on its memories for too long ”

elements of the original project, it aims to bring it up to current standards." Many of the original components are therefore thrown away, replaced by newly manufactured items that represent the best in modern materials and technology. In the Futurista's case, there are over 1000 all-new parts in the car, from the engine to the bodywork.

Of course, the idea isn't new. Plenty of other companies have made restomod waves, including Ruf in Germany and Singer in California, both with air-cooled Porsche 911s. They have enjoyed great success as small companies applying new trends to classic cars. To some people, restomodding is sacrilegious. To others, it's a fascinating phenomenon and a way to enjoy classic cars in a completely new way.

In the case of the Futurista, it must be pointed out that one of the ideas behind the project was to raise from near-death a brand – Lancia – that has lived on its memories for too long. No question, though, it's far from easy to convince a driver raised on Lambdas and Aurelias that the Futurista is a worthy effort. But hey – it really wasn't designed to appeal this sort of Lancia enthusiast, as Amos explains: "When I decided to bring my creature to life three years ago, I clearly had my target customer in mind. My potential clients already have two or three Delta integrales in their garage and are ready to move forward, without fearing the past."

So the people Automobili Amos is targeting are Millennials, young people born between the early 1980s and 2000, who are already in love with the Delta. Millennials mainly communicate through social networks, Instagram above all, and Amos

welded to the door structure. Together with a roll bar and extra strengthening members, the torsional stiffness of the body/chassis has been increased dramatically.

Much of the steel bodywork has been replaced with hand-beaten aluminium, but there's a lot of carbonfibre in this car, too: most of the front end is made out of it and more carbon panels at the rear help reduce overall weight by 90kg versus the donor car. A large band in raw carbonfibre and new LED headlights make the front end look dramatically different. The bonnet is also in carbon, reshaped so that when it rises, it takes part of the front wings with it. Carbon is again the material used for the valances, bumpers, rear spoiler and the panel in which the lights are set.

While the rear suspension is pretty much the same as on the standard car, the original MacPherson strut front end has been replaced by wishbones. The intention was to improve turn-in and front-end grip, and to promote oversteer rather than understeer. Electronic dampers allow you to change the damping calibration, too. New 18-inch alloy wheels are to a completely new and original design, with spokes that direct the air flow to the outer edge of the wheels.

The engine has been significantly reworked to increase power from 196hp to around 330hp. The con rods and pistons are modified, the electronics are new, and there's updated fuel injection and Magneti Marelli electronic ignition. By using a new intercooler and more sophisticated wastegate valve control, there's significantly less turbo lag. Other under-bonnet changes include a custom air intake, new exhaust and updated cooling.





The interior is retrimmed in its entirety, with smatterings of carbonfibre (for instance, the transmission tunnel). Recaro front seats and Alcantara upholstery give it a superb vibe. The switchgear is modern but retains the look of the original car, while the custom steering wheel has integrated controls.

Eugenio's own fleet of cars are almost all painted dark green (including, famously, his Ferrari F40). So when it came to tackling his vision of a Delta integrale, naturally it had to be green, too – specifically, Verde Brinzio. We asked Eugenio if we could assist in the christening of his new beast by inviting Lancia integrale race veteran, Miki Biasion, along – yes, the man who won the World Rally Championship in 1988 and 1989 in Deltas. We meet up on the Vairano circuit with the intention of giving the

new Delta a full-beans track test.

Biasion and Amos quickly make their acquaintance. Although they've never met before, they're already joking with each other, and clearly an instant bond has formed between them. They climb aboard the Futurista, Miki sliding himself behind the steering wheel, Eugenio next to him as passenger. Starting the car is a real rite: there's a red button with the symbol of a space rocket on it, which you need to press three times in a precise sequence. Firing it up isn't proving straightforward, even for a world champion.

Idling at tickover, the Delta Futurista pants and hiccups. The reason is simple: "It is still in prototype form, 95% developed so far," explains Luca Ciancetti, the engineer who founded Podium Advanced Technologies and coordinated the Futurista project.

*Odd 'rocket button' fires up engine. Unusually shaped sports seats, and steering wheel with yellow band are upholstered in Alcantara*





“We still need to do some final fine-tuning of the engine control systems.”

Pushing the lever of the reinforced 16-valve integrale five-speed gearbox into first and releasing the clutch, anxiety disappears and everybody relaxes. The sight of the car speeding off and disappearing into the tunnel that leads to the handling section of the track is fantastic.

Soon, Biasion and Amos return from their handling test. “I was particularly impressed by the work done on the suspension,” says Biasion. “The feedback is much better and the body/chassis feels more rigid.”

We have invited along for comparison a Delta integrale owned by Lorenzo Candian, if only because of its colour. It’s an Evo I in Verde York paint, a little darker than the Futurista’s. “I concede,” says Amos, “that I love that colour even more than the Verde

Brinzio I have chosen for my car.”

Biasion cannot resist being madly drawn to the Deltona. After some hesitation, Lorenzo hands the keys of his Evo I over to Miki. “Nobody has ever driven it before today except me, but how could I refuse Miki?” he smiles. Eugenio, meanwhile, gets behind the wheel of the Futurista. The pairing in front of us looks astonishing: integrales of the past and the future challenging each other on the track. Original or modified – which would you take? The two cars there together, it’s hard for us to make a decision.

By the end of the day, after the cars leave for their respective homes (the Futurista to Pont-Saint-Martin, the small village in the Valle d’Aosta where the Futurista was built), it is time for us to reach our conclusions. We’ve truly enjoyed the Lancia Delta Futurista, because it’s made us look at the Delta

*Futurista has a slightly longer wheelbase and big suspension mods. It handles better than the integrale Evo I seen here*





## TECHNICAL SPECIFICATIONS

### LANCIA DELTA INTEGRALE FUTURISTA

ENGINE:	1995cc in-line 4-cyl
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	8.1
POWER:	330hp at 5500rpm
TRANSMISSION:	5-speed manual, 4-wheel drive
SUSPENSION:	Wishbones (front), MacPherson struts (rear), electronic dampers
BRAKES:	Ventilated discs
DIMENSIONS:	2900mm (L), 1810mm (W), 1440mm (H)
WEIGHT:	1235 kg
PRICE:	£270,000

afresh; at the very least, we can admire the courage it's taken to make the transformation.

In his book, *The Solitude of the Global Citizen*, Zygmunt Bauman says how most people believe they can't do much to change the way things are in our world. Eugenio Amos clearly isn't one of those people, though: "Cars are not mere vehicles to take you from point A to B. Cars exist to move you, to fire your imagination, to give you feeling."

Some 20 Futuristas are set to be manufactured over the next two years, priced at £270,000 each. They are all already sold, many to buyers abroad. Interestingly, Amos has decided not to number his cars individually, but to give each one a name. So each car will have its own soul, it seems. 🇮🇹



**ABOVE:** Miki Biasion and Eugenio Amos are now firm friends. **RIGHT:** Engine is turned up to 330hp. **BELOW:** Two-door shell adds strength



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# Laughing Lancia

Zagato's Hyena is so much more than a mere rebodied Lancia Delta integrale. It's got carbon cool, a sharpened-up drive and extreme rarity in its armoury. So is this the ultimate integrale? Time to find out...

Story by Chris Rees  
Photography by Michael Ward





According to my zoology textbook, hyenas are known for their short, strong, ready-to-pounce hind legs. I'm feeling it, I must admit, as I approach Zagato's eponymous Hyena; my own legs are coming over a little weak. As I get closer still, I find myself, like a hyena, laughing out loud.

After all, what I have parked before me is one of my all-time dream cars. It really has got it all. The underpinnings of a Lancia Delta integrale Evo. A design penned by one of my all-time favourite styling houses – Zagato. A cabin that combines carbonfibre-clad focus with bespoke luxury. And extreme rarity: just 24 Hyenas were made in the early 1990s.

That rarity is, perhaps, the Zagato Hyena's greatest tragedy. It should have been so much more popular. The original intention was to make 75 examples, and there was even a plan to engineer it as a regular Lancia production model (see separate panel). The tragically low total tally of 24 Hyenas was, inevitably, all down to politics.

The story starts with a Dutch car enthusiast called Paul Koot, who had set up a business that became the official Lancia service centre for the Netherlands, called

Lusso Service Holland. In 1990, Koot was on a visit to a restoration company in Italy and, by coincidence, the coachbuilder Elio Zagato happened to be visiting too. The following day, Paul was invited to Zagato's works, where he met Elio's son, Andrea. Paul said what a shame it was that Zagato lacked a 1990s coachbuilt Lancia coupe, in the same vein as Zagato's Alfa Romeo SZ that had recently been launched.

"Well, actually we do," replied Andrea, "at least on paper. But we're not sure what platform to base it on." As a keen Lancia enthusiast, Paul instantly recommended the Lancia Delta integrale. Such enthusiasm was created between the pair that, within weeks, Koot and Zagato had signed a document to develop just such a car.

This would actually be the very first project done entirely under Andrea Zagato's watch, as he assumed command from his father Elio. The design was done by a young stylist at Zagato called Marco Pedracini, although Andrea Zagato did also invite Mario Maioli (Fiat's head of design) and Walter de Silva (the same at Alfa Romeo) to look at it, and they both suggested certain tweaks to the shape.

The Hyena debuted at the January 1992 Brussels Motor Show to great acclaim, with quite a few pre-orders being taken by an enthusiastic public. Lancia was persuaded to supply Delta integrale rolling chassis to

Zagato, with a stated intention of a limited run of 75 cars. But very quickly Lancia seemed to back-track on the deal; the expected chassis simply did not materialise. Unable to face the project falling at this hurdle, Koot was forced to buy brand new Lancia integrales from Italy – including some rare limited editions like the Verde York. A whole batch of

but only tonally; in detail, the Hyena is very much a product of the 1990s.

I'd never really appreciated just how much of Zagato's Alfa SZ there is in the Hyena. The entire glasshouse – windscreen, rear screen, side glass – is pure SZ, as well as the door frames and roof structure (although unlike the SZ, there's a 'double-bubble' roof).

“ In 300hp guise, it certainly feels fantastically feisty, aided by Lancia's four-wheel drive traction ”

integrales was duly transported to Holland, where they were stripped bare and then shipped back to Zagato in Milan to be fitted with new aluminium-and-Kevlar bodywork. After that, they returned to Holland for final assembly! Of course, this tortuously convoluted manufacturing process meant costs spiralled, and the resultant sticker price – over £80,000 at the time – meant that demand inevitably suffered.

In the flesh, the Hyena looks compact and devoid of superfluity – very much living up to the single-mindedness of the animal that gave it its name. It's actually slightly longer than the donor Delta, but narrower and quite a lot lower. Inspiration from Zagato's back catalogue comes from the likes of the 1960 Lancia Appia Sport GTE and 1965 Fulvia Sport,

Other 'borrowed' SZ items include the headlamps (set behind Perspex covers) and foglights, while the rear lights on this example are covered by (non-standard) smoked Perspex. In case you're wondering, and the door handles come from the Alfa Spider. Like the SZ, the spare wheel sits in the tail, although curiously there's no external lid to access it.

Surprisingly, the two doors don't open very wide, but what they reveal inside is a heavenly ocean of carbonfibre. The original plan had been to make a one-piece carbon cabin but the expense would have been excessive. As it is, the leather seats have carbon backs, while the dashboard, inner door covers, centre tunnel, control knobs and sill covers are all carbon. The rear seats are tiny – strictly for

*Cabin is a riot of carbon. Taut, clean, hyena-like shape cleverly uses Alfa Romeo SZ glasshouse*





ZAGATO LANCIA HYENA



## TECHNICAL SPECIFICATIONS

### ZAGATO LANCIA HYENA

ENGINE:	1995cc 4-cyl turbo
POWER:	215hp at 7500rpm (300hp tuned)
TRANSMISSION:	5-speed manual, 4-wheel drive
SUSPENSION:	MacPherson struts, adjustable dampers and anti-roll bars
BRAKES:	Discs, 284mm ventilated front, 251mm rear
TYRES:	205/45 ZR16
DIMENSIONS:	4008mm (L), 1730mm (W), 1278mm (H)
WEIGHT:	1150kg
MAX SPEED:	146mph
0-62MPH:	5.7sec (5.4sec tuned)

very small children – but they can fold down to form a luggage platform. This car isn't quite as it came from the factory: it was repainted in 2004 in black from the original red, and has Teknofibra cabin insulation to cut noise.

It's the HF grille badge that gives the game away: underneath the taut bodywork lies a complete Lancia integrale Evo I. Since the Hyena weighs 200kg less than the integrale on which it's based, even standard 215hp versions are very fast indeed. In period, Lusso Service offered a 250hp upgrade which reduced the 0-62mph time from 5.7 seconds to 5.4. This particular Hyena was treated, from new in 1995, to a 300hp engine, courtesy of a gas-flowed cylinder head, fast road camshafts, uprated valve springs, adjustable camshaft pulleys, tubular exhaust manifold, enlarged intercooler for the Garrett GT28 turbocharger, carbon air intake, adjustable twin-piston blow-off valve and silicon water and oil hoses. It also has upgraded cross-drilled and grooved brakes, plus with a 90-litre fuel cell (the standard Hyena had a 57-litre tank).

In 300hp guise, it certainly feels fantastically feisty. After some initial turbo lag, the power veritably explodes. The launchpad acceleration is aided by Lancia's standard four-wheel drive traction. Even by modern hot hatch standards, this feels an extremely quick car.

It's also a brilliant handler. The Hyena's suspension was upgraded from the standard Delta's, using competition-style Koni adjustable dampers (later switched to Bilstein). With an engine strut brace and a carefully engineered structure, the Hyena is torsionally

### LAST LAUGH: LANCIA DELTA SPORT

There's one little-known coda to the Hyena tale: it could well have become a mainstream Lancia model. In 1993, ex-Zagato designer Ercole Spada was tasked by Lancia with evolving the Hyena design with an eye to making it a new



mainstream coupe for Lancia showrooms. The project was dubbed Delta Sport and it would have used the new-generation Delta II (which Spada himself had designed) as a basis. Hand-drawn archive designs show that it would have

featured a more conventional front end, reshaped rear three-quarter windows and a hatchback.

The 'Sport' might even have formed the basis of a new Lancia rally car. However, ultimately Fiat chose to abandon rallying and

repurpose Lancia as more of a luxury brand than a sporting one. As a result, the Delta Sport was ditched in favour of the Lancia Kappa Coupe (as featured in Auto Italia December 2018) – one of Lancia's worst commercial flops of all time. The Delta Sport was, truly, an opportunity missed.

more rigid than the base integrale, with easy-to-feel benefits for how it feels around corners. Since the donor Lancia isn't exactly wanting in that respect, it's no surprise that the Hyena feels delightful. The 205/45 ZR16 tyres provide grip aplenty and there's a sharper steering feel, too. Yes, there's understeer if you push hard, but the lightness of feel goes beyond what the base Lancia has to offer. The Hyena truly dances around corners.

You might have guessed by now that I absolutely loved my experience with the Hyena. This car would be in my dream garage tomorrow, but for one small obstacle: its very rarity makes it highly sought after. This is one of just four of the 24 cars made which are thought to exist in the UK. If you wanted to buy a Hyena now, you'd be talking a figure around the £200,000 mark. Sadly, I'm about 199 grand short of that. What I can take away, though, is hyena-like laughter from driving it. Memories like that are going to remain fresh for a long time to come. 🇮🇹

Many thanks to Girardo & Co of London SW6, which is offering this Hyena for sale. Tel: 020 3621 2923. Web: [www.girardo.com](http://www.girardo.com)



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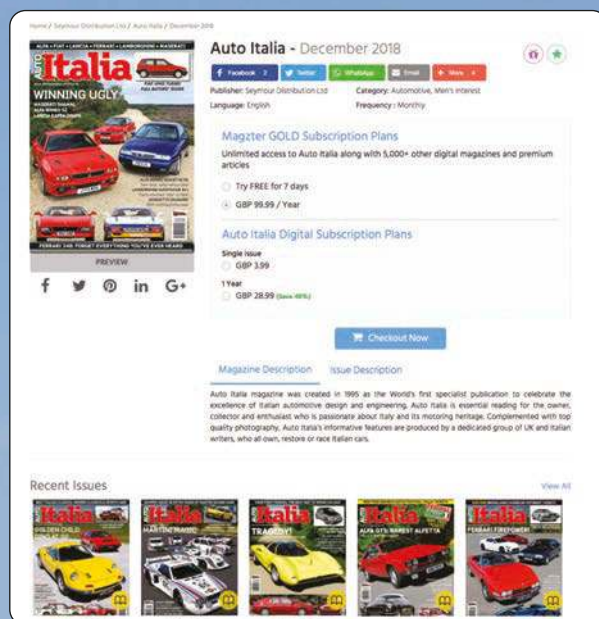
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# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
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## Festival Italia

A little bit of Italy descended on Kent with a huge celebration of Italian cars, culture and racing

Story by Chris Rees  
Images by Michael Ward





**B**rands Hatch was transformed into its very own 'Little Italy' in August for the annual Festival Italia, which is now a firm fixture in the calendar. While the freakishly hot summer of 2018 stayed away on what was a blustery and cool day, thousands of Italian car enthusiasts were undeterred and a superb day out was had by all.

It wasn't just about the cars, with Italian culture to the fore: pizza-making classes, Italian bands playing, even Italian language lessons. The circuit's corners were charmingly renamed to their Italian equivalents for the day, too. For instance, Paddock Hill Bend became 'Curva della Collina Paddock', with the commentators frequently struggling to get their tongues around the syllables!

In the outfield was a very strong line-up of owners' cars. It was great to see so many clubs in attendance, including 131mirafiori.com, g16 Owners, Abarth Owners Club, Alfa Romeo Owners Club, Alfabook, Bravo Enthusiasts, Club Lancia Sport, Ferrari Owners Club, Fiat 500 Enthusiasts, Fiat Coupe Club, Fiat Punto Owners Club, Lancia Motor Club and Sports Maserati. There were loads of Italian bikes, too. Among my personal highlights were three cars painted an unusual

colour – brown: a Fiat 126, a Fiat Panda limited edition and a Lamborghini Espada.

There really was loads to see and do. The lunchtime grid walk (free to any spectator who wanted to do it) proved extremely popular. Several demo lap runs were organised, including classic Abarths (see separate panel). The historic F1 demo laps were probably the highlight of the day, especially as the highest ever number at Festival Italia – a dozen – were present. Among Italian-interest F1 cars were John Reaks's 1990 Benetton B190, the ex-Michael Schumacher 1992 Benetton B192, ex-Andrea de Cesaris 1989 Dallara F189 and ex-Alessandro Nannini 1987 Minardi M186.

Undoubtedly the centrepiece of the day was the rich selection of races. Ferraris were out in force in two Ferrari Owners' Club series races. In Formula Classic (for cars like the 308, 328, 355 and 550 Maranello), Nigel Jenkins in his 355 Challenge took victory in each of the two races on the programme, sharing the podium with Mogridge and Culver in Race 1 and Moulden and Simpson in Race 2. In the races for more modern Ferraris, Gary Culver's 458 Challenge emerged victorious in Race 1, with Witt Gamski's 458 GTE winning Race 2.

Meanwhile the ever-exciting Alfa Romeo





Festival Italia date for 2019: August 18th

Championship (for production-based Alfas, in several classes) provided some great battles. In both Race 1 and Race 2, the Power Trophy class was taken by Chris Snowdon's hard-charging red GTV6, while the Twin Spark Cup win went to Andrew Fulcher in both races.

An Italiano vs Inglese Allcomers Race saw Italian cars pitched against British ones. Italians included Andy Christopher's Ferrari 430 Challenge, Richard Thurbin's Lancia Delta and Vincent Dubois' Alfa 156. Meanwhile there was a strange mix of cars on track in the Italiano vs Inglese sprint runs: Italians included an Alfa GTV and an Alfasud, while Brits spanned everything from a Caterham to a Sunbeam Rapier!



## BRANDS BY ABARTH

My own day at Brands Hatch was topped off by participating in the Historic Abarth Demonstration laps. This series of non-competitive, but relatively high-speed, laps showed off the tremendous variety of classic scorpion-badged machinery for the crowds.

Tim Milnes very kindly handed me the keys to his Abarth Lombardi Grand Prix, while he piloted his other car, a Fiat-Abarth 850 coupe. I lined up alongside a wonderful mix of Abarths in the pitlane. As Tony Castle-Miller told me, "Abarth owners are individuals, everyone's different!" Among the assembled Abarths were an OT1000 coupe, 1000TCR saloon, Strada Abarths, 131 Abarth and an X1/9 racer, with power outputs ranging from as little as 50hp to much,

much more than that. In particular, two mid-engined Fiat 500s were extremely quick: Carlo Cacciaviello's famous black car and Ian Medcalfe's mental mid-engined Fiat 500 touring car.

With not a lot of power from the its 850cc engine and instructions to keep the revs down to 6000rpm, the little Lombardi wasn't necessarily quick but it was fantastic fun. I was somewhat apprehensive about blitzing the likes of Paddock Hill but the Abarth Grand Prix is such a great little handler, my smile grew wider with each lap. Afterwards, Tim said that he'd spotted the inner front wheel almost lifting on corners, leading him to inspect the anti-roll bars after the event, and realise that the front one was the same size as the rear; there's some room for fine-tuning the sizes, he reckons.





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# A Fast Drive in the Country

A tricky hillclimb provided the ultimate road test for Ferrari's latest front-engined V8 at the Best of Italy Festival

Story by Phil Ward  
Photography by Michael Ward



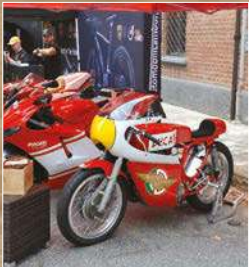
**N**ow in its third year, the Best of Italy Festival combines top end cars, Italian food and superb locations to provide a weekend of driving and entertainment.

*Auto Italia* attended the first event in 2016, when we entered a Ferrari California from Maranello. We missed it last year but made the trip again in 2018, this time with the California's replacement, the Portofino.

Our trip began with a flight to Bergamo, not the most convenient airport for Maranello but the best we could arrange,

given that Bologna was closed that weekend for runway maintenance. On a recent rip to the Italian lakes, we had hired an Alfa Romeo Stelvio, but this time Hertz came up with a shiny white Giulia 2.2D for us. The two-hour trip to Maranello was effortless in the sure-footed Giulia – very little to complain about, other than the rattly diesel noise on start-up; I still don't understand why Italian diesels do this. Oh, and an infotainment selector that is too close to the short gear lever, so that your wrist changes the settings.

'Our' Ferrari Portofino was waiting for us in the parking bay in front of the factory, metallic Rosso Portofino paintwork gleaming in the sunlight. Driving out of the gates at Maranello is always a special experience, attracting the attention of iPhone cameras. The trip up to Castell'Arquato was sublime and made so easy with a Telepass transponder; no chance of kerbing those big 20-inch wheels while reaching for the ticket machine at the toll booth here, just take the yellow lane with its automatic barrier.



### BEST OF ITALY

The paddock at Castell'Arquato is the same area used by the long-established Silver Flag event. Nearby is a small local shop taken over by the Best of Italy Festival organisers for administration purposes. We were greeted by British husband-and-wife expats who live locally, which is useful if your Italian is a bit rusty.

Main man Enzo Scalzo has done well to establish the BOI event and has achieved something that would just not happen in the UK without an Act of Parliament: persuading local authorities to close 26km of public road for two days. That's not to say he's shied away from working hard to satisfy the concerns of local government; he is a man with vision and determination. Motoring events like Silver Flag and *Auto Italia's* own Italian Car Day take time to get right. As a newcomer, Best of Italy is still evolving and given the right direction should eventually become a world-leading event.

The headline acts this year were again the Italian top-end modern and classic competition cars and supercars. A fabulous Aston Martin Vulcan slotted into the order, showing that not just Italian cars might be welcomed in the future (but might require a subtitle to the name of the event). I'm not sure how Alfa Romeo 4Cs, Abarth 500s and even a Fiat Barchetta fitted the event profile, but classics like a Ferrari F40 LM, Maserati



GT4, Lamborghini Espada, Islero and 350 GT were welcome sights. The set was dressed with a selection of rally cars, including a Stratos, assorted integrales and a very nice Fiat 131 Abarth Stradale.

In my opinion, mixing bikes and cars at the same event doesn't work. The sight and sound of classic Laverdas, MVs and Patons was a treat but hoards of modern Ducatis did nothing for me and felt out of context. Bikers have their own culture, which is quite different from the supercar fraternity, quite evident by the separated display areas at Castell'Arquato.

**PORTOFINO PACE**

Make no mistake, the Ferrari Portofino is not simply a facelifted California; it is a new car. It might be a front-engined V8 with an electric folding roof but that's where the similarities end. The concept has been thoroughly re-engineered, the most noticeable improvement being the chassis and suspension.

Most car launches are undertaken on smooth circuits or specially selected roads. The 26km route from Castell'Arquato to Morfaso is all about high-speed driving on mixed road surfaces. Much improved over previous years, the route has several sections that have been regraded but much of it still has off-camber corners, cracks in the surface and subsidence. Combine this with enormous circular hay bale chicanes on the fast straights and you have the ultimate test for any suspension and braking set-up.

The chicanes were very efficient in slowing progress but they also presented a serious challenge. Chicanes on closed road events are usually plastic cones, enabling the driver to see the entry and exit points. If you get it wrong, you dislodge a cone. Hay bales confuse your sight line to the entry points and block the view beyond. If you get it wrong, you can suffer serious damage, as one biker discovered – to the detriment of the event timetable.

Last time here with the California, the front suspension would bottom out on the rougher sections, even at moderate speeds. The steering would go light under hard acceleration and the rear suspension was





Portofino proved more than capable of dealing with the sometimes rough roads on the Castell'Arquato hillclimb

TECHNICAL SPECIFICATIONS

FERRARI PORTOFINO

ENGINE:	3855cc V8 turbo
BORE X STROKE:	86.5mm x 82mm
COMPRESSION RATIO:	9.45:1
POWER:	600hp at 7500rpm
TORQUE:	760Nm at 3000rpm
TRANSMISSION:	7-speed dual-clutch auto, rear-wheel drive
BRAKES:	390mm x 34mm (front), 360mm x 32mm (rear)
TYRES:	245/35 ZR20 (front), 285/35 ZR20 (rear)
DIMENSIONS:	4586mm (L), 1938 mm (W), 1318mm (H)
WEIGHT:	1664kg
MAX SPEED:	200mph
0-62MPH:	3.5sec
FUEL CONSUMPTION:	26mpg
PRICE:	£164,426

doing its own thing compared to what was happening at the front. The result was an unsettling feeling that the rear end was controlling the car. The Portofino's handling is so good that it is hard to work out which wheels are driven. It's so well damped that any road imperfections are ironed out with ease without grounding out.

Tame and civilised in everyday driving conditions, the Portofino can be toolled around like any normal road saloon. The exhaust note is muted, the gear changes imperceptible. Switch to Sport mode and the world becomes a different place. Leaving the start line at Castell'Arquato, we felt the full effect of all 600hp for the first time. Before I knew it, the lights around the top of the steering wheel indicated the rev limiter was about to be hit, and in an instant second gear came up with a crackle of the exhaust. Third gear at the first kink was accompanied by another gunshot gear change. At the first blind chicane, it was hard on the brakes and a quick right-left through the bales without hitting anything, then power on right up to Lugagnano. After a snail's pace through the village, it was out on to the long country road to Morfaso. The high-speed corners,

challenging hairpins, narrow bridges and varied road surfaces were all taken with ease by the Portofino, inspiring great confidence.

An alfresco Italian lunch awaited at Morfaso, with a glittering sea of exotic machinery crammed into the main street. After exchanging views and comments with our fellow drivers about how brave we had been, it was time for a high-speed run back down the course. Dinner on Saturday evening was enjoyed by groups of entrants divided among the splendid collection of restaurants in Castell'Arquato's *centro storico*. Suitably relaxed, it was back to business on Sunday to do it all over again. 🇮🇹



# Classic Alfa Challenge

A new race for classic Alfas kicked off at Donington Park in October with a wet and wild event

Story by Michael Lindsay  
Photography by Steve Jones





The Classic Alfa Challenge is a new initiative by Julius Thurgood and the Historic Drivers Club, with support from Richard Norris at Classic Alfa and Dunlop. It also formed part of the BRSCC-run TCR UK Finals programme at Donington, which offered it extra prestige.

Julius never quite knew what level of support there would be from classic Alfa owners, those with pre-1980 cars in current racing trim. In the end, fully 28 made it to the assembly area at Donington. Sadly, though, the enemy of any sporting event – rain – was to make its presence felt throughout the time we were at the Jonathan Palmer-owned circuit.

The entry was divided into four classes – Corse, Monza, Nord and Sud – taking cars from the 1950s, 1960s and 1970s, with those judged to be the quickest in the field in the top class. Here we found Chris Snowdon, having his first outing in Richard Melvin's immaculate Alfetta GTV (originally built by Peter Hilliard to run in the 1981 TT with Leo Bertorelli). Richard Frankel was entered in a GTAm, which eventually turned out to be a GTA; Simon Tate and Vernon Mackenzie raced other GTAs. Hailing from Linate, not far from Autodelta's old base, came Ambrogio Perfetti in a 1968 1300 GTA Junior. Last, but far from least, was John Symes with a very smart GTAm lookalike. John had the distinction of being the only driver present who had started the 1992 Classic Alfa Race at Donington. Not only that, he also won it! Harry White and Alex from Bianco were on hand to look after the car and John was hoping for a good run.

The Monza class was largely populated by Giulia

Sprints and Supers. The Sprints were in the hands of Tony Murray, Anthony Bailey and David Alexander. Louis Frankel and Steve Potts led the Giulia Super ranks, which were completed by Frank Slevin and James Gibbons. For many people, the most interesting entry was the 1955 Alfa 1900 CSS of Matthew Holme.

Jonathan Miles entered the ex-Nick Savage 2600 Sprint, while Gavin Watson's much-raced Giulietta Ti, now with a singing 1600cc engine, had run in the 1992 race in the hands of its then owner, Richard Ward.

The Nord class (for over-1600cc cars) was the home of the production-spec Alfetta GTVs. Stephen Chase's well-known Napolina-liveried car was here but 'new' examples came from Micky Bolton and Alex Jupe, the latter's in historic Marlboro colours (permitted because Marlboro cars once raced in the French Touring Car Championship). Race organiser Julius Thurgood (who had qualified, but not started, in that 1992 race) entered a 116 series Giulietta; other cars were a 2000 Berlina (Miguel Do Valle), 1750 Spider (Antony Ross), Sprint GT (Richard Merrell) and 75 Twin Spark (James Wright).

Finally, we had the Alfasud class, with four interesting entries. Chris Whelan was due to make his first race appearance with the genuine ex-Dealer Team 1300 Sud Ti, Ted Pearson entered his 1300 Trofeo Ti, Richard Drake was in his Napolina black Ti with 1600 engine, while the fourth Sud was Richard Ibrahim's 1.7 Sprint.

Rain was falling as qualifying times were set. Everyone got away, apart from Chris Whelan's Sud whose electrics were playing up. Everyone was





struggling for grip and visibility, and Simon Tate's GTA slid off track and was badly damaged. Chris Snowdon set a pole-winning time with Ambrogio Perfetti and Ted Pearson close behind.

There was plenty of time to wander around, umbrella in hand, to chat about qualifying. The most common complaint being that people just couldn't see where they were going! "What happened to demisters?" I asked. Meanwhile, Ted Pearson was worried about the start: "If you see me coming into the pits at the end of the green flag lap, I shall be starting from the pit exit as I don't fancy being slow away from the grid with 20 odd cars behind me!"

Accidents in other races and missing ambulances meant the afternoon timetable slipped and the Classic Alfas race was shortened from 30 to 15 minutes. 23 cars would eventually line up on the grid, the missing ones being James Wright's 75, David Erwin's Giulia Super, Richard Frankel's GTA, Simon Tate's GTA and Chris Whelan's Sud Ti. Chris had decided that he wouldn't risk racing the car with so little experience to rely on.

From pole, Chris Snowdon made an excellent start and headed towards Red Gate with a clear advantage over David Alexander, Ambrogio Perfetti in the middle and, on the inside, Ted Pearson. However, Chris seemed understandably cautious at the entry to the corner; Perfetti locked up under braking and went between Alexander's Sprint and the Alfetta. "I heard him coming," said Chris afterwards. "I'm amazed he didn't hit me!" Ted Pearson was able to take advantage of all this and found himself alongside the Alfetta as the two cars went through Hollywood, before Chris established a small lead by the Old Hairpin. Meanwhile, David Alexander slotted into third ahead of Richard Merrell, Richard Drake, Alex Jupe and John Symes, with a small gap back to Antony Ross and Stephen Chase.

Throughout the first lap the battle between Chris Snowdon and Ted Pearson was intense, each car having parts of the circuit where it was quicker, but as they crossed the line the gap was a mere 0.091sec. Richard Drake managed to get himself down the inside of Richard Merrell going into the Esses and started to chase David Alexander, who he passed at the end of lap two. Meanwhile, the delayed Perfetti had leapt up to 11th place.

On lap times, Chris Snowdon and Ted Pearson were very evenly matched at the front, crossing the line at the end of lap three (out of an eventual nine) with a mere 0.303sec dividing them. At the end of the next lap it went wrong for Ted as he ran wide at the Esses, losing nearly 4sec to Chris as he recovered, although third-placed Richard Drake was too far back to take advantage. David Alexander was clearly struggling for grip in fourth, and on lap five Richard Merrell made it past him with Ambrogio Perfetti in fifth. Alex Jupe and Antony Ross were both having excellent races, passing John Symes who was another to have a 'moment' at the Esses.

The final four laps were intriguing as Ted Pearson fought hard to get back on terms with Chris Snowdon. There was plenty of traffic for them to negotiate, and by the end of lap eight Ted was ahead by 1.2sec, helped by setting the fastest lap of the race (1min 40.999sec). Richard Drake had maintained his third place but Perfetti was making inroads, bringing his GTA





*Ted Pearson's Alfasud and Chris Snowdon's borrowed Alfetta GTV do battle in the wet*

Junior closer to the black Sud, although perhaps not close enough to bridge the 4sec gap on the final lap. Then, at the Old Hairpin, Richard spun, losing his advantage but quickly recovering.

With Chris Snowdon keeping up a strong pace, he was able to eke out a 1.96sec lead by the time he and Ted reached the chequered flag. Ambrogio Perfetti was very happy to have worked his way back to third, but Richard Drake was ruining his spin after what had been a perfect race up to that point. Richard Merrell was a close fifth, just keeping ahead of the excellent Alex Jue's Alfetta GTV, Antony Ross's Spider and Gavin Watson's Giulietta Ti, which fended off Stephen Chases's Alfetta. 22 of the 23 starters finished, Frank Slevin's Giulia Super being the only retirement. The oldest car in the race, the 1900C SS, came home 16th and very far from disgraced.

I am sure that Julius Thurgood will take much encouragement from the way it all worked out, with close racing between some fabulous Alfas from a glorious period in its history. He will press on with securing more dates – 14 April 2019 at Silverstone is already set in stone. Please, let it be dry next time! 🇮🇹



# BUYERS' GUIDE

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

## Abarth & Fiat 124 Spider

Launched in 2016, the Fiat and Abarth 124 injected some much-needed brio into the UK sports car market. What should you look for when buying?

Story by Richard Dredge  
Images by Michael Ward





**Y**ou're a car maker that wants to develop a new, affordable rear-wheel drive sports car, so where better to start than by collaborating with the maker of the world's best-selling and longest-lived budget sportster? Now in its fourth generation, the Mazda MX-5 revolutionised the cheap sports car market when it arrived in 1989, and as one generation has superseded another, Mazda has never taken its eye off the ball. So when Fiat teamed up with Mazda to create the fourth-generation MX-5 and the 124 Spider, it was nothing less than a masterstroke.

The original Fiat 124 Spider broke cover in 1966; half a century later the second-generation 124 Spider reached showrooms, priced between £19,545 and £23,295. The first cars were delivered to their owners in August 2016, with three trim levels offered: Classica, Lusso and Lusso Plus. The entry-level Classica came with 16-inch alloy wheels, electrically adjustable body-coloured door mirrors, air-con, cruise control, Bluetooth and a three-inch display on the dash.

Moving up to the Lusso brought navigation and a seven-inch display, rear parking sensors/camera, 17-inch alloys, heated leather-trimmed seats and climate control.

The range-topping Lusso Plus added adaptive LED headlights, automatic lights and wipers and a nine-speaker Bose audio system.

Whereas most car makers try to squeeze as much extra cash out of buyers as possible, by offering an extensive options list, the 124 was offered with pretty much no extras. The idea was that instead of choosing options you simply moved up a trim and if the Lusso Plus didn't have what you really wanted – well hard luck. Classica buyers could pay £750 for the seven-inch display fitted as standard to posher 124s, and there were special paint finishes available for £350-£750 on all three trims, but that was it. How



refreshingly simple. And there was also just one engine option too, a turbocharged 1.4-litre MultiAir unit rated at 140hp.

For those who wanted a bit more go, Abarth's 124 Spider was introduced soon after the Fiat. It featured the same 1.4-litre MultiAir engine but with an extra 30 horses and 7lb ft more torque. The result was a car that was 10mph faster at the top end and which could despatch the 0-62mph sprint almost one second quicker.

Whereas the Abarth was available with a Sequenziale Sportivo dual-clutch automatic gearbox from the outset, it wouldn't be until summer 2017 that this transmission was offered on the Fiat. Carrying a £2040 premium over the six-speed manual gearbox, two-pedal Fiat 124s are rare, although plenty of automatic Abarths have been sold.

To distinguish the Abarth from the Fiat, it has more aggressive front and rear bumpers, blistered wheelarches and a limited-slip

differential as standard, as well as recalibrated spring and damper rates that put the emphasis on handling rather than comfort. Once again the options list was short: a nine-speaker Bose hi-fi cost £795, sat nav £420 and for £1,250 a Visibility Pack added adaptive LED headlights, rear parking sensors and automatic lights/wipers. Red/white or grey paint were available for £400 and £600 respectively, and for those who wanted to emulate their favourite rallying hero, a no-cost Heritage Pack consisted of a matt black bonnet and boot.

Already there have been a couple of special editions. At launch there was an Anniversary edition, limited to 124 examples for the UK, priced at £23,925 and available only in metallic red. Based on the Lusso Plus and featuring that car's standard equipment, the Anniversary was identical mechanically to the regular 124.

Then, in September 2018 an Abarth GT was



*Abarth version may cost about £9500 more than Fiat new, but looks very good value as a used buy*





launched. Restricted to 50 examples for the UK, the GT comes with a carbonfibre hardtop as standard. Priced at £33,625, the GT was offered in grey, black or white.

### ON THE ROAD

A 1.4-litre engine (albeit turbocharged) and just 140hp might sound like a recipe for rather pedestrian performance, but the Fiat feels plenty quick enough – with the Abarth feeling usefully faster again. It's no wonder; both cars weigh barely more than a tonne, ensuring great agility as well as sprightly pace. That four-pot is beautifully free-revving, and thanks to the low boost pressures, it feels and sounds like a naturally aspirated powerplant so the power delivery is absolutely linear.

The six-speed manual gear shift is the better to drive, with fabulously slick changes. While the auto is smooth enough, drive it hard and you'll be frustrated by the slow gear changes, which is why you'll invariably resort to using the paddle shifts which do transform the enjoyment levels.

Compared to Mazda's MX-5, Fiat has dialled the suspension to make it a bit softer; the ride is that little bit less hardcore and it's at its best in top-down touring. The Abarth is sportier than the Fiat but it's still all very

civilised. Which is the whole point of the 124 – this really is a two-seater sports car that you could live with on an everyday basis, and have enormous fun while doing so.

### WHAT TO LOOK FOR

- With all 124s coming with a three-year warranty, any car you buy should still have a guarantee on it.
- The 124's manual gearbox is the same as the one fitted to the Mazda MX-5. When cold, it can be a real pain trying to select the gears. Swapping the factory-supplied lubricant for Ford XT-M5-QS oil can make a big difference.
- The alarm going off for no apparent reason – while the car is being driven – can be down to a faulty key fob or a problem with the vehicle wiring. If it's the former, using one of the other keys supplied with the car can make the difference; if it's the latter, it's a question of tracking down the damaged wires, which can be time consuming.
- Fiat periodically releases updates for the infotainment system. You can leave the dealer to update your car when it goes in for a service or you can do it yourself via [124spiderinfotainment.com](http://124spiderinfotainment.com).
- All 124s come with a tyre mobility kit instead of a spare wheel.

## RUNNING COSTS

The maintenance intervals are set at every 9000 miles or 12 months with the first service (oil change) priced at £172. The next four services are priced at £337, £319, £398 and £235; all prices are from Grays Fiat in Warwick ([www.graysgarage.co.uk](http://www.graysgarage.co.uk)).

Alternatively, Fiat offers 'Easy Care' service packages to help spread the cost. They're available for one year (£149), two (£399), three (£649), four (£849) or five years (£899). It's the sixth service that's the most expensive, though, as this is when the engine's cambelt has to be replaced; expect to pay around £350 for this to be done on top of the cost of the full service.

Get your 124 Spider serviced by an official Fiat dealer and included in the price is a year's worth of European breakdown cover.

Bear in mind, though, that not all Fiat dealers are also Abarth outlets. While any Fiat dealer can service an Abarth, they wouldn't be able to do any recall work, so if you're intent on buying an Abarth it might be worth pinning down where your nearest dealer is.

## OWNERS' VIEW

When Rob and Cath Cawley moved to the countryside, they decided that a two-seater sports car would be just the job to help them enjoy retirement. They'd previously owned an array of roadsters including MG Midgets and a Porsche Boxster; they fancied something new and inexpensive which narrowed things down to the Mazda MX-5 and Fiat 124.

Says Rob: "We tried both cars but I can't get on with the Mazda's styling, whereas the Fiat looks brilliant. The problem was that we wanted an automatic but found it





impossible to source anything other than a manual-gearbox Fiat. Then we discovered that automatic Abarths are easier to find, so we bought one of those.

"Since taking delivery we've found that there's very little we don't like about it. The handling is brilliant, the ride and seats are very comfortable, you don't see many of them about and it's very practical; there's enough boot space to carry three decently sized bags. The only two downsides are the infotainment system which crashes sometimes – but sounds great – along with the TCT gearbox. It's smooth enough and if the paddles are used it's superb, but left in auto mode it hangs on to the gears for too long."

At 5ft 9in, Rob reckons he's towards the upper limit of what the 124 can comfortably

accommodate; but at 5ft tall Cathy says she can't see out of the car comfortably when driving. David Quinn owns the car pictured and, at six feet tall, he reckons someone a few inches taller than him wouldn't struggle to get comfy. He adds: "After a run of Abarth 500s, 595s and 695s I tried a 124 and initially didn't like it, but within an hour I was hooked.

**“ The handling is brilliant, it's very comfortable, you don't see many of them about and it's very practical ”**

The 124 is a great package; not astoundingly fast but easy to drive. It's well equipped, has excellent build quality and the roof mechanism is just so simple and effective. This car was built to my own specification, but if I was doing it again I'd opt for the £1250 Visibility Pack just to get the parking sensors."


## PRICES

Most 124s are still being run by their first owners, many on three-year PCPs, so there aren't as many on the used market as you might expect. The cheapest Fiat 124s have now dipped below £15,000, although most are priced above £16,000. Few of these cars have breached the 10,000-mile barrier; most are yet to cross the 5,000-mile threshold.

Your £15,000 secures a 2016 Lusso with 25,000 miles on the clock; spend an extra £2000 and you can buy a 5000-mile Lusso; shop around and you might even track down a delivery-mileage mid-range car.

The Lusso and Lusso Plus get equal billing when it comes to proportion of sales with the Classica in third place. Grey and white

are the most popular colour with Fiat 124 buyers; they account for more than half of the cars available. Red comes next, followed by black and blue. For Abarths, the most popular colour is grey followed by white, blue, black and red.

We found just one automatic Fiat 124 for sale (at £18,995 with 4000 miles on the clock), but of the 50 Abarths we found on forecourts, 40 per cent were fitted with a dual-clutch gearbox. If you want an Abarth, you should budget to spend at least £20,000 if you want any choice, although there are a few cars available from £19,000; autos start at £21,000. 

### SAMPLE PRICES

- 2016 Fiat 124 Spider Lusso Plus, 13k miles, white: £14,350
- 2017 Fiat 124 Spider Lusso, 2,100 miles, black: £15,793
- 2018 Fiat 124 Spider Classica, 1,194 miles, red: £15,900
- 2016 Abarth 124 Spider, 2,828 miles, white: £19,990
- 2017 Abarth 124 Spider, 3,508 miles, blue: £20,912
- 2018 Abarth 124 Spider, 3,465 miles, red: £20,969



### ABARTH 124 SALES FACTS

- Portogallo 1974 Grey - 28%
- Turini 1975 White - 25%
- Costa Brava 1972 Red - 24%
- Isola D'Elba 1974 Blue - 14%
- San Marino 1972 Black - 10%

Manual - 60% / Automatic - 40%

- Heritage Look 51%
- Visibility Pack 14%



### THANKS

Many thanks to Dave Quinn, Rob and Cath Cawley, Startins Fiat Redditch ([www.startingroup.co.uk](http://www.startingroup.co.uk)) and Grays Fiat Warwick ([www.graysgarage.co.uk](http://www.graysgarage.co.uk))



### TECHNICAL SPECIFICATIONS

	FIAT 124 SPIDER	ABARTH 124 SPIDER
ENGINE:	1368cc 4-cylinder turbocharged	1368cc 4-cylinder turbocharged
POWER:	140hp at 5000rpm	170hp at 5500rpm
TORQUE:	177lb ft at 2250rpm	184lb ft at 2500rpm
TRANSMISSION:	6-speed manual or 6-speed auto	6-speed manual or 6-speed auto
0-62MPH:	7.5sec (auto 7.6sec)	6.8sec (auto 6.9sec)
TOP SPEED:	134mph (auto 133mph)	144mph (auto 142mph)
WEIGHT:	1050kg (auto 1070kg)	1060kg (auto 1080kg)





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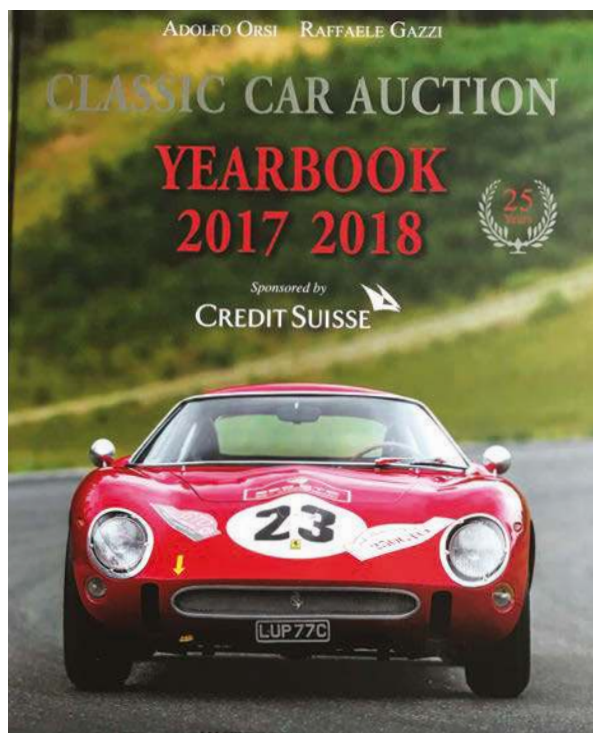
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**Classic Car Auction Yearbook 2017-2018**  
 By Adolfo Orsi & Raffaele Gazzi  
 Publisher: **Historica Selecta**  
 ISBN: 978-8896232101  
 £70

In the year that a 1962 Ferrari 250 GTO sold for £37.6 million, there's plenty to report on in the auction world in 2018. This annual Classic Car Auction Yearbook from Italy – now in its 23rd edition – provides a wealth of insight into what has been a turbulent scene in recent times.

The new edition reports on the most important international classic car auction sales from

September 2017 to August 2018, covering 5628 cars and 308 different marques. Results are supplied in three currencies (euros, dollar and sterling). The authors say the auction market continues to grow (it's now a £1 billion industry), but that prices have seen definite deflation as a result of speculation. Many more cars are being auctioned without reserve. The best prices are achieved by cars with good provenance and restoration shop reputation, while quality and condition remain vital, too.

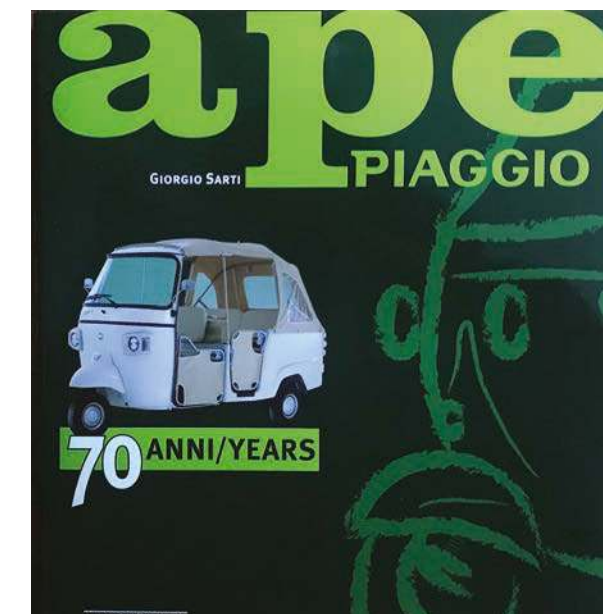
Italian cars – specifically Ferraris – dominate the top end of

the table, with six of the ten highest prices paid, and 40 Ferraris in the top 100. Alfa Romeo and Maserati also appear in the top 20.

This is a weighty, high-quality hardback book of some 418 pages, including 973 photographs – a real festival of data for the auction nerd.

**Ape Piaggio: 70 Years**  
 By Giorgio Sarti  
 Publisher: **Giorgio Nada**  
 ISBN: 978-8879116985  
 £48

It was in 1947 that Piaggio launched the Ape trike in a post-war Italian market that was craving cheap, practical mobilisation. The Ape ('bee') – which arrived just one year after the



much more.

This book's 230 pages are crammed with period illustrations, which I love, reproduced in extremely high quality. The text is

instance, that nearly 1.8 million have been made in all?

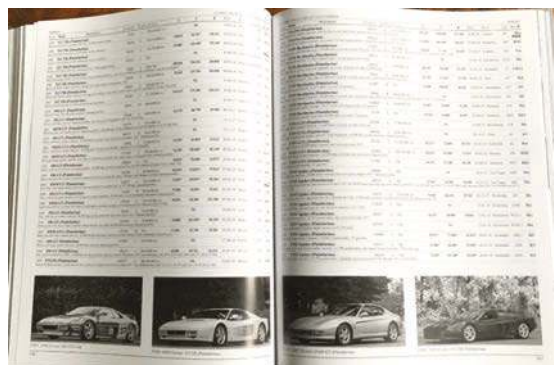
The listing of all the models produced from 1947 to the present day is comprehensive indeed – in fact, it's mind-boggling. Petrol and diesel; pick-ups and vans; taxis and farm vehicles; articulated trucks and fire engines – they're all here. Even the Pope and the Italian President had one!

Also included are appearances on TV and in film, plus details of intercontinental journeys – but not, strangely, the big racing scene that exists for Apes these days. Overall, a rollicking ride through a little-documented three-wheeled world.



Vespa ('wasp') scooter – certainly fitted the bill. Over 70 years on, the Ape is still going strong, delivering pasta and coffee to cafes, providing street sweeping duties and

in Italian and English, so even non-natives can appreciate the full story. You get a real sense of the cultural significance of the Ape, not only in Italy but also across the globe. Did you know, for





# Maranello

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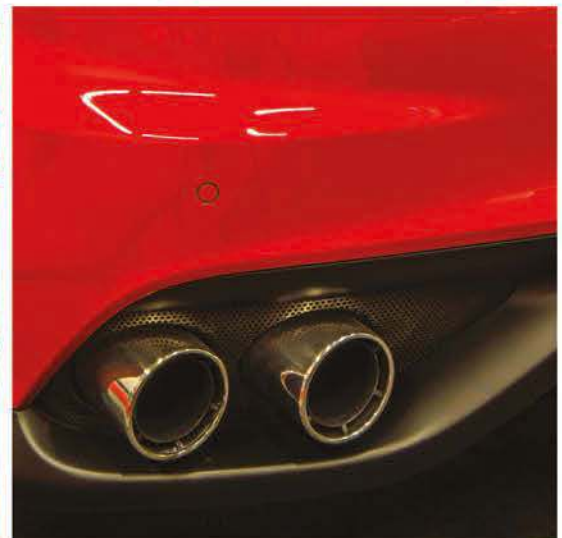
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## LAUDA & THE GT4

As a Dino 308 GT4 owner (who drove it to the Dino 50th celebrations in Maranello in June 2018), I read with interest the Dino articles in the November edition and compliment both Simon and Richard on their excellent work.

However, I would like to point out one factual inaccuracy in Simon's piece. I can't blame him because what he wrote has pretty much become an accepted fact. Niki Lauda did not have a part in the design of the GT4 suspension. The GT4 was first shown at the Paris Salon in October 1973. Lauda first discussed driving for Ferrari only in autumn 1973 but did not sign a contract till later in the year, after the launch of the GT4. The GT4 design would have been finalised long before Lauda even started talks with Ferrari.

The confusion arises because the US importer, Luigi Chinetti, produced an advert in 1976 stating that Lauda had "spent several months testing the GT4, how to improve the suspension, what to change in the gearbox, where the visibility could be better". Pure American marketing hogwash and

totally untrue! Just thought I'd let you know. I hate historical inaccuracy.  
**Francis Newman**



## RALLY SCOUT

I am from Jakarta, Indonesia and first of all I want to say I'm a big fan of *Auto Italia*. The purpose of this letter is that I want to ask if you know about a particular Fiat. It's called Fiat Malvinas and I have a picture showing it being used for rallying. It was officially sold by the Indonesian Fiat distributor in the 1970s, called PT Inremco. It was based on the Fiat 127, but I'm not sure if the body is a local one or not.

At the time, Completely Built Unit (CBU) importation was illegal and you had to do Completely Knocked Down (CKD) to sell your product. So there are two theories: either CKD bodies were sent from

Italy, or some Indonesian coachbuilder ('Karozeri' in Indonesian) made a copy. I hope that you might know about this unique variant because I'm quite curious and I haven't seen it in Indonesia.

**Ifan Ramadhana**  
 Jakarta, Indonesia

*Your mystery car looks very much like a Fissore Scout, which was based on the Fiat 127 and was made from 1971 onwards by the Piedmont-based coachbuilder, Fissore.*

*Here at Auto Italia, we never knew that it was rallied, and we haven't heard about any Indonesian connection. Might our readers know more? – Editor*

## FINAL ORDERS

I read with interest Patrick Hurst's story about his Lancia Gamma (December 2018 issue), which reminded me of the history behind my Alfa



Romeo SZ (ES30). A businessman placed his order for an SZ with a dealership in Maasland in the Netherlands but two years later, when the car was delivered to the dealership, he had fallen in love with an actress and disappeared into the sunset. The car remained unregistered in the Netherlands until it was imported into the UK for me in 1999. I have owned the car ever since. Love the magazine.

**Barry Daborn**

## FERRARI VALUES

Loved the feature on the 365 GTC/4 (December 2018 issue) – still my favourite Ferrari, so elegant in dark blue. I think my love of this Tipo must have been started by the 1/43 scale version by Mebetoyo I had as a kid – and still have in 'well played with' condition.

Aren't Ferrari values a

strange phenomenon, though? The GTC/4 being worth only half what its (less rare, less usable) Daytona sister car is valued at seems nonsensical. But then my



manual 412 – one of 24 right-hand drive cars ever made and the last Tipo ever to have the fabulous Colombo V12 – is only 'worth' a third of a 365 GTC/4. And the 328 I sold to buy the 412 was then (in 2012) sneered at by marque dealers, and yet a similar car would today be priced around the same £80k mark as a 355, 360 or even 430. I suppose that's fashion for you, or are these figures simply reflective of over-production of more recent Ferraris? In that case, Californians should soon be very cheap...

**Peter Vaughan**

# COMING SOON

ISSUE 276 ON SALE 2ND JANUARY 2019

## THE 'BEST' COLLECTION

ABARTH 595

ALFA ROMEO RL

FERRARI 246 DINO F1



Some features may appear in a later issue

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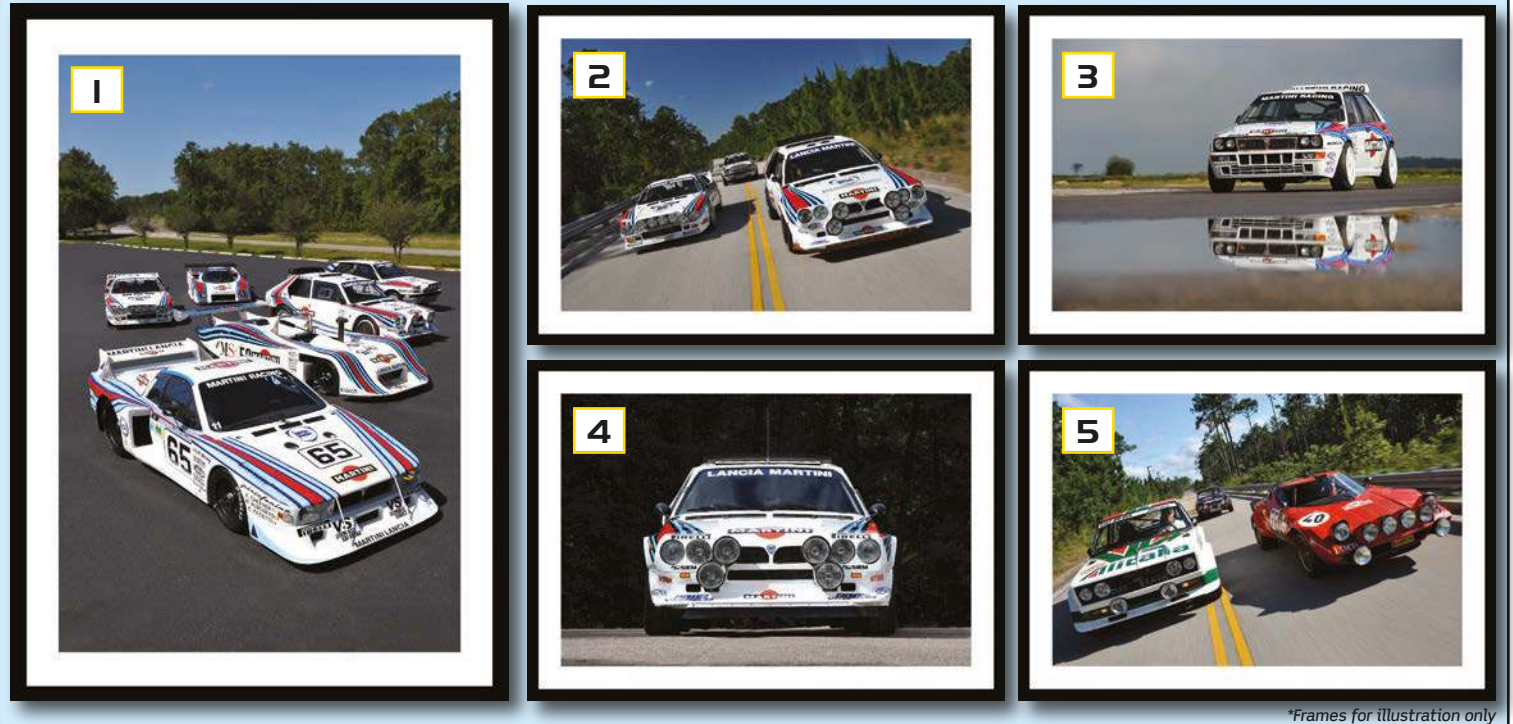
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## ALFA ROMEO



**Fisher Alfa 1965 racing car.** Full restoration, professional set-up 'on the button', 2000cc high torque fresh engine (Jim Evans input), rebuilt Hewland, complete with spares and box trailer, 400kg, suitable Italian and French hillclimbs, £44,500. Tel: Peter, 01229 716016 (Cumbria). A275/010



**1977 Alfa Spider 105 2000 Veloce.** 47,400 miles, blue, genuine RHD UK car, owned since 2002, restored over the last 3 years, recent full respray in 2 pack, new water pump, alternator, petrol pump, petrol tank. Brakes completely refurbished with new cylinders, seals and servos, new windscreen, carpet and mohair hood. Many other new small items as well, it is in excellent condition, only sign of wear driver's door card. Being very critical, the only obvious external fault is the rear bumper which has a slight bump, £12,500 ono. Tel: 07980 184480. Email: majormallock@gmail.com. A275/013



**Alfa Romeo Spider 105 2000.** 1971, 96,200 miles, yellow, fully photographed frame off restoration and in the same family since 1989. Needs minor cosmetic work, such as interior and paint chips, choke cable needs correct knob. Full current MOT and MOT history, always garaged, taken for short drives every few weeks, hood in good order with small crease on rear window, underside cleaned and treated, included in sale are spare centre console, rear light cluster, rear bumper, engine block, £9000 ono. Tel: 01727 812992. Email: black.markie@gmail.com (N.Yorkshire). A275/014



**Alfa Romeo 105 Spider 2.0.** 1987, 54,000 miles, Ivory, superb condition, garaged all year, summer use only, full MOT and history, new hood, 2 owners, £13,500 ono, AROC member for 16 years. Tel: Bryan Pooley, 01883 342483. Email: elinpooley@btinternet.com. A275/045



**Alfa Romeo S4 Spider.** 1990, RHD, Rosso Red, 2 litre injection, power steering, 5 speed, alloy wheels, Alcantara/leather seats, electric windows, no rust, desirable reg number, MOT to April 2019, garaged/covered, summer use only, £12,500 ono. Tel: 020 8997 2039 (West London). A275/003



**1953 1900 RHD Alfa Farina Coupe.** Red, completely restored in the 1990s by Symbolic Motors with a later 1955 larger engine with twin sand-cast Solexes. Many concours awards over the years, the car was refreshed with new paint approximately a year ago, Peter Marshall knows the history on this automobile. Many photos at Bob Schnittger's '1900 Companion' website. Tel: Tim Gallagher, 828 778 2732. Email: tjgferpor@aol.com (North Carolina, USA). A275/012



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



**1984 Alfasud Ti 105 Green Cloverleaf.** 54,650 miles, silver, in good condition and garaged since 1990, I have had her since 1988. Well maintained and serviced: new clutch, discs all round plus new front calipers, new rad and Koni sport shocks, has clean interior, (little split in gear gaiter rubber/leatherette and small worn patch on driver's seat), I put in rear belts. Drives beautifully and sounds great, recent service and MOT this August, £7700. Tel: Marek, 07879 448289 (London). A275/015



**Alfa Romeo 33 1.5 IE non-cat.** 1992, 51,000 miles, gold, FSH and tons of bills from day one, in near mint condition with excellent bodywork and very tidy underneath, MOT April 2019. I bought the car from Phil Parfitt (Alfa Craft) in London three years ago, loads of work carried out since 2012 including rebuilt heads, new clutch, radiator, shocks, cam belts this year, full brake overhaul and gearbox overhaul, contact me for a full list. Original, unmolested, unmodified, £2500. Tel: Mark, 01935 882689. Email: markakarolak@gmail.com (Chiselborough, Somerset). A275/016



**Black Magic Alfa 145 Cloverleaf.** Reluctant sale of a great old school hot hatch. Complete history folder, much money has been spent on keeping this car in top shape, full tan leather interior, mileage 69,000, full 12 months' MOT with no advisories, lots more images available, £3000 ono, contact for full details. Tel: James 07831 591526. Email: jameswchallis@gmail.com. A275/050



**Alfa 146 Ti.** Lovely original 146 Ti, owned for over 9 years, one previous owner, always garaged. Great to drive with lovely exhaust note, it's done 123K miles but these cars like to be used as long as they are properly maintained. Mark at Alfa Lusso in Cowfold has looked after it for many years and kept it in top condition, recent full service, belts, wheels, tyres, battery, wipers and various other bits and is MOT'd to September 2019. Rarely for these it's never been welded, bodywise it's in great condition and it gets lot of nice attention, it's still bright red all over. The interior is also excellent, there are newish Alfa logo mats which match the ti style seats, the glove box is now too small for all the history. Along with the original Alfa wallet and book pack, there's a stamped up service book, old MOTs, invoices, original bill of sale, spare and master keys etc. This is not your average 146 as you can probably tell and there aren't many left now, you are more than welcome to come and have a look, £2495. Tel: 07809 221500. Email: mmarkyt@hotmail.co.uk (near Brighton). A275/005

**Alfa Romeo 145 TS 1750.** 2000, Rosso Red, unfinished project, the car is complete, in my ownership for 16 years, offers invited. Tel: 01477 500607. A275/051



**Alfa Romeo 156 GTA V6.** In Miro Red with black and light tan upholstery. Reg Oct '02, MOT'd to 06/06/19 and mileage of 113,526, full service history file available and also paperwork covering paintwork, interior, wheels and exhaust, the car is further enhanced with a Bose sound system. The vehicle has been maintained to a very high standard, viewing by appointment, genuine enquires only as the vehicle is being sold due to the sudden passing of its owner. For further info tel: Paul, 07712 777853. Email: paulbuckner7515@gmail.com. A275/009



**Alfa Romeo 156 Sportwagon.** Diesel, 2004, 123,000 miles, MOT'd till September 2019. Spare set of Alfa alloy wheels with tyres will come with the car, new radiator, thermostat, EGR valve, boot liner included, £1500. Tel: 07749 522251 (Fife). A275/001



**Alfa Romeo 156 1.6 TS Turismo.** 2003, 26,000 miles, silver, dealer pre reg plus one owner car. Genuine mileage, service history and in excellent condition, garaged. MOT to July 2019, on private plate (not included in sale), £3500, AROC member. Tel: 07947 892766 (South Wales). A275/047



**2003 Alfa Romeo 156 GTA Sports-wagon.** Part of a private collection, new clutch, timing belt, water pump, alternator and exhaust, and 4 new Good-year all season tyres, excellent original condition, owned 6 years, just serviced. Tel: 07840 095198. Email: antoniogrech@yahoo.co.uk (London). A275/048



**Alfa Romeo 156 2.0 Twin Spark.** 85,000 miles, owned by us since first registered on 5 June 1998, regularly serviced and cared for by Alfa specialist garage. Cosmo blue bodywork, navy velour seats etc, leather steering wheel, bodywork, interior trim, engine, gearbox etc, all in good condition. Recently failed MOT due to rust in sills but could be restoration project or source of parts, £150 or offer. Tel: 07775 851362 (located in Wiltshire). A275/046



**Alfa Romeo 156 2.4 JTD 20V Ti.** 2005, genuine Ti spec, rare 156, only 27 left. Gunmetal Grey, 98,000 miles, owned 7 years, thousands spent, vgc all round. Ti's have unique badging, interior, lower than standard suspension, quicker steering rack and wider wheels, ride is firm ,goes round corners like she is on rails, 0-60mph in low 8 second and lots of torque make this a great driver's car. Needs new cam and aux belt/water pump, reflected in the price (can be done for £420), £2495 ono, open to sensible offers, ring for more details. Tel: 07531 136178 (east Devon). A275/017



**Alfa Romeo 159 Turismo 16v JTDm 170 estate.** Diesel car, black, 131,000 mileage, MOT 12 months, excellent condition inside and out, two owners, service history, for sale £4000. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A275/049



**Alfa Romeo GT Cloverleaf JTDm 16v 170 Q2.** 2008, 96,000 miles, Atlantico Blue, rare, top of the line model, with FSH and sensible enhancements. Q2 LSD 18" alloys, rear parking sensors, Bose hifi with subwoofer remap and EGR blanking, Eibach ProKit springs, Bilstein B6 dampers, grooved discs, EBC Greenstuff pads, Powerflex bushes, Pioneer head unit with DAB, Bluetooth hands free, CD/DVD. Recent work: turbo gok, clutch master/slave cylinders 87K, timing belt water pump 86K, clutch flywheel driveshafts 59K, £4149. Tel: 07810 181552. A275/044



**2004 Alfa Romeo 916 Spider.** Silver, bodywork in very good condition, less than 49,000 miles, good service history with invoices, all the usual refinements including electric hood. MOT till January 2019, £5500 ono, can be seen in Parkgate Cheshire, or Birkenhead. Tel: Alan, 07867 617839. A275/018



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**1968 Alfa Romeo 1750 Spider**  
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Rare RHD in good original order:  
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**1971 Lancia Fulvia 1.3S Coupe**  
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Excellent example in a rare colour,  
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**1999 GTV Lusso 3.2 24v.** c80,000 miles, Gunmetal Grey/red leather, once much loved, but now not used for several years due to family. Needs work and tlc, clutch slips if revved hard, needs good service, crack in windscreen, few other bits. Great opportunity to have the best colour combo with the big engine if you have some time to spend, love to see someone get this back on the road, £2500. Tel: Chris, 07796 337839. A275/020



**Alfa Romeo GTV 3.0 V6.** 2001, Alfa Rosso, stunning GTV 3.0 owned by AROC member last 15 years. New MOT and service, low mileage 87,800, huge history file and FSH, £6500 ono. Tel: 07743 864373 (Devon). A275/019



**Alfa Romeo Brera 2.2 JTS.** MOT September 2019, full timing chain kit fitted 4000 miles ago, new polybushes on anti-roll bar, FSH, 82,000 miles, £3500. Tel: 07570 550404. A275/062



**Alfa Romeo Spider Twin Spark Lusso.** Pearlescent blue, 2000, W-reg, 55,000 miles, 2 owners from new, in present ownership for last 15 years, regularly maintained by specialist garage, no expense spared, new hood and clutch, ill health forces sale, £3950. Zender, anti-roll bars fitted from new, breathable cover. Tel: Ian, 01202 744028 or 07740 780905 (Dorset). A275/002



**Alfa Romeo Spider V6.** 2001, 72,000 miles, dark grey, MOT July '19, full history. At 70k new Koni front suspension and std rear incl pan arms, bushes, springs and discs + SS exhaust (all from Alfaholics). New Avon tyres, powder coated wheels and hood @ 71K, fitted with GT lightweight flywheel and clutch, lovely car to drive, £6300 ono. Tel: Richard, 01789 763153 (Warwickshire). A275/061

## FERRARI



**Ferrari 328 GTS.** 1989, Rosso/Crema, 56,830 miles, FSH, original tools, books etc, stunning perfect car, welcome to any test or inspection. Recent service and new MOT, this car is as good as it's going to get! Email: prsche@msn.com for more pics and info, or phone FOC member Anthony, 07779 726845. A275/063



**2002 Ferrari 360 Spider.** Manual in Grigio Alloy with crema leather piped with blue seats, blue leather dashboard and crema roll hoops giving a striking alternative to the more common red! £6000 extras when new, document pack, keys, fitted Ferrari car cover etc are with the car, always garaged and summer use only - no track day use. In my care for 13 years, £70,000, 3 years with full Ferrari dealer history every year, belts changed this year. Email: davidrhall47@icloud.com (Northamptonshire). A275/022



**Ferrari 360 Modena.** Rosso Corsa with Crema leather, F1 gearbox, 2000/W, RHD, 41,500 miles. Excellent condition inside and out with full service history, new brake discs and pads front and rear, new cambelts and Hill Engineering tensioners. Challenge rear grille and front grilles, 6 CD changer, original books and manuals in leather pouch, Ferrari tool kit, 2 keys, 3 alarm fobs. Owned past 8 years, always garaged, £69,950. Tel: 0844 3302026. Email: rossocrema@outlook.com (London). A275/021

**Ferrari Mondial 3.4T Cabriolet.** 40K miles and full Ferrari service history, very original car, all handbooks, keys and tools present, £52,950. Tel: 07816 310683. A275/052

**Ferrari 308 GT4.** Very early GT4 registered 1/1/75 to Toleman Ltd, was originally metallic Viola which I believe maybe unique in a UK RHD car, now red. Cloth interior, comes with the incredibly rare leather Dino wallet and service book, needs complete and total restoration but could be an amazing project, 95% complete, £25K. Tel: Nick Record, 07836 573204. A275/053

**1987 Ferrari 328 GTB race car.** Campaigned in the Ferrari Owners' Club Classic race series over the years as a front running car, this is a very well known car, modified to group 4 specification, for more information please contact Robert, 07802 638618. A275/054

**Ferrari 348TB.** LHD, 1993, 38,500km, Rosso with tan, one previous owner, full history, belts 2016, just serviced October '18, always garaged and used by me in the south of France, now in UK, needs to be seen, really is superb, call or whatsapp, £45,750. Tel: 07768 028400. Email: briantdavies@aol.com for full update and full photo specification (FOClub member). A275/055



**Ferrari 308GTS QV.** Very rare Azzurro metallic blue Ferrari 308 GTS QV with contrasting Crème leather c/w blue piping. Huge history file going right back to the original order made with Ferrari, including front and rear spoilers, air conditioning, toolkit, service book and manuals. Last service included new belts, etc in March 2018, long-term FOC member, inspection and/or demonstration can be arranged. Email: ccashopping@icloud.com. A275/065



**Ferrari 458 Spider.** Purchased from Meridien Modena in Feb 2018, 3250 miles, one previous owner, Ferrari power warranty to Feb 2020, free servicing to Aug 2020, recently MOT'd and serviced, all stamps present. Perfect specification, Corsa Red, red carpets, black carbon sports seats, carbon driver zone, centre console, carbon kick plates and carbon rear tailgate, grey alloys with yellow calipers. This is a reluctant sale with genuine reasons to pass on this wonderful machine, £194,995 ono, strictly no canvassers. Email: charlysparrow1@hotmail.com. A275/066

## FIAT



**1995 Fiat Coupe 16V N/A.** 81,500 miles, long MOT to 15.08.19, cambelt and tensioners replaced August 2014 at 72,000 miles, exhaust replaced from the cat in August 2014, exhaust front downpipe replaced in August 2017, recent two front Dunlop tyres, cloth interior in good condition, history file, drives very well, call for further details, £750. Tel: 07854 932595 (Orpington area). A275/004



**Fiat Abarth 1.4 M/A T-Jet Competizione.** Reg 27/11/18, 8000 miles, Abarth Red, paddle shift, Supersport wheels, Celtic tuning, 205bhp, 210lb/ft (0-60 5.5 sec, 150mph est), auto/manual, recent service, immaculate condition, £17,000. Tel: 01668 283462 (Northumberland). A275/006



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## LANCIA

**1983 Lancia Beta Spyder 2000.** Under 60,000 miles, red, RHD, solid but bubbling to upper right wing, tlc for winter, £7500 ono. Tel: 01323 898774 (East Sussex). A275/056



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

## PARTS

**Ferrari 355 wheels.** 1 set of genuine Speedline wheels to fit a Ferrari 355 for sale, with Pirelli P Rosso tyres, 295/680/18 and 235/645/18, all in good condition. £2700. Tel: Robert, 07802 638618. A275/023



**Fiat Barchetta.** 1998, silver with black interior, 41,000 miles with a comprehensive history file including original brochure and handbook, MOT July 2019 with no advisories, considerable recent expenditure. Owned and enjoyed for 10 years and used only in the summer as a third car, now though I just fancy a change, £3950. Please call me for more details. Tel: 01626 363876. A275/068

**Marchal spotlights.** Pair of spotlights, believed ex California Spyder, £650, contact John Lewis for photos and spec. Email: jl@dymock.biz. A275/027

**365GT2+2 parts.** 365GT2+2 plastic perspex headlight covers, £500; handbrake cable, £150; and oil filter, £10. Tel: 07836 239377 (Haslemere). A275/028



**2007 Maserati Quattroporte 4.2 Sport GT ZF auto.** As owned by *Auto Italia* editor, Chris Rees, and featured in this magazine (June 2017). 400hp V8 engine with ZF six-speed paddle-shift auto - much nicer to drive than the Duo Select transmission and more reliable. Dark grey with red-and-black duo-tone leather upholstery. Full spec including 'Sport' driving mode, front and rear climate control, sat nav, Bose audio, CD changer, electric rear sun blind, Xenon lights, cruise, parking sensors, heated seats, 20-inch alloys, piano black trim. Private plate 'V88 MSR' included. Fully stamped service book. New battery, two new Michelin Pilot Sport rear tyres. Excellent condition inside and out, 46,350 miles, MOT to November 2019, £16,900. Tel: 07721 913282. Email: chrisrees@auto-italia.net. A275/043



**330/365 Borrani alloy wheel.** Ferrari 330/365 Borrani alloy wheel with new tyre, £500. Tel: 07836 239377 (Haslemere). A275/029



**Fiat Coupe 2L 20V Turbo** complete steering rack, excellent condition, only 50K, for sale £100. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A275/070

**Alfa Romeo GTV 916** speedo and rev counter console, black, good working order, £50 ono. Tel: 01564 772714 (West Midlands). A275/007

**Ferrari 612 rear exhaust.** Rear exhaust system for sale, £500. Tel: 07836 239377 (Haslemere). A275/031  
**Ferrari F430 Spider exhausts and headers.** I have replaced the exhaust and headers on my F430 Spider and these parts are available for purchase. Car had done around 20K on the exhausts and as far as I know the headers are the Mk1s which were fine and were replaced because I wanted the louder sound of the aftermarket ones. Available for collection from Bromsgrove, any questions please ask, open to sensible offers. Email: johnjstewart1@icloud.com (West Midlands). A275/033



**512BB distributor cap.** Single coil ignition, new old stock in perfect unused condition, Marelli part no. 71184501, Ferrari 95300043 or 95300048. Email: ricardio@btinternet.com. A275/074



**Ferrari BB front indicator pods.** In good used condition, lenses have good colour and only a few scratches that could be polished out by an expert. Ferrari part no. 50104108 and 50104207 or RH unit was 106389, no longer available from Ferrari. Email: ricardio@btinternet.com for more details and photos. A275/069



**Ferrari 348 catalytic converters.** 348 catalytic converters, £100. Tel: 07787 528131. A275/073



**Fiat 500 headlights.** Pair, fit early models, genuine original Fiat parts, no damage, £32 each, excellent s/h condition. Tel: 07989 951895. A275/071  
**Fiat Stilo Abarth parts.** Rear hatch with glass and spoiler, set of wheels, side skirts, rear lights, mirrors and parcel shelf, £150 job lot. Tel: 07541 310419. A275/057

**Ferrari 348 genuine rear window seal.** New boxed 348 rear window seal, I am told these are over £400 and no longer available, £150. Tel: 07787 52813. A275/058

## MISCELLANEOUS

**Alfa Romeo Alfetta Haynes workshop manual,** all models 1973-1981, clean condition, £10 ono. Tel: 01564 772714 (West Midlands). A275/008

**Ferrari F430 Coupe custom indoor cover.** Complete with storage bag, this cover has never been used. Soft liner to protect paintwork, breathable fabric, originally purchased from Classic Additions. Colour red with yellow piping and yellow mirror pockets, Ferrari badge on bonnet, £250. Email: oliversathome2@tiscali.co.uk. A275/024  
**Enzo magazine issue 1.** Brand new. Email: jj1231234@hotmail.com. A275/025

**Ferrari 458 Spider luggage.** Full set in very new condition, sensible offers considered. Email: jeremyhale@sky.com. A275/032

**Meguiars G220 polishing machine.** No longer needed and still boxed and very light use. With some pads - some are new and unused, plus a range of chemicals for polishing, all included, £100 collected from SW London. Email: johnjstewart1@icloud.com. A275/034



**Genuine Ferrari 458 indoor car cover.** Email: alistairbeverley@yahoo.co.uk. A275/026

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**'250M'**. Registration for sale, Ferrari member. Email: mark@lavenderinvestments.co.uk. A275/036

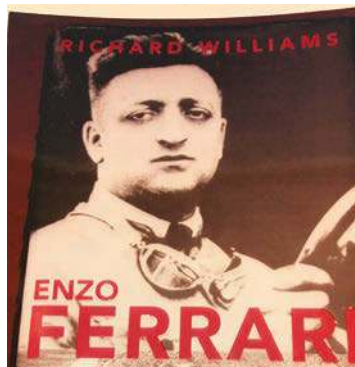
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**'F360 GTO'**. Currently on retention certificate, £3500. Tel: 07773 078074. Email: pcuthbert250@btinternet.com. A275/042

**Ferrari 275 GTB and GTS original owner's handbook.** 1965, first edition, small amount of water damage to a few corners, cover loose on spine, sensible offers. Email: davidfrith46@yahoo.co.uk (N.Wales). A275/059

**Ferrari books/brochures/prints.** Moving house so looking to sell various Ferrari related items: automobilia books, various models 412/456/550/360/430/612; ltd edition Clarkson on Ferrari silk bound book; brochures 412/456/575/FF/California; large Pininfarina sketch prints 456/360 (obtained from Marenello Egham) currently framed but frames tatty; 11" x 8" plastic Scuderia shield, ideal for garage; limited edition no 28/50 signed David Wilson Schumacher F1 cars 97-03, all 7 cars, please email for prices. Email: markdorey456@hotmail.com. A275/060

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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## NARDI 750 VIGNALE COUPE

**THIS LITTLE-KNOWN BUT VERY PRETTY MICHELOTTI-DESIGNED COUPE WAS MANUFACTURED IN BOTH ITALY AND SPAIN**

Story by Chris Rees



**E**nrico Nardi's name may be most famous for his steering wheels, but he was a serious car constructor in his day, notably in the field of racing cars. He also made quite a name for himself in post-war years as a tuner. As soon as Fiat launched the 600 in 1955, Nardi set to work on its little four-cylinder engine, offering various states of tune. Stage I squeezed out 26.5hp and Stage II 28.5hp, but easily the most exciting modification was an expanded '750' engine. This had bore and stroke dimensions of 60.4mm x 65mm, upping the capacity to

745cc – just under the 750 racing class limit. With a Solex 32 carb and 9.8:1 compression ratio, it was capable of up to 46hp at 6500rpm and torque of 58Nm (43lb ft) at 4500rpm.

It was this engine that Nardi chose to install in its new Fiat 600-based coupe, which was launched at the 1956 Turin Show. Vignale was the coachbuilder, Michelotti the designer – and his sleek shape was easily the sportiest on offer at a time when most coachbuilt Fiat 600s were dumpy, at best. Notable were the faired-in headlamps, curved front and rear screens, pointy nose and very bright two-tone paint

schemes, echoing the effect of Nardi's acclaimed Blue Ray grand touring model.

The 750 Coupe was a very small two-seater, measuring only 3670mm long, 1400mm wide and 1220mm tall, and it weighed a mere 625kg. Maximum speed was 93mph and 0-62mph took 17 seconds – good figures for a Fiat 600-based machine.

There were two distinct series of this car. The Series I was distinguished by its small rear fins; the 1956 show prototype (*pic below*) had plain rear wings and no bumpers, but production models had charismatic oval air vents in the rear wings and small bumpers front and rear.

The Nardi 750 coupe can be considered the stylistic leap-off point for Vignale's amazing aerodynamic Abarth 750 Goccia ('teardrop') of 1957. In the meantime, Nardi's 750 coupe was redesigned as a Series II (*pic left*), once again by Michelotti, which was presented at the 1958 Turin

Show. The rear fins were removed, the rear wing line was raised and the shape of the nose was changed – all becoming a little more anonymous-looking, it must be said.

Production ceased in Italy in around 1959, but sadly precise production figures are not known. Some were certainly sold in the USA and the best estimate is perhaps around 50 in total. But that wasn't the end of the story. A Nardi factory had been established in Spain in May 1959 and the 750 Coupe – oddly in Series I guise, not Series II – was revived there towards the end of 1960. With the arrival of the Seat 600D in 1963, the standard engine capacity was upped to 767cc, so Nardi dropped the 745cc engine; instead it offered 850cc and 1000cc versions. In this guise, the Vignale coupe was offered right up until 1966, when Nardi Espanola ceased operations, having made some 65 coupes.



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