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

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

Contributors Peter Collins, Richard Heseltine, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Steve Berry, Simon Charlesworth, Mike Rysiecki, Tim Pitt, Richard Dredge, Bryan McCarthy, Richard Betts and Phil Ward

Art Editor Michael Ward

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.net
claire@gingerbeerpromotions.com

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 Aucock



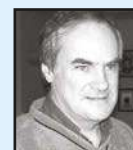
Peter Collins



Simon Charlesworth



Simon Park



Tony Castle-Miller



It's been a pretty big month for Ferrari. As I write this, Charles Leclerc has just won his second F1 race of the season at Monza, back-to-back with Spa. That home victory set the scene for a very fortuitous occasion which I attended in Maranello: the press opening of Universo Ferrari, a huge exhibition dedicated to giving a full customer experience to 'everyman'.

This was also the moment when Ferrari launched an unprecedented two new models simultaneously, both of them convertibles: the F8 Spider and 812 GTS. That's me sitting in the former above; I do apologise for the appalling sartorial colour clash but I simply don't own a Giallo Fly shirt! The 812 GTS is a genuinely exciting new model, being Ferrari's first series V12 convertible since the Daytona. By the time the two new Spiders arrive on UK soil next year, hopefully it will be just in time to enjoy a season of sunshine.

Just two weeks before Universo Ferrari, I'd already been at Fiorano for the F8 Tributo launch. It's quite some car – you can read all about it on page 14 – and it really reminded me just how extraordinarily active 2019 has been for Maranello. This is just one of five new Ferraris launched this year. We've seen four (F8 Tributo, F8 Spider, SF90 Stradale, 812 GTS) so there's one more to go. What will it be? Ferrari hints that it will be something unexpected. A new Dino? No, that's been definitively ruled out. The Purosangue sports utility? Hmm, watch this space...

I'm also still buzzing about the recent Festival Italia at Brands Hatch, in which *Auto Italia* was intimately involved this year as the title sponsor. We have a full report on page 70 – and I recommend reading it, as it really reflects the passion for Italian cars that we Brits have. It felt like a slice of Italy had landed in Kent!

Chris Rees
Editor

chrisrees@auto-italia.net

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ITALIAN CAR NEWS

HYBRID SIÁN IS FASTEST LAMBO EVER



Lamborghini has unveiled its “fastest car of all time”. Called the Sián FKP 37, its name recognises the recently deceased Ferdinand K Piëch, who was instrumental in the VW Group acquiring Lamborghini. Sián means ‘flash of lightning’ in Bolognese dialect.

Launched at the recent Frankfurt Motor Show, it's a hybrid that combines the Aventador's V12 powerplant with a 34hp electric motor. The new motor is incorporated into the gearbox, so it supports low-speed manoeuvres such as reversing and parking, and also provides increased torque during acceleration, at speeds up to 81mph.

Rather than using lithium-ion batteries, the Sián introduces the world's first supercapacitor in a car, which is located between the cockpit and engine for ideal weight distribution. The whole electric system weighs only 34kg.

The combined total power output is 819hp. 0-62mph takes less than 2.8 seconds, and the top speed is 218mph. Only 63 units of the Sián FKP 37 will be sold, priced at over 2 million euros plus taxes; all of them are already accounted for.





LAMBORGHINI CLINCHES GT TITLE

FFF Racing has given Lamborghini its first Blancpain GT title in the inaugural World Challenge Europe. Drivers Andrea Caldarelli and Marco Mapelli scored enough points at the Hungaroring to be crowned champions. FFF Racing also celebrated victory in the Pro-Am category in the hands of Hiroshi Hamaguchi and Lamborghini factory driver Phil Keen.



FIAT 500L SPORT

In addition to the new Fiat 500X Sport (see page 28), a new Sport version of the 500L has also been previewed. The top-of-the-range 500L Sport offers a sportier look with a two-tone livery consisting of matt Moda Grey with a glossy black roof. Other details include black trim, matt black 17-inch alloys with red inserts, body-colour side sills and titanium-colour mirrors and light surrounds. The seats have black Denim centres with red stitching, while the dashboard is matt grey.



NEW ABARTH 595 PISTA ARRIVES

A new Abarth model, the 595 Pista, focuses on performance and power. A new, larger Garrett turbo and a compression ratio reduced from 9.8:1 to 9:1 optimises combustion, helping the engine deliver 165hp. Peak torque of 230Nm is now achieved at lower revs (2250rpm). The Pista is fitted with an MTA automatic gearbox with shift paddles.

The brakes are 284mm ventilated front discs and 240mm rears. Standard equipment includes a Record Monza exhaust and Koni FSD (Frequency Selective Damping) rear suspension. Inside, it has a 'racing' steering wheel with flat bottom and top centre mark, and a Sport button to adjust peak torque, steering assistance and throttle response. New upholstery has diamond-pattern sports seats or you can optionally order Sabelt 70th Anniversary seats. A 7-inch



infotainment system and DAB digital radio are standard, too.

Colours include Record Grey, Campovolo Grey, Scorpione Black, Podium Blue, Gara White, Abarth Red and Asphalt Grey. A colour kit includes matching bumper inserts, door mirror covers and brake callipers (red as standard, optional Adrenaline Green, Yellow or Black). Pricing starts from £19,135, with rental on PCH starting at £189 per month.





FIAT'S CITY & FAMILY CAR PLANS

Fiat will concentrate on city cars and smaller family cars in the future, a major FCA strategy meeting has decided. Fiat's city car renewal will begin at the March 2020 Geneva Show with the unveiling of the new Fiat 500. This will be launched as a pure electric model with a modular, upgradable 62-mile battery pack. Reports indicate the new 500 will have more than three doors, with a 'suicide' rear door arrangement. It will also be joined by a new 500 Giardiniera estate.

Meanwhile the new Panda is set to arrive in 2021, with both petrol and electric versions on offer. Reports indicate that the next-generation Panda will look very faithful to the Centoventi concept shown at this year's Geneva show.

As for Fiat's larger family cars, the 500L will not be replaced but there will be a new 500X as well as a replacement for the Tipo. The latter is likely to be an SUV based on the Jeep Renegade/Alfa Romeo Tonale platform and will offer a plug-in hybrid option.

Fiat CEO Olivier François told *Autocar* magazine: "We need the right balance between the Fiat 500 family and family transportation. There will be no big cars, no premium cars, no sporty cars... We will be present in the C-segment [VW Golf class] but not much more. We need more EVs and we need more 500 models that look legitimate enough to take higher pricing."



DOBLO DEVELOPED

The Fiat Doblo range has a new engine in the line-up: a 1.3-litre MultiJet 80hp engine. This joins the existing 95hp 1.3 MultiJet, while the 1.6-litre MultiJet engine can deliver either 105hp or 120hp. The spec includes a new Eco pack with Stop&Start, smart alternator and updated fuel pump.

Four trim levels are offered – Standard, SX, Tecnico and Sportivo – while many different body versions are available, including Cargo, Maxi Cargo, Cargo XL, Passenger, Maxi Passenger, XL Passenger, Crew Van, Work up and Maxi Platform. The new Doblo is available to order now priced from £15,995 excluding VAT.



HR OWEN SELLS PURITALIA IN UK

London dealer HR Owen has been appointed the official UK retailer for Puritalia Automobili, makers of the 'SuperHybrid' coupe. Using a front-mounted V8 engine combined with a rear electric motor, its total power output is 965hp, with peak torque of 1248Nm. The Puritalia has a carbonfibre central tub and bodywork, while the interior also features exposed carbon. Built in Naples, the coupe sells in right-hand drive from around £500,000 including tax. Only 150 units will be built in total.



ELTON JOHN'S FERRARI DAYTONA FOR SALE

One of the first Ferraris owned by Elton John is being sold by Silverstone Auctions. The 1972 Ferrari 365 GTB4 Daytona was owned by the musician from 1973 to 1975, believed to be the first of his many V12 models that included a 365 BB, Testarossa and 512 TR. It's one of only 158 right-hand drive UK-supplied Daytonas and is finished in Rosso Chiaro with black Connolly leather. The auction estimate is £425,000 to £475,000.



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NOVITEC BOOSTS 488 PISTA & URUS



Tuner Novitec has a new Sports Package for the Ferrari 488 Pista. Three levels of engine tuning are offered, with up to 82hp extra power (making 802hp in all) and up to 898Nm of torque. The 0-62mph time drops to 2.7 seconds and the top speed increases to 214mph.

Also available for the Pista are new exhaust systems, forged wheels up to 22

inches in diameter, suspension modifications and interior design upgrades. Among the carbonfibre aerodynamic components are extended bumpers, new front bonnet, sidskirts, mirrors and rear spoiler lip. Novitec also offers a hydraulic suspension system for the Pista, lowering the ride height by 35mm.

Novitec is also offering upgrades for the

Lamborghini Urus, taking power up as high as 782hp and torque to 1032Nm. That's enough for 0-62mph in 3.3 seconds and a top speed increased to 192mph. A new 'Esteso' wide-body conversion considerably increases the car's girth, while many body parts are offered in carbon. New wheels up to 23 inches in diameter are also offered, as are interior upgrades.





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PININFARINA'S EV FAMILY

Automobili Pininfarina says it is developing a new high-performance electric vehicle platform. Pininfarina, Bosch and Benteler will cooperate to develop the platform, which will underpin future Pininfarina cars and will also be offered as a basis for EVs to other car brands. A new range of luxury Pininfarina EVs is planned, following the Battista hypercar, which is due to begin production in late 2020 in Italy.

GRAND TOUR

Canossa Grand Tours is a new tailor-made "lifestyle road trip" that takes place in northern Italy. Beginning in May 2020 and running until October, the Canossa Grand Tour will depart weekly from Milan and go through Lombardy, Emilia-Romagna, Tuscany and Liguria, with Florence, Modena and Cinque Terre all on the route. It has bought 10 examples of the Garage Italia-designed 595 Abarth Cabriolet for drivers to use on the tour. Registrations open in October 2019 – more details from canossa.com



ITALIAN QUARTER @ GLOUCESTER

The Italian Quarter @ Gloucester Goes Retro took place in August. Organised by the Italian Auto Moto Club, this addition to the Gloucester Goes Retro event was a great success. Displays were located in the historic and picturesque Gloucester Docks. Encouraged by the magnificent weather, enthusiasts and the public thronged through the Italian car displays all day, chatting and comparing notes with the entrants, creating a relaxed and friendly atmosphere. The event is planned to be repeated in 2020.



1963 FIAT ABARTH 850 TC

Original 1963 850 TC with Abarth stampings and correct 847cc AB214 type engine and 'Radiale' style wheel arches and period magnesium Campagnolo wheels. Complete with old FIA and FIVA papers and known ownership history back to new



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1965 LANCIA FLAVIA CONVERTIBLE

Potent 1.8 litre model designed by Giovanni Michelotti. One of only 40 right-hand drive examples Subject of a full restoration by marque experts in 2018. Supplied with detachable factory hard-to

FLITTING TRIBUTE

So wide-ranging are the mid-life changes to Ferrari's 488 GTB that it's got a whole new name. The F8 Tributo pays tribute to its reworked V8 turbo engine – now 720hp – but other improvements are just as significant, as we discover in our road and track test

Story by Chris Rees





Does your car have a hot-tube resonator? Well let me tell you, the answer is no. You really want one, though, right? It may sound like something out of *Barbarella* but you'd be right to hanker after a bit of hot-tube resonance action. I'm finding this out first hand, as the unique resonating tube that runs from the new Ferrari F8 Tributo's exhaust forwards to the cabin to scintillate the tiny bones in my ears.


That's just the first of the F8 Tributo's many major achievements. Somehow, the 488 GTB (which the F8 replaces) never really excited me in the sound department. Its turbo-boosted V8 was tuned for devastatingly efficient performance, but lacked a soundtrack to really set the heart aflutter. So the first of many good pieces of news about the F8 Tributo is the noise. It's not only louder (up by 8dB at its peak), but also brawnier and more sparkling in the highest frequencies. No, it isn't yet the aural equal of Lamborghini's Huracán V10 but it's much nicer to listen to; and the heads swivelling as you pass by show general approval from the outside, too.

The car that succeeds the 488 GTB – it's actually a facelift, albeit a pretty huge one – is named after Ferrari's award cabinet-busting F154 V8 twin-turbo engine, which was launched back in 2015. The F8 Tributo celebrates that V8 by shoehorning in the breathed-on version from the 488 Pista. Well, not quite: it's actually slightly different. Among a whole raft of changes are new hollow valves, titanium con rods, lighter flywheel, bigger plenum, Inconel exhaust manifold and ball bearing twin-scroll turbo with race-spec speed sensor. But the key fact is that it retains the same 720hp power output as the Pista – a rise of 50hp over the 488 GTB.

That the F8 is faster than the 488 is, therefore, no surprise. But the amount by which it exceeds the 488's performance is striking, particularly in the upper reaches: 0-62mph takes 2.9 seconds (versus 3.0 sec), while 0-124mph occurs in a mere 7.8 seconds (versus 8.7 sec). Two of the main reasons for this eye-popping pace are that the F8 has lost weight and is also more slippery through the air. The weight loss amounts to as much as 40kg, if you specify a few carbon options – and there are many more of those than before, including Pista-style carbon wheels, yours for a cool £13k.

Some weight is also saved by using Lexan for the rear screen, complete with louvres – all very F40, and very deliberately so. While the rear screen looks great, looking out of it can be a real pain, especially as the louvres vibrate like a trumpeter's transparent lips.

It's not just the F40 that's referenced stylistically: other Prancing Legends providing



“ It can be fired from corner to corner with machine-gun brutality. You can lean on the front end to a ridiculous degree ”

inspiration include the F355 and 288 GTO (twin circular tail lights) and 812 Superfast (interior). Only a very few elements remain from the 488, incidentally – bodywise, for instance, it's only the roof and doors.

Ferrari claims that, to drive, the F8 Tributo is better than the 488 GTB in every measurable area. Well, we've come to Maranello to find out for ourselves. The first test is to take the car from the factory out on to public roads. The locals – who really know their Prancing Horses – instantly recognise it as the newest model and honk, wave and flash approvingly. We take the shortest route to the motorway and head south. It's immediately apparent that this thing is quick. Really quick. The surge of torque is amazing, especially from 3000rpm upwards, and it's delivered with Ferrari's uniquely lag-free response. The surge doesn't let up, either, the engine happily revving to 8000rpm, with the full 720hp of beans available between 7000 and 8000.

Not wishing to lose my licence, though, I back off and stick to a steady 130km/h on the autostrada,

where the F8 is unerringly relaxed, despite the extra cabin volume. For a machine that's so dynamically talented, that comes as a surprise.

But cruising really isn't the F8's home territory. That lies in the hills that stretch up invitingly ahead, populated by sweeping bends and hairpins. The Tributo can be fired from corner to corner with machine-gun brutality. Forget mid-engined nervousness; it feels more planted than many cars with four-wheel drive. Turn-in is so confident. You can lean on the front end to a ridiculous degree and it really bites. That's especially so when you start exploring the inviting steering wheel *manettino* driving mode toggle. I spend a lot of my time in 'Race' mode but even when I switch to 'CT-Off' mode, it's almost impossible to unstick the rear end in the dry.

Also for the first time, Ferrari's 'fun zone' Dynamic Enhancer electronics system (now in its 'Plus' generation) works even in 'Race' mode, not just CT-Off. And the *manettino* has, for the first time, a wet surface setting – although in baking Italian summer heat, I don't



Engine gets same 720hp output as 488 Pista, plus a 'hot tube resonator'. Cabin is completely updated

get the chance to test the claim that you can calmly and safely use full power in the rain.

In the dry conditions of our test, there's astonishing grip from the tyres; so much so that it takes real provocation to get the back end to slide. In the low-speed corners when I do provoke it, it all feels very benign. Keep the power on and counter-steer, and it all stays very much together. Since this car was designed to be much more usable than the 488 Pista – a true everyday car – much work has been done on the dampers to make use of all the power. On sections of tarmac in the hills so rough they make farm tracks seem smooth, pressing the 'Bumpy Road' button eases the ride without affecting handling significantly, and means you can keep your pace preternaturally high.

The brakes are perhaps the biggest change you'll notice over the 488. The pedal requires much more of a hoofing to get the anchors to work. The pedal also has noticeably less travel and there's more sensitivity to foot pressure.

So much for action on the road. Now I'm back at Maranello, and the security guard is waving me through on to the hallowed tarmac of the Fiorano circuit. It's time to switch to the track car, the only differences being that it's got the full smorgasbord of carbon goodies thrown at it to lighten it, and is shod with track-spec (but still road-legal) Michelin Pilot Sport Cup 2 tyres.

After a warm-up lap, it's time to test the F8 at full pace. Down the start straight, its outright speed is very

clear. There's no need to lift for the left kink before the first sharp corner, when a hoof on the brakes feels utterly confident. A couple of corners later is the moment when I get to test Side Slip Angle Control, now evolved to 6.1 guise. Coming out of the slow right-hander before Fiorano's bridge, the back end steps out dramatically as I pile on the gas. Yet it doesn't feel remotely out of control, and simple counter-steering brings the tail back into line. Even in CT-Off mode, the electronics give you enough rope to have a lot of fun, but not to hang yourself; enough to raise your pulse rate, but not stop it.

Next up, Ferrari's legendary chief test driver, Raffaele de Simone, is on hand to serve up a couple of hot laps – as in scalding hot. Using all the width of the track, and all the oversteer available, he deftly dances the F8 a merry fandango. In Rafa's hands the F8 is apparently half a second slower than the track-focused 488 Pista around here. Yes, it does feel a little less incisive through the corners, but the fact that the F8 is so close to the Pista's lap time is a startling achievement. Those who want a truly visceral experience on the track can still buy a Pista, but overall the F8 is a mightily complete all-rounder that will still muller circuits but is far easier to live with day to day.

Now seems a good moment to talk about the aero stuff. Chief among the changes is the front S-Duct, borrowed from the 488 Pista, which alone boosts downforce by 15 per cent. The 'floating' vents behind the doors now feed the intercooler alone, because

TECHNICAL SPECIFICATIONS

FERRARI F8 TRIBUTO

ENGINE:	3902cc V8 twin-turbo
POWER:	720hp at 8000rpm
TORQUE:	770Nm at 3250rpm
LENGTH/WIDTH/HT:	4611mm/1979mm/1206mm
WEIGHT:	1330kg
FUEL CONSUMPTION:	26.2mpg
CO ₂ :	245g/km
MAX SPEED:	211mph
0-62MPH:	2.9sec
PRICE:	£203,476



there's new engine cooling via the rear spoiler, which means intercooler efficiency goes up by 10 per cent. New rearwards-inclined radiators up front save weight and boost downforce, while clever underbody stuff (diffusers and vortex generators) also do their bit for downforce and reduce drag, too. Meanwhile, special 'channels' above and below the headlights funnel air to cool the brakes.

As for the interior, every part of the dashboard, door panels and tunnel has been renewed, as have the air vents, steering wheel, 8.5-inch touchscreen passenger display and seats. Despite this, any 488 GTB owner will feel at home here; only the dashboard's architectural shapes are really different. Oh, and the smaller, more slender steering wheel. It's all lovely; I just wish Ferrari would do something about the cruise control system, which is unergonomic and requires you to take your hand off the wheel.

Ferrari models rarely get renamed when there's a

mid-life facelift, but the F8 Tributo's overhaul feels major enough to deserve the new moniker. This is arguably Ferrari's heartland model, and the early signs are that it's getting solid customer traction. Prices are up by around £6k versus the 488, starting at £203,476. UK deliveries start in early 2020, but if you want one, you're already looking at a 12-18 month wait. I'd be tempted to order mine with the optional carbon Racing seats rather than the somewhat flat and broad Comfort chairs – even at a price of £5184 a pair.

In summary, the F8 Tributo gets the same monster power as the 488 Pista – so it's very nearly as fast as that track-biased monster – but it feels far less extreme to drive. In fact, it's incredibly easy to pilot, both at gentle touring speeds and in full-on track attack mode. You can have more fun, safely, through corners. That it also sounds much nicer than before is another advance. Yup, there's no doubt in my mind that this is another bull's-eye for Ferrari. 🇮🇹

Around Fiorano, the F8 loses only half a second to the 488 Pista. Oversteer is benign and progressive



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Along Came Two Spiders

Ferrari has just launched not one but two new convertibles. What makes the 812 GTS and F8 Spider unique?

Story by Chris Rees





In at least one way, this is a historic event: Ferrari has never launched two new road cars at the same event before, let alone two convertibles. The recent Universo Ferrari event saw the Prancing Horse roll out both the 812 GTS and F8 Spider. The drop-top F8 was entirely predictable but the 812 convertible came out of the blue. Of the two, the 812 GTS is perhaps the more significant, marking Ferrari's return to series front-engined V12 convertibles for the first time since the Daytona Spider. Ferrari says there's almost no overlap between coupe and convertible customers. So what makes the drop-top versions of its heartland models special?

812 GTS: DAYTONA REBORN?

Can it really be 50 years since Ferrari last launched a front-engined V12 convertible? It's true. If you exclude Special Series models like the 550 Barchetta and SA Aperta, the 812 GTS is genuinely the first new front-12 drop-top Ferrari for half a century. 1969 was when the 365 GTS4 was launched (which everyone but Ferrari always calls the Daytona Spider).

And since the Daytona was the last GTS-badged V12, it feels entirely fitting that Ferrari should revive the evocative 'GTS' badge for its new drop-top version of the 812 Superfast. It's clear that the 812 GTS is kind of a big deal at Maranello. Speaking to Chief Marketing and Commercial Officer, Enrico Galliera, he clearly sees it as a huge opportunity, commenting: "The market is ready for this car: clients have requested such a model more passionately than virtually any other Ferrari. It's a highly anticipated newcomer."

Removing the roof has one big benefit: you get to hear the engine and exhaust much better. And the soundtrack is without question where the new Ferrari 812 GTS is likely to make the biggest impact. There's nothing like a V12 engine to get your juices flowing, and since many 812 buyers cite the V12 sound as the number one reason to choose the model, the opportunity to get up close and personal to those 12 cylinders is bound to make the GTS extremely popular.

Ferrari says it's designed things so that, top down, passengers get the full symphonic experience. That's despite significant changes to the engine and exhaust to satisfy new emissions rules – but Ferrari has used this as an opportunity to enhance the sound of the GTS. For instance, the unique-to-GTS exhaust system is interconnected to amplify the aural experience, while the combustion system has been tweaked, too, making it more satisfying to listen to – especially in the 6500 to 8900rpm rev range.





The same insanely huge power output as the 812 Superfast has been kept (800hp) and performance is pretty much on the same level as the coupe. 0-62mph takes less than 3 seconds, 0-124mph is 8.3 seconds and top speed is unchanged at 211mph.

Ferrari says the GTS should drive very much like the 812 Superfast, particularly in terms of handling

comfort or a full blast of the exhaust but still provide that crucial experience of a pleasurable flow of air through the cabin.

Most of the body panels are different to the coupe's. Notably the entire rear of the car – roof, tonneau cover and boot – has been redesigned. Head fairings flow down the rear deck, with flying buttresses sitting atop

Most of GTS's body panels are new. Flying buttresses have winglets on top and a movable screen between

“ There have been chassis changes, mostly because of the 60kg weight increase, and the structure is strengthened ”

precision. There have been chassis changes, though, mostly because of the 60kg increase in weight compared to the coupe. Both the suspension and chassis control systems have been altered, while the body structure had to be strengthened.

While passengers want to hear the music of the car, they also want to be able to talk at speed, so the retractable hardtop is designed to minimise turbulence. The electric wind deflector behind the cabin can be raised or lowered depending on whether you want

the tonneau, below which the roof panels disappear at the touch of a button. I noted that what appear to be glass panels on the buttresses are in fact merely painted black panels for stylistic purposes.

This is the first ever V12 Ferrari with a retractable hardtop. The electrically operated roof is made of aluminium, and the roof itself is very light, partly because it's very short from front to back. The hardtop can be raised or lowered in 14 seconds, at speeds up to 27mph. Since it's a hardtop when closed, the 812

TECHNICAL SPECIFICATIONS

FERRARI 812 GTS

ENGINE:	6496cc V12
POWER:	800hp at 8500rpm
TORQUE:	718Nm at 7000rpm
TRANSMISSION:	7-speed dual-clutch
BRAKES:	398x223mm front, 360x233mm rear
TYRES:	275/35 ZR20 front, 315/35 ZR20 rear
DIMENSIONS:	4693mm (L), 1971mm (W), 1276mm (H)
WEIGHT:	1600kg
0-62MPH:	3.0sec
MAX SPEED:	211mph
PRICE:	£300,000 (est)





Rear deck is unique, recalling shape of a manta ray, says Ferrari. Like the GTS, the roof folds in 14 secs



GTS can be treated like a coupe. Top down, two little aero winglets on top of the head fairings act to minimise air intrusion.

The rear wheelarches lose the 812 Superfast's aerodynamic by-pass, which Ferrari has compensated for by giving the rear diffuser an extra flap. Unique to the 812 GTS are special forged alloy wheels (offered in a choice of three finishes: diamond, liquid silver or Grigio Scuro) and there's one new unique paint colour: Grigio GTS.

One advantage of the classic front-mounted V12 layout is that roominess and comfort inside are better than a mid-engined layout, and the GTS's seats have been positioned to provide maximum space. However, at 210 litres, the boot is a lot smaller than the 320-litre Superfast's.

Prices have yet to be announced but Ferrari says there will be a premium of 11% over the Superfast (so expect around £300,000). As for the first UK deliveries, we're talking about one year from now, give or take.

F8 SPIDER: OPEN INVITATION

While Ferrari may not have invented the open-topped V8 mid-engined sports car genre (Lamborghini just pipped it with the Silhouette in 1976, one year before the 308 GTS), no car company has a richer tradition of open-to-the-skies V8s. Open-topped V8 mid-engined Ferraris progressed thus: 208/308/328 GTS, Mondial, 348 TS/Spider, F355 GTS/Spider, 360 Spider, F430 Spider, 458 Spider, 488 Spider – and now F8 Spider.

The F8 Spider was developed alongside the Tributo coupe, so it doesn't look or feel compromised like some 'converted' models do. The main advantage is that chassis rigidity is identical between coupé and spider versions, so Ferrari claims a handling experience that's equally sharp.

Although it's 18kg lighter than the 488 Spider, the retractable hard top and associated gubbins means there is a weight penalty compared to the F8 Tributo of around 70kg but this doesn't affect performance, at



TECHNICAL SPECIFICATIONS

FERRARI F8 SPIDER

ENGINE:	3902cc V8 turbo
POWER:	720hp at 8000rpm
TORQUE:	770Nm at 3250rpm
TRANSMISSION:	7-speed dual-clutch
BRAKES:	398x223mm front, 360x233mm rear
TYRES:	245/35 ZR20 front, 305/30 ZR20 rear
DIMENSIONS:	4611mm (L), 1979mm (W), 1206mm (H)
WEIGHT:	From 1400kg
0-62MPH:	2.9sec
MAX SPEED:	211mph
PRICE:	£235,000 (est)



least at lower speeds. Ferrari quotes the same 0-62mph time (2.9 seconds) but a 0-124mph time that's 0.6 seconds slower (8.2 seconds). The top speed is identical at 211mph.

As with the F8 Tributo, Ferrari makes great play of the V8 engine behind your ears. In particular, it wants you to hear it. It's essentially the same powerplant as in the Tributo: a 3.9-litre V8 twin-turbo whose specification has been pretty much borrowed from the 488 Pista. That means it has a power output of

performance'. In contrast to the 812 GTS, which offers a searing, high-revving V12, the V8 turbo delivers turbocharged heft with crisp responses and a lag-free torque spread right across the rev range.

So what about the roof system? The electrically powered retractable hard top probably looks familiar. That shouldn't be a surprise: it's basically the same as the outgoing 488 Spider's. That means it should have excellent sound insulation when closed, and the opening mechanism is well proven. Like the 812 GTS,

Cabin is identical to the F8 Tributo but sounds unique, as the engine and exhaust are tweaked in the Spider

“ Ferrari makes play of the V8 engine behind your ears. In particular, it wants you to hear it ”

720hp – let's remind ourselves, that's the most powerful V8 engine ever made by Ferrari. But it's not 100 per cent identical to the F8 Tributo engine. It's been specially mapped for the F8 Spider in order to create a unique sound, whether the roof is open or closed. An innovative new system (also used in the SF90 Stradale, incidentally) channels exhaust noise directly to the cabin: special 'tunnels' transfer it right up next to the cabin. Kudos to Ferrari for avoiding any of the artificial sound effects that are sadly so common these days: it's actual gases moving through the tubes. Bravo: amplified audibles are a personal bugbear of mine; I find I can always tell fake sounds coming over the speakers.

Ferrari's pitch for the F8 Spider is 'pure driving

the roof takes 14 seconds to deploy and can be operated at speeds up to 27mph. When the roof is open, passengers are protected from buffeting by an adjustable wind-stop.

The engine lid is described by Ferrari as "manta-like" with a central spine running from the rear screen right back and under the rear spoiler, with three air intake strakes in black panels on each side. Sharply styled flying buttresses flow into the rear spoiler in a style Ferrari says is inspired by Formula 1 'swan neck' supports. You can even order your engine cover and tonneau cover in carbonfibre for that extra twist of carbon cool. Expect prices to start at around £235,000 and the first UK deliveries to be in early summer 2020. 🇮🇹



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Universo Ferrari

For the first time ever, 'Universo Ferrari' opened the marque's doors to a huge exhibition showcasing everything Ferrari

Story by Chris Rees



The world of Ferrari can sometimes seem distant and exclusive. Ferrari famously unveils its latest models at private viewings for a handful of favoured clients. But the pioneering Universo Ferrari event saw the Prancing Horse let everyman climb on its back.

For four weeks in September 2019, a specially built structure at the Fiorano circuit housed a whole cornucopia of Prancing Horse

experiences – the very first event of its kind.

The exhibition spanned all aspects of Ferrari. Greeting us in the first hall was this year's SF90 F1 car, the car that had just taken Charles Leclerc to victory at the Monza Grand Prix. Another area was dedicated to Corse Clienti and Competizioni GT track cars, featuring an FXX-K Evo among others. Closed-wheel racing was celebrated by the trophy won this year by a Ferrari 488 GTE at the 24 Hours of Le Mans.

Next door, classics were represented by the Ferrari Classiche department, which restores and maintains older models, starting a 1962 250 GTO, a 308 GTB and a 1956 Boano-bodied 250. The next room had the inevitable Ferrari lifestyle display, signified by a LaFerrari Aperta.

Rarely seen together was the full range of Ferrari's new models; every single model in the road car range represented, from the Portofino right up to Ferrari's first series-



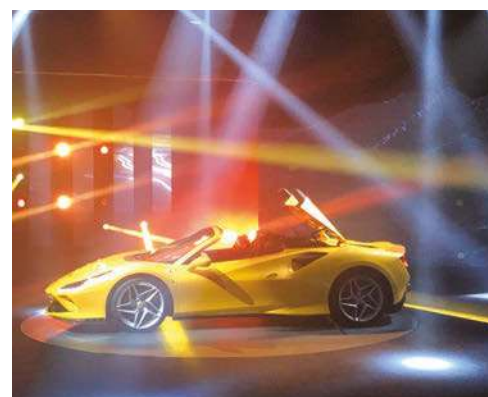


production hybrid supercar, the SF90 Stradale, which made its European debut here. The Monza SP1 and SP2 were on show as well, on a dedicated platform overlooking the Fiorano circuit. The track itself saw countless laps completed by several different new models.

Ferrari eschewed Frankfurt Motor Show completely to launch new cars on home turf. Cars, plural? Yes, for the first time ever, it was not one but two series production cars debuting at the same time: Universo Ferrari represented the first chance for

anyone to experience two new spiders in the metal, with the world premieres of the F8 Spider and 812 GTS.

The sheer scale of the event was mighty, with more than 10,000 people welcomed. While favoured clients got the first look, one of the main points about Universo Ferrari was that it wasn't exclusive at all. The gates were flung open not only to suppliers, partners and employees but also, perhaps most significantly, the general public, the latter being able to attend on two weekends (21-22 and 28-29 September).



Sporty Utility

Fiat's new 500X Sport aims to hit a true sweet spot: the popular SUV form made sporty. How well does it hit that spot?

Story by Chris Rees





The whole world is clamouring for SUVs, and the whole world wants to be sporty. So in theory, Fiat's new 500X Sport should be just what the doctor ordered (and wants to order). And it almost certainly is, since no other car in Fiat's range attracts so many new customers from other brands than the 500X. With a total of over 500k 500Xs sold to date, Fiat reckons the new Sport will account for one in five of all 500X sales. This really is a zeitgeist car – or whatever the Italian for zeitgeist is.

Let's get this clear from the outset, though: the 500X Sport isn't the long-rumoured but yet-to-materialise Abarth 500X. In truth, after driving it, it really isn't an Abarth-style machine that you can fling around. So what is it? A mildly sportier 500X that looks a bit funkier, sits a bit lower and corners a bit more sharply.

A quick summary of the mechanical changes are: optional new 19-inch wheels with low-profile 225/40 ZR tyres, more direct and accurate steering (though the steering ratio is unchanged), a ride height that's 13mm lower and recalibrated springs and dampers with FSD (Frequency Selective Damping).

Style-wise, there are new bumpers front and rear, dual exhaust tips in chrome finish and 'Sport' logos, body-coloured sideskirts and wheelarches, titanium grey details and a new paint colour called 'Sport Red'. Inside there's a small splash of Alcantara on the instrument binnacle and on the new steering wheel (which now has a flattened bottom), plus aluminium-trimmed pedals.

What hasn't changed is the engines. That's no surprise, as Fiat's new FireFly units were only launched last year. You can choose between a 1.3-litre four-cylinder with 150hp and a 1.0 triple with 120hp. Fiat had only the 150hp version for me to test, which does feel very lively, at least when the turbo spools up; this powerplant suffers from severe turbo lag of a second or more from low revs. When full power does come in, it does so with violence – a

rather on/off feel, making progress more lurching than you'd expect. The power can also overwhelm the dual-clutch automatic transmission, which is obligatory in the 150hp model (if you want manual, it'll have to be the 120hp one); the auto 'box occasionally hunts for the right gear, and on full throttle you sometimes get driveline shunt.

The best things about the new Sport are the firmer suspension and more feelsome steering. The helm in particular is fast and full of feel. The Sport is definitely squatter through corners, yet the ride doesn't suffer too much from the firmer springs and dampers. Fiat has calculated that understeer is reduced by 26%, and oversteer by 17%. Me, I can't be quite so precise on my percentages; all I can say is that, apart from some turn-in oversteer when you're really gunning it, it does feel nicely planted.

Fiat has made a conscious decision not to give the Sport a 'Sport' mode, either for the DCT transmission or for the steering/throttle/suspension. Somehow that tells you a lot about this car: Sport is more of a lifestyle thing than a dynamically sharp drive. For instance, push it too hard and you'll feel torque steer tugging the steering wheel when it's turned slightly and you're accelerating hard.

That's why the 500X Sport is much better hustled about at two-thirds effort than at nine-tenths. This is still a regular road car, not a B-road hero or track warrior. Drive it mildly and you'll be rewarded with a feisty-ish car that's undemanding to pilot. If you're a demanding driver, there are better choices out there.

The 500X Sport is on sale now, priced from £22,500 for the 1.0 120hp model and £24,700 for the 1.3 150hp DCT, with the first deliveries in late October. One final question, given the 500X Sport's mild character, has to be: will there be an Abarth 500X? That's exactly what I asked Fiat Abarth's European boss, Luca Napolitano, and he didn't rule it out at some point in the future. He winked as he said that such a car would definitely need "more power". Well, *Auto Italia* would certainly approve. **II**

TECHNICAL SPECIFICATIONS

500X SPORT 1.0

1.3

ENGINE:	999cc 3-cyl petrol	1368cc 4-cyl petrol
POWER:	120hp @ 5750rpm	150hp @ 5500rpm
TORQUE:	190Nm (140lb ft) @ 1750rpm	270Nm (205lb ft) @ 1850rpm
TRANSMISSION:	6-speed manual, FWD	6-speed dual-clutch auto, FWD
TYRES:	225/40 ZR19	225/40 ZR19
DIMENSIONS:	4269mm (L), 1796mm (W), 1595mm (H)	
WEIGHT:	1320kg	1320kg
MAX SPEED:	117mph	124mph
0-62MPH:	10.9sec	9.1sec
PRICE:	£22,500	£24,700

SPORT

IN YOUR DREAMS

It's a perfect world; you can have any 10 cars you like. But which ones? We asked that question to dozens of car designers, specialists and experts. Their dream garages, presented over the next eight pages, are packed with surprises

Story by The Key/Classic Car Trust/Chris Rees

What are the 10 cars that you would most like to own, in an ideal world? No budget constraints, no supply issues, no irritating limits on the size of your garage. Your top 10 dream cars of all time, full stop.

We asked some 27 leading people from the world of car design, racing, classic cars and publishing to nominate their choices of the 10 cars that would make up their dream garage. There are no rules: the garage can be populated by any car at all: classic/modern, road/race, production/concept.

If you thought everyone would come up with broadly the same choices, you'd be very much mistaken. Everyone's dream garage is unique. In our view, it's also ever-changing, as tastes evolve, new classics emerge and manufacturers introduce fresh heroes.

Just to be clear, we absolutely did not insist that any of the 10 choices had to be Italian. Despite that, remarkably all but one person included at least one Italian car in their list. And well over half (18 of our 27 experts) nominated an Italian car in the number one slot, giving some indication of the dominance of desirability of Italian cars.

The most popular brand of all is – no surprise here – Ferrari, with all but six people

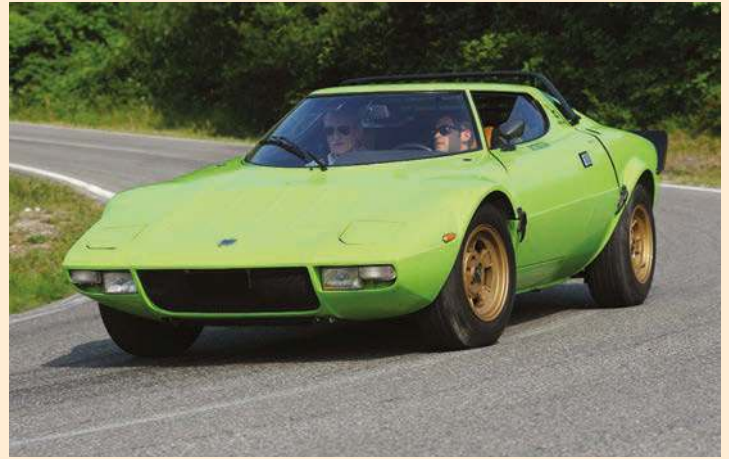
including at least one in their Top 10. Underlining its enduring status and desirability among cognoscenti, Alfa Romeo comes in second place overall.

But the most popular single choice isn't a car from either of these brands. Top of the dream garage tree is the Lamborghini Miura, which is nominated by eight different people. Behind that come the Lancia Stratos, Alfa Romeo 6C and Alfa Romeo 8C (all with six votes each), then the Alfa Romeo 33 Stradale and Bugatti Type 35 (five votes). Other popular choices with the judges include the Ferrari 250 GT, Lancia Aurelia B24 Spider and Citroen SM.

Digging deeper reveals some wonderfully eclectic choices. Andrea Zagato puts the 1976 Aston Martin Lagonda in his Top 10. Paolo Tumminelli includes a triplet of three-wheelers in his list, as well as the Honda City Turbo II. And Luca di Montezemolo is wonderfully 'everyman' in his choices: his top five include the Fiat 500, Land Rover Defender, Renault 4 and Fiat Panda Mk1.

We couldn't resist having a go ourselves. As well as our 27 independent experts, we also asked *Auto Italia* staff and contributors to nominate their Top 10, which we've listed at the end of this feature. So... what would your dream garage look like?





Mitja Borkert
Chief Designer, Lamborghini
German



- 1 Porsche 917
- 2 Lamborghini Countach (below)
- 3 Ford GT40
- 4 Ford GT
- 5 Porsche 911 GT3 RS
- 6 Lamborghini Miura
- 7 Lamborghini Terzo Millennio
- 8 Lamborghini Sesto Elemento
- 9 Ford GT (2005)
- 10 Porsche 935



Carlo Borrromeo
Chief Designer,
Borrromeo Da Silva
Italian

- 1 Auto Amos Lancia Delta Futurista (below)
- 2 Singer Porsche DLS
- 3 Eagle E-Type GT
- 4 Renault 5 Turbo
- 5 BMW M3 E46 CLS
- 6 Ferrari Enzo
- 7 Mercedes 190E Evo II
- 8 Nissan 280Z
- 9 Hummer H1
- 10 McLaren F1



Sandra Button
CEO, Pebble Beach
Concours
American



- 1 Mercedes 60HP
- 2 Bentley Blower
- 3 Alfa Romeo 8C 2900 Spider Touring (right)
- 4 Bugatti Type 49
- 5 Marmon Roadster
- 6 Bugatti Type 35
- 7 Duesenberg Model J
- 8 Jaguar XKSS
- 9 Rolls-Royce 1912
- 10 Ferrari 250 TR Pontoon



Andrea De Adamich
Ex-F1 driver for Ferrari &
Alfa Romeo
Italian

- 1 Ferrari 365 GTB4 Daytona (right)
- 2 Ferrari GTC4Lusso
- 3 Alfa Romeo Giulia GTA 1600
- 4 Alfa Romeo Giulia TZ2
- 5 Alfa Romeo Giulia TI Super (1964)
- 6 Alfa Romeo Stelvio Quadrifoglio
- 7 Maserati Levante
- 8 Maserati Quattroporte VI
- 9 Ferrari 575M Superamerica
- 10 Ferrari 456 Straman Cabriolet



Louis De Fabribeckers
Chief Designer,
Touring Superleggera
Belgian



- 1 Lamborghini Miura
- 2 Lancia Flaminia Touring Cabrio (below)
- 3 Chevrolet Corvette Stingray Split Window
- 4 Messerschmitt KR200
- 5 Jaguar D-Type
- 6 Porsche 964 Turbo
- 7 Lotus Esprit S1
- 8 Ford GT (2004)
- 9 Citroen DS21
- 10 Lancia Stratos



Mauro Forghieri
Ex-Technical Director,
Scuderia Ferrari
Italian



- 1 Ferrari 330 P4 (below)
- 2 Ferrari 275 GTB
- 3 Aston Martin Top of the Range
- 4 BMW 2002 Touring
- 5 Dino 246
- 6 Lancia Aurelia B24 Spider
- 7 Lexus SUV
- 8 Jaguar E-Type
- 9 Any electric car



Ed Gilbertson
Ex-President of the Jury,
Pebble Beach Concours
American

- 1 Shelby Cobra Daytona Coupe
- 2 Ferrari 250 GTO
- 3 Ferrari 250 Testa Rossa (below)
- 4 Shelby Cobra 427 S/C
- 5 Ferrari 250 GT SWB California
- 6 Alfa Romeo 8C 2900
- 7 Jaguar XKSS
- 8 Bugatti Type 35
- 9 Alfa Romeo 6C 1750 Touring
- 10 Ford V8 Hot Rod (1932)



Roberto Giolito
Head of FCA Heritage
Italian



- 1 Alfa Romeo Giulietta Sprint (right)
- 2 Ferrari 250 GT 2+2
- 3 Abarth 205 Vignale
- 4 Land Rover 109 V8
- 5 Fiat 500D
- 6 Fiat 600 Multipla
- 7 Lancia Flaminia Sport Zagato
- 8 Fiat 131 Abarth Rally
- 9 Porsche 356B GS Carrera
- 10 Jeep Wagoneer (1966)



Giovanni Mazzocchi
President, Editoriale Domus motoring
publisher
Italian

- 1 Alfa Romeo 6C 1750 (below)
- 2 Ferrari 275 GTB
- 3 Lancia Aurelia B20
- 4 Maserati 3500 GT
- 5 Mercedes 300 SL Gullwing
- 6 Porsche 911 Carrera RS 2.7
- 7 Jaguar E-Type
- 8 Fiat Balilla Mille Miglia
- 9 Alpine A110
- 10 Isotta Fraschini 8 AS



Nori Harada
Chief Designer, Zagato
Japanese

- 1 Alfa Romeo 33 Stradale 4 Fari (Museo – below)
- 2 Alfa Romeo 33 Stradale 4 Fari (Japanese)
- 3 Alfa Romeo 33 Stradale 2 Fari
- 4 Lamborghini Countach 1st series
- 5 Alfa Romeo Giulia TZ
- 6 Alfa Romeo Giulia TZ2
- 7 Fiat 1100 Zagato
- 8 Citroen SM
- 9 Porsche 917
- 10 Alfa Romeo TZ3



Fritz Kaiser
Founder of Classic Car Trust
Liechtenstein

- 1 Alfa Romeo 33 Stradale
- 2 Aston Martin DB4 GT
- 3 BMW 507
- 4 Ferrari 250 GT SWB California (below)
- 5 Jaguar XKSS
- 6 Lamborghini Miura
- 7 Lancia Aurelia B24 Spider
- 8 Fiat 500 Spiaggina
- 9 Mercedes 300 SL Gullwing
- 10 Porsche 550 Spyder



Luca di Montezemolo
Ex-President, Ferrari
Italian

- 1 Fiat 500 1960 (below)
- 2 Land Rover Defender
- 3 Ferrari 360 Barchetta (Agnelli one-off)
- 4 Renault 4
- 5 Fiat Panda 4x4 Mk1
- 6 Lancia Aurelia B24 Spider
- 7 Ford Mustang Fastback (1965)
- 8 Lancia Fulvia HF
- 9 Citroen DS
- 10 Maserati Quattroporte V



Nick Mason
Drummer, Pink Floyd
British

- 1 Ferrari 250 GTO (below)
- 2 Ferrari 250 Testa Rossa Pontoon
- 3 Alfa Romeo 8C Le Mans (1931)
- 4 McLaren F1 GTR
- 5 Bugatti Type 57 Atlantique
- 6 Mercedes 300 SLR (Stirling Moss Mille Miglia)
- 7 Jaguar XKSS
- 8 Porsche 935 (1979 Le Mans)
- 9 Bugatti Type 59
- 10 Aston Martin Zagato



Flavio Manzoni
Senior VP Design, Ferrari
Italian

- 1 Ferrari 330 P3/P4
- 2 Ferrari 350 Can-Am (below)
- 3 Ferrari 250 Berlinetta
- 4 Dino 246
- 5 Lamborghini Miura
- 6 Ferrari FXX-K
- 7 Ferrari Monza SP2
- 8 Citroen SM
- 9 Lancia Stratos
- 10 Lancia Fulvietta (2003)



Bruce Meyer
Founder, Petersen Museum
American

- 1 AC Cobra 289 or Daytona Coupe
- 2 Reventlow Scarab
- 3 Bizzarrini A3C (right)
- 4 Ferrari 250 SWB SEFAC
- 5 Ferrari TRC Testa Rossa
- 6 Porsche 935 K3
- 7 Cunningham Le Mans Corvette (1960)
- 8 RUF Yellowbird CTR
- 9 Mercedes 300SL Gullwing
- 10 Bentley Blower



Adolfo Orsi
Publisher, Classic Car
Auction Yearbook
Italian

- 1 Maserati Tipo 61 Birdcage (below)
- 2 Maserati 250F
- 3 Alfa Romeo 6C 2300B Berlinetta MM Touring (1937)
- 4 Citroen DS19
- 5 Morris Mini-Minor (1959)
- 6 Cord 810 Sedan
- 7 Ferrari 250 GT Berlinetta Lusso SWB (1959)
- 8 Maserati 300S
- 9 Italdesign Maserati Boomerang
- 10 Bugatti Type 35



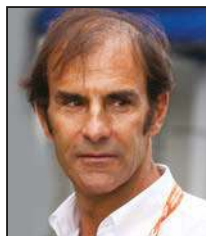
Shiro Nakamura
Ex-Vice President,
Nissan
Japanese

- 1 Alfa Romeo 8C 2900B Spider Touring
- 2 Maserati A6GCS Berlinetta (1953)
- 3 Alfa Romeo Canguro (below)
- 4 Shelby Cobra Daytona Coupe
- 5 Porsche 906 (1966)
- 6 Ferrari 330 P3
- 7 Alfa Romeo 33 Stradale
- 8 Ford GT40 Mk1
- 9 Lancia Stratos Zero (1970)
- 10 Chevrolet Aerovette



Emanuele Pirro
Le Mans winner
Italian

- 1 Audi R8 Le Mans
- 2 Ferrari 250 SWB
- 3 Lancia Montecarlo Turbo Gr5 (below)
- 4 Jaguar E-Type Lightweight
- 5 Lancia Stratos racer
- 6 BMW M3 E30 DTM
- 7 McLaren MP4/4 Honda
- 8 March 842 BMW F2
- 9 Lamborghini Miura
- 10 Willys Jeep WW2



Christian Philippsen
Ex-organiser, Bagatelle Concours
Belgian

- 1 Mercedes 300 SLR Uhlenhaut Coupe
- 2 Alfa Romeo 8C 2900 Spider Touring
- 3 Bugatti Type 57S Atlantique
- 4 Ferrari 375 Plus Cabriolet Pinin Farina (below)
- 5 Alfa Romeo Canguro
- 6 Mercer Raceabout
- 7 Peugeot 3-Litre 'Indianapolis'
- 8 Ferrari 330 P4
- 9 Porsche 908/3 Targa Florio
- 10 Lotus 25



Donald Osborne
Concours judge and
author
American

- 1 Delahaye 145 Coupe
- 2 Fiat 8V Rapi (below)
- 3 Fiat 508 Berlinetta Aerodinamica
- 4 Maserati Quattroporte
- 5 Lancia Lambda Corsaro Spider
- 6 Lincoln Continental Mark II
- 7 Citroen SM
- 8 Alfa Romeo Giulietta SZ
- 9 Alfa Romeo 6C 2300 Pescara
- 10 Fiat 1100 ES Zagato



Paolo Pininfarina
President, Pininfarina
Italian

- 1 Cisitalia 202 (below)
- 2 Ferrari 275 GTB
- 3 Dino 246
- 4 Ferrari FF
- 5 Ferrari Sergio
- 6 Pininfarina Battista
- 7 Lancia Aurelia B24 Spider
- 8 Fiat 124 Spider
- 9 Jaguar E-Type
- 10 Chevrolet Corvette (1953)



Lorenzo Ramaciotti
Ex-Chief Designer, Fiat & Pininfarina
Italian



- 1 Abarth Simca 1300 (below)
- 2 Alfa Romeo 6C 2300 MM Touring
- 3 Alfa Romeo 33 Stradale
- 4 Cisitalia 202
- 5 Ferrari 250 GT SWB Berlinetta
- 6 Ferrari F40
- 7 Iso Grifo
- 8 Lamborghini Miura
- 9 Lancia Stratos
- 10 Maserati A6GCS S4 Pininfarina



Peter Read
President, RAC
British

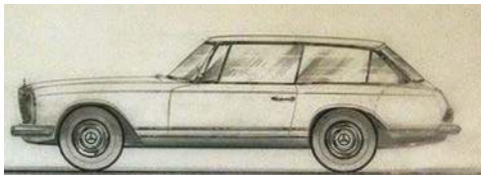


- 1 Bentley Blower
- 2 Jaguar D-Type
- 3 Bugatti Type 57 Atlantique
- 4 Bentley Continental GT Zagato (below)
- 5 Ferrari 250 GT Pininfarina Cabriolet Series I
- 6 Ferrari F40
- 7 Lamborghini Miura SV
- 8 Mercedes 300 SL Gullwing
- 9 McLaren F1
- 10 Pagani Zonda Roadster



Paolo Tumminelli
Director, Goodbrands Institute
Italian

- 1 Frua Mercedes 230 SL Shooting Brake (below)
- 2 Ghia De Tomaso 2000 Competizione
- 3 Citroen Mehari 4x4
- 4 Rolls-Royce MPW Two-Door Saloon (1967)
- 5 Honda City Turbo II & Honda Motocompo
- 6 Pininfarina Ferrari 512S Berlinetta Speciale
- 7 Mazda MX-5 M2 1028 Roadster (1994)
- 8 Automobili Amos Lancia Delta Futurista
- 9 Lincoln Continental SS-100-X (1961)
- 10 Toyota Landcruiser FJ55 'Iron Pig'



Andrea Zagato
CEO, Zagato
Italian



- 1 Bugatti Type 35
- 2 Mercedes SSK
- 3 Bentley Bluetrain (1929)
- 4 Lancia Lambda Sport 1929 (below)
- 5 Alfa Romeo 8C Lungo (1931)
- 6 Porsche 550 RS (1956)
- 7 Ferrari 250 GTZ
- 8 Lamborghini Marzal
- 9 Aston Martin Lagonda
- 10 BMW Z8



Michael Robinson
CEO, ED Design & ex-Chief of Design, Bertone
American



- 1 Lancia Stratos Zero 1970 (below)
- 2 Lancia Stratos Group 4
- 3 Alfa Romeo 33 Stradale
- 4 Lamborghini Miura
- 5 Lamborghini Countach prototype (1971)
- 6 Alfa Romeo Giulietta SS prototype (1957)
- 7 Alfa Romeo 33 Stradale Marazzi (1967)
- 8 Bertone Alfa Romeo Pandion
- 9 Porsche Mission E concept
- 10 Lancia Dialogos concept



Patrick Rollet
President, FIVA
French

- 1 Aston Martin DB4 (below)
- 2 AC Ace Bristol
- 3 Bugatti Type 35B
- 4 Morgan Super Sports Three-Wheeler
- 5 Messerschmitt KR200
- 6 Morgan Three-Wheeler
- 7 Lagonda M45
- 8 Talbot-Lago T26 Grand Sport
- 9 Delahaye 135 MS Saoutchik
- 10 Delage D8 Chapron



Photo: Tim Scott

Auto Italia Staff & Contributors

What about *Auto Italia's* own staff and writing team? Understandably we have even more of an Italian-themed bias to our dream cars but there's a surprisingly eclectic range of choices here...



Peter Collins

- 1 Abarth Simca Due Mila
- 2 Alfa 8C 2900B GT Lungo Touring
- 3 Alfa Romeo 33 Stradale
- 4 Bizzarrini 5300 GT
- 5 Unipower GT
- 6 Elva GT160
- 7 Facel Vega Facel 2
- 8 Lancia 037
- 9 Siata 208S
- 10 Lancia Delta integrale (below)



Andy Heywood

- 1 Maserati A6GCS Pinin Coupe lowline (below)
- 2 Maserati 3500GT Vignale Spyder
- 3 Ferrari 365GTB/4 Daytona
- 4 Lamborghini Countach 5000S
- 5 Alfa Romeo 8C Monza
- 6 Ferrari 166 MM
- 7 OSCA MT4
- 8 Abarth 2000SP
- 9 Lancia Delta integrale Evo
- 10 Alfa Romeo 6C 2500 Freccia d'Oro



Chris Rees

- 1 Pininfarina Alfa 33/2 Speciale (right)
- 2 Alfa Romeo 33 Stradale
- 3 Lancia Stratos Zero
- 4 Alfa Romeo SZ ES30
- 5 Abarth Scorpione SS
- 6 Honda Z600
- 7 Lotus Seven Cosworth
- 8 Ferrari 250 GT Lusso
- 9 Citroen 2CV ripple bonnet
- 10 Fiat 500 Sport (1958)



Michael Ward

- 1 Abarth 205 Berlinetta (below)
- 2 Ferrari P4
- 3 Abarth 124 Group 4
- 4 Lancia Barchetta 1950 'Pasqualin'
- 5 Abarth 2000SP SE010
- 6 Ferrari 550 Maranello Prodrive
- 7 Alfa Romeo 33 Iguana
- 8 Lancia Beta Montecarlo Group 5
- 9 Ferrari 275 GTS
- 10 AC 3000ME



Phil Ward

- 1 Maserati GranTurismo
- 2 Pininfarina Spidereuropa Volumex
- 3 Ferrari Daytona LM (top right)
- 4 Lancia Stratos Alitalia
- 5 Alfa Romeo 155 V6 ITC Martini
- 6 Ferrari P4 Maranello GB
- 7 Abarth X1/g Prototipo
- 8 Alfa Romeo Alfetta 159
- 9 Mazda 767B Charge
- 10 BRM V16

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Martin Buckley

- 1 Rolls-Royce Silver Cloud III MPW DHC
- 2 Oldsmobile Toronado
- 3 Jaguar MkX
- 4 Dino 246
- 5 Lamborghini Espada
- 6 Lancia Flaminia PF coupe
- 7 Fiat 130 saloon
- 8 Lancia Appia saloon
- 9 Maserati Quattroporte I (above)
- 10 Mercedes-Benz 300 SEL 6.3



Simon Park

- 1 Ferrari F40M (above)
- 2 Maserati Tipo 61 Birdcage
- 3 Lancia Stratos
- 4 Maserati Bora
- 5 Lancia Delta S4
- 6 Alfa 8C 29000B Touring Spider
- 7 Frazer Nash Le Mans Replica
- 8 Alfa Romeo 33 Stradale
- 9 Citroen SM
- 10 Facel Vega Facel II



Gary Axon

- 1 CD-Peugeot LM67
- 2 Alfa Romeo 33 Stradale
- 3 Ghia Lancia Flaminia Marica (above)
- 4 Delage D6 70 Figoni & Falaschi
- 5 Citroen 2CV Sahara
- 6 Amilcar CGSS
- 7 Zagato Rover 2000 TCZ
- 8 Maserati A6GCS Pininfarina Berlinette
- 9 Monteverdi 375L
- 10 Innocenti Mini De Tomaso

Richard Heseltine

- 1 Lamborghini 3500 GTZ (below)
- 2 Alfa Romeo 33 Stradale
- 3 Alfa 8C 2900B Le Mans Speciale
- 4 Moretti 850 Sportiva Series 1
- 5 Alfa Romeo 1600 Junior Zagato
- 6 Hispano-Suiza H6B
- 7 Lotus 49C (ex-Rob Walker)
- 8 Ligier JS11
- 9 Porsche 917/30
- 10 Aston Martin DBS *The Persuaders*



Simon Charlesworth

- 1 Dino 246 GT (right)
- 2 Bristol 406 S Zagato
- 3 Alfa Romeo Tipo 33/3
- 4 McLaren F1
- 5 Bugatti Type 35
- 6 MG K3 Magnette
- 7 Lotus Type 26 Elan
- 8 Alfa Romeo 75 Turbo Evo
- 9 BMW M3 CSL E46
- 10 TVR Griffith (pre-cat)



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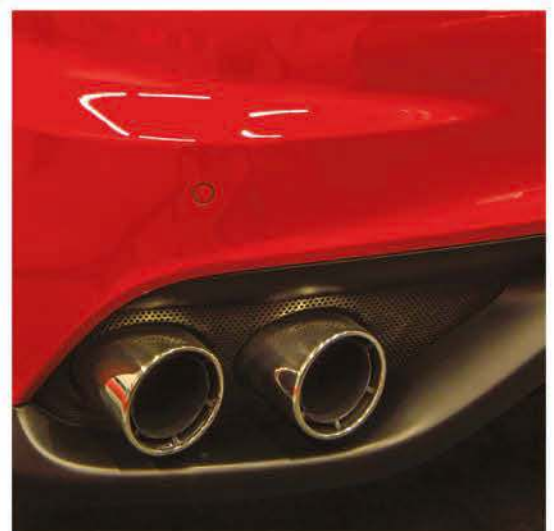
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PRESERVING THE PAST, PRESENT & FUTURE.



Racing Colours

Classic Alfa Romeo racing is a truly colourful world – no more so than this triplet of Alex Jupe Motorsport-prepared cars. We track-test two Alfetta GTVs and a Giulia Ti

Story by Ivan Ostroff
Photography by Michael Ward





Alfa Romeo and racing have always gone together. That applies as much today as in period, with a truly vibrant racing scene in the UK. In particular, Julius Thurgood's new-for-2019 HRDC Classic Alfa Challenge has breathed an extra dimension of excitement into the classic Alfa racing scene.

The series has recently seen its third race, which took place at Thruxton (the previous two being at Donington in October 2018 and Silverstone in April 2019). With such a rich catalogue of race-eligible Alfa models to choose from, the entry varies race by race.

Three of the CAC regulars are featured here: two 1970s Alfetta GTVs and a 1960s Giulia Ti. What links them all is that they're all

'Equipe AJM' cars: prepared by Alex Jupe Motorsport, the well-known Alfa/Alfetta specialist based near Goodwood. Which is very convenient, since this is the location for us able to catch up with Alex, the three racers and all the owners. The recent Classic Alfa track day at Goodwood Circuit provided the ideal occasion at which to test how each racer performs.



ALEX JUPE'S ALFETTA GTV



The first thing that strikes you about Alex Jupe's Alfetta GTV racer is, of course, its Marlboro livery. Very period; and perhaps not altogether politically correct, which does cause Alex problems: "Race scrutineers do sometimes complain about the livery because of the tobacco issue, but the Alfetta did race in period in this colour scheme."

Not that it always looked like this. In a very long racing career spanning fully 17 years (mostly in HSCC Road Sports), it was a very familiar sight in its former paint scheme of green and yellow (pic top left). It was only in 2010 that it was changed to its current Marlboro livery. Remarkably, this was the first ever race car that Alex built in a professional capacity, so when he got the chance to buy it last year, he leapt at it.

Sadly it had sat unused for a couple of seasons so it had few issues. "It was very rusty," recalls Alex, "because it had been left outside for so long. It was clear it needed inner wings and sills, but when I took the engine out, I found it also needed front wings and a lower front panel. Eventually we renewed the rear arches and one of the doors as well. The whole shell and engine bay were taken back to bare metal. I'm so glad I did it all, though."

Alex's racing career didn't actually begin until five years ago, when he hooked up with James Gibbons to campaign an Austin A35. Then he was one of three drivers to race at Spa in James's Giulia (see below). Suitably hooked, Alex has now become a regular in classic Alfa racing, in which he's currently

doing rather well. At the first race of the season at Silverstone, Alex was running a strong seventh. Then he noticed smoke, but the gauges showed nothing alarming. It transpired that the tube in which the dipstick sits had vibrated out of the block and oil was escaping into the engine compartment. He ended up sixth overall, two places ahead of Johnny Horsfield's GTV. Meanwhile at Thruxton, Alex marched up the order to take second overall behind Chris Snowden, and first in the Nord class. His racing number (77) is perfect: not only is this a 1977 car but he was also born in 1977.

The engine was built by the car's former owner: a 2.0 Nord with 10.4:1 pistons, ported head and high-lift cams. The carbs are twin 40 Dellortos with the choke size increased



CLASSIC ALFA ROMEO RACERS

use. You never need to pull fifth here at Goodwood; Thruxton, yes, but Lavant straight isn't long enough to require a change up from fourth. The gearchange has a slightly spongy feel but it's easier to engage than the other GTV here; indeed, it's one of the best I've experienced on any transaxle Alfa. Braking is confident, albeit with a little disc 'wobble' under severe retardation. In short, this is a car you can push hard with confidence, something that Alex shows every time he races.

If Alex's GTV has a distinctive livery, it's hard to find words to describe the eye-popping rainbow effect adorning Johnny Horsfield's Alfetta. It's not some fantasy livery, but a genuine replica of an Alfa that raced in 1975-1976 in the South African Touring Car championship. Spangly!

Johnny is a car designer by profession, but now designs yachts for a living. He's a serial Italian car owner, his current stable including a Fiat 130 Coupe, Fiat X1/9, Alfa 75 3.0 V6 Veloce, 4C and GTV 6 (the latter restored by



JOHNNY HORSFIELD'S ALFETTA GTV



from the standard 32 to 35. The tubular exhaust manifold is custom-made and there's a large-bore exhaust which makes a glorious sound. "When I bought it, it all ran well," says Alex, "so it was given a good clean up, major service and water pump, then refitted after the body job."

The suspension remains exactly as Alex originally built the car in 2002: RS Racing shocks all around, 30mm front anti-roll bar, GTV 6 torsion bars, RS Racing rear springs, polybushed Watts linkage, de Dion frame and caster arms.

The brakes are standard discs and callipers all around (as required by production class regulations) with Ferodo DS3000 race pads, braided stainless steel hoses and ATE Type 200 race brake fluid. The wheels are original, too, fitted with Avon racing rubber.

How does it drive around Goodwood? Its 2.0-litre engine has an estimated 150hp on tap – although Alex has never had it on the rolling road, that feels about right based on the engine spec and how the car drives. The accelerator needs very firm action to extract full beans, and this car really responds to life as high up the rev range as you can get – 5000 to 7000rpm ideally.

The original 'long' five-speed gearbox from the 2.0-litre GTV means it's easy to





Alex as a road car).

Johnny has racing in his blood. "I used to race an Alfasud in the AROC championship when I was at university," he remembers, "until the money dried up." Then he got into track days in a variety of Fiats, Alfas and Porsches. "I saw Alex Jupe's Marlboro Alfetta and felt inspired. I always loved the Alfetta GT shape, it's really my era."

So he got Alex to build him this racer, using a 1977 2.0-litre Alfetta GTV imported from Italy. "The shell was 98 per cent perfect," says Johnny, "great for a racing car build." Alex built the car over a six-month period, ready for its debut earlier in April 2019 at Silverstone in the Classic Alfa Challenge series.

The engine is built to production-class spec with a lightened flywheel, balanced bottom end, Alfaholics conrods, 11:1 compression pistons, full race cams, AJM ported cylinder head and intake manifold, Dellorto 40 carbs on 37 chokes, custom tubular manifold and large-bore exhaust.

It's fitted with a full set of homologated suspension parts from the period, reproduced by Richard Melvin in conjunction with CSR, which Alex Jupe supplies: 35mm rifle-drilled torsion bars, adjustable torsion bar beam,

dampers, rear springs and longer top front spindles to optimise the front geometry. This is topped off with an AJM 28mm front anti-roll bar. Polybushes are used, as rose joints are not allowed in this class. The brakes are the same as on Alex's GTV.

The livery is one of the main talking points on this car. Why Telefunken? "A guy in South Africa did some research and found that it raced there with this livery," says Johnny. It

the Hampshire track, Johnny secured fourth position on the grid, and in rainy conditions, achieved fifth place overall; not at all bad.

In August, Johnny raced in a Classic Touring Cars Racing Club event. Alex comments: "Up against Ford Capri 3.0-litre V6s and American 5.0-litre V8s, it wasn't particularly competitive, but it was fun!" As for future events, Johnny wants to race at Spa – well, who doesn't? – so he'll need to get his papers sorted.

This is easily the quickest of our trio in a straight line. On the rolling

“ The Telefunken GTV is easily the quickest of our trio in a straight line and corners with precision and gusto ”

took Alex and his wife fully one and half days to do all the vinyl stickers. The gold wheels are a bit of artistic licence, as it actually raced in period on silver wheels. Originally, the road car had a green interior but that's been stripped out for this racer.

"This is a real change in style for me from my Porsche 911," says Johnny. "You can carry more speed into corners and you can be more playful with the oversteer."

The HRDC series requires standard wheel sizes to be used. The tyres for the series are old-fashioned but road-legal. Avon CR6-ZZs are used in wet conditions, while in the dry it's Dunlop DZ03s. Newer tyres were fitted for Thruxton and the car really started to fly. At

road it develops 184hp – some 54hp up on standard – and fairly flies around Goodwood. It revs to 7000rpm extremely easily, and the noise coming from it is magnificently hearty, whether you're inside the car or watching it speed past.

The gearbox comes from an Alfetta 1600, so it's quite low-g geared. That means that you need to spend time in fifth gear at Goodwood, in contrast to Alex's higher-g geared GTV. However, true to Alfetta lore, it isn't the easiest box to navigate around, with fifth located way over to the right. Since this car has all-new parts fitted, it feels exceptionally tight, and it corners with precision and gusto.



JAMES GIBBONS' GIULIA TI

James Gibbons' Series 1 Giulia Ti has an absolutely fascinating history. It was sold new to Japan in 1964, as one of very few right-hand drive examples made, and had a bench front seat. Its floor-mounted gear lever and disc brakes mark it out as a late Series 1 car.

In about 1974, it was stored away in a Japanese garage, where it remained for the next 30 years. Obvious question: how does James now own it? He explains: "I was working in Japan and racing cars there. I was looking for a project to take back with me to Europe two years ago, and this was the perfect car. I love the 105 Berlina because it's such fun to drive; stable, safe and predictable. I also like the image; it really floats my boat."

Landed in the UK, the car went to Alex Jupe, who built it to FIA spec as an Appendix K racer – a very precise spec, exactly as the car would have been in period. When it was stripped back to bare metal, it all looked extremely original and untouched – as you might expect for a car that had sat in a garage for 30 years. "Look down the side of the body and it has very straight lines," says James. "A lot of Giulia berlina are not like this." The factory Slate Grey paint is also unusual for a racer, and the racing number 164 was chosen because it's a 1964 car.

The engine is a 1600 unit rebuilt with Alfaholics conrods, 11:1 compression pistons, torque-biased cams (to help give it pull in the mid-range, as the car is heavy for a 1600), AJM ported head and intake

manifold, Weber 45 carbs, Alfaholics stainless steel tubular manifold and big-bore exhaust system. The gearbox is a rebuilt Giulia 1600 Ti unit with uprated synchromesh rings, while an Alfaholics 5.8:1 low-ratio LSD rear axle is installed.

As for the suspension, there's an Alfaholics FIA-spec handling kit, 1200lb front springs and 28mm front anti-roll bar. Standard Dunlop brake callipers and discs are fitted all round with race pads, as per FIA rules.

James learnt how to race, on race organiser Julius Thurgood's recommendation, in an Austin A35. In his first season in the Giulia (2018), James campaigned at a three-hour race in Spa. Then in 2019, the car's first full season, it's been in the HRDC Classic Alfa Challenge and





in Classic Touring Cars. "This is the quintessential 1960s Touring Car and eligible for pre-1966 Touring Car races," says James, "but sadly it won't beat Lotus Cortinas. But I do have a lot fun racing other Giulias!"

At the Thruxton round of the Classic Alfa Challenge, James was one of only two Giulia saloons entered. Off the line, he made an excellent getaway and was soon up into third in class.

Despite the car being built to Ti Super spec (circa 1964-1965), it doesn't have aluminium body panels, so it weighs rather more than

the Super, at 950kg. Still, that's a lot less than the Alfettas (which are more like 1030kg) so performance is pleasing, to say the least. You peak at 7000rpm in fifth gear on the Lavant straight, so this is pretty much perfectly tailored for Goodwood.

One thing you can't miss is the sheer volume of the experience. Normally, it runs at an ear-pummelling 105dB, courtesy of a virtually straight-through exhaust, but even with a silencer to reduce that to 96dB at Goodwood, it's searingly loud – but intoxicatingly wonderful.

Today, the Berlina is wearing Alphaholics 7x15 wheels which aren't FIA-spec (the race wheels are Classic Alfa 5.5x15s with Dunlop CR65 tyres). On its Avon 'Historic' CR6-ZZ crossply rubber (185/70 R15), it doesn't boast a huge amount of grip. The long wheelbase of the Berlina makes it inherently more stable than the Alfettas, but it's definitely livelier around corners. Its sharp turn-in gives you confidence that it won't bite, but the skittery rear axle is very noticeable. However, with its limited-slip diff fitted, the power can be put down very happily. 🇮🇹

CONTACT

Alex Jupe Motorsport, Bosham, West
Sussex PO18 8JR. Tel: 01243 575760.
Web: www.alexjupemotorsport.co.uk





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GOING WITH THE FLOW

One of the most extraordinary – and coveted – Alfa Romeos of all time is Pinin Farina's SuperFlow. We tell its story through four different iterations

Story by Peter Collins
Images by Gooding & Co/Brian Henniker

Question: what car has had at least four different bodies, taken part in a works team's Le Mans 24 Hour attempt and been a show-stopper no fewer than four times? Answer: the car featured here, Alfa Romeo 6C 3000 chassis number AR300000128. But how, where and when did this all happen?

Let's start at the beginning. As is well known, there wasn't much left of Italy's industrial and engineering businesses after World War 2, due to the Allies bombing all the manufacturing towns to hinder the German occupation, and then doing it again as they forged a path northwards during the liberation of Italy. This left motor manufacture in a very parlous state. Big companies such as Fiat were able to overcome this fairly quickly after 1945, whereas small outfits like Alfa Romeo had to rely on what was left over from pre-1939.

In Alfa's case, the resumption of car manufacture was based on taking up where it had left off in 1939, with its 6C 2500 engine in various different bodies and functions: saloons, cabriolets and racing sports cars, but each in very small numbers. A special 6C 2500 won the Tour of Sicily in 1950, proving the continuing



competitiveness of the car.

Alfa's determination to succeed led to its productionising its first-ever unitary-bodied saloon car, the 1900, in 1950. As the figures suggest, the new car's power unit was a 1.9-litre (1884cc) unit with four cylinders and two overhead camshafts. At Alfa Romeo's Arese HQ over the winter of 1949/1950, engineer Giuseppe Busso and his team took that four-cylinder engine block and effectively added two more pots to make a straight six of 2995cc. This they mounted on a 2500 chassis clothed in a neat, short coupe body with independent front and transverse sprung rear suspension. Alfa test driver Consalvo Sanesi was entrusted with the car for the 1950 Mille Miglia, but all did not go well for the car: it suffered early plug trouble, possibly due to appalling wet weather and, in trying to make up time, Sanesi crashed heavily between Ferrara and Rovigo.

In 1952, the Disco Volante or 'Flying Saucer' project sports racing prototypes were built utilising 1900 four-cylinder units, but alongside these cars, Busso had enlarged the 1950 3.0-litre six to 3495cc and the engine was used to power a completely new racing sportscar for 1953, named the 6C 3000 CM – the CM standing for *Competizione Maggiorata* ('enlarged racing car'). According to Alfa historian Luigi Fusi, four Coupes and two Spiders were built. These cars were constructed in order to take Alfa Romeo back into top-line World Sportscar Championship racing, the company having terminated its Grand Prix team and its Alfettas, because Alfa had its eye on events such as the Le Mans 24 Hours and the Mille Miglia.

The specification of these cars was a multi-tubular chassis based around a backbone structure, into which the new 3.5-litre engine was fitted, slightly canted to the left to reduce bonnet height. Front suspension was independent by double wishbones and coil springs, whilst the rear had a De Dion tube running behind the final drive, suspended on coil springs. The transmission was now by a five-speed gearbox in unit with the final drive. Massive aluminium drum brakes were fitted all round, those at the rear being inboard. By the spring of 1953, the six-cylinder engine was developing 275hp at 6500rpm, utilising no less than six single-choke Weber carburettors.

Of the two endurance events that Alfa wanted to tackle, the Mille Miglia came first and three 6C 3000s were entered, all taking their turns to lead the classic event before Sanesi's engine failed at Pescara. Karl Kling's car led at Rome, but its rear axle failed, whereupon Fangio took over the lead until, descending the Futa Pass, he suffered a steering failure that left him with only his right front wheel responding to his inputs. Not surprisingly, he slowed but only enough to drop one place; he eventually finished second overall, still with just one wheel steering. An almighty effort.

At Le Mans, after the failure of Fangio's car, the other two cars held third and fourth until they too succumbed. Similar failures and incidents eliminated the team's entries at Spa and Nurburgring until, in September, Fangio scored the model's only win at the Supercortemaggiore GP, held on a road circuit at Merano.

Alfa Romeo retired from racing these cars at that moment. But this was not the end for the model's racing career. 00125 went to Jo Bonnier for racing.

ALFA ROMEO 6C 3000 SUPERFLOW

Another (00126) was sold to Argentinian President Juan Peron, who ordered a body by Boano before the car was dispatched to South America. A further car, the one featured car here – chassis 00128 – took on several whole new personas.

Auction house Gooding and Co had this car on its list at the Monterey event during August. It believes that 00128, originally one of the 6C 3000s with Berlinetta bodies by Colli, was the training car for the team at the 1953 Le Mans 24 Hours. All good and bad racing cars have their day and become obsolete, either quickly, or they just fade away, and the various top-line *carrozzerie* then extant in Italy were often given outdated chassis that their original manufacturers had no further use for.

00128 was just such a car. It had found its way to Pinin Farina by the end of 1955, where it was used as the basis for a totally radical, perhaps over-the-top, concept car designed by Aldo Brovarone. Making its debut at the Turin Show in March 1956 was the Alfa Romeo 6C 3000 SuperFlow Coupe Sperimentale, to give it its full appellation. The car was predominantly white, with long scalloped sides and extraordinary transparent wing tops over the front wheels. The story goes that Italian television was covering the opening of the show and Pinin Farina asked if he could present the new car right at the end of the programme – because it was still being finished in his shop at the beginning of the TV show! With two minutes to go before it finished, Pinin's men pushed the new creation in front of the TV cameras.

By October 1956, the chassis had been reclothed to become the SuperFlow 2. Looking very similar to the Pinin Farina Ferrari 400 Superfast, it now had conventional front wings and a colour scheme flipped to red with white stripes. The Alfa Romeo badges had now been removed, since Farina had in mind the possibility of attracting other manufacturers to the shape.

No one did take it up, though. Over two years were then to go by before, at the 1959 Geneva Show, chassis 00128 appeared once again, this time as a low spider, again with deeply scalloped sides, a long rounded tail and twin head fairings. The SuperFlow 3, or 'Super Spider' as it was dubbed, can be seen as the clear predecessor of Farina's Alfa Romeo Duetto Spider of 1966.

And that's not all. One final incarnation of 00128 graced Farina's stand at the 1960 Geneva Show. SuperFlow 4 – the iteration you see here – gained a glass cockpit canopy, sliding roof panels and removable windows on either side. But even this story isn't straightforward. By late 1960, 00128 had been shipped to the USA for exhibition. It finished up at Aaron Mosko's Italian Motors in Denver from where it was purchased by Howard Wignall. He sold it on to collector Jackson Brooks for \$35,000 in 1975 and, in 1976, drove it to the Monterey week, later describing driving the car as "simply fantastic. Geared for 166mph in fifth with the best drum brakes I have ever experienced...I put the car over a pit and just marvelled at the beautiful drive train and undercarriage".

After being sold again in 1979 to a man called Kanzler in Los Angeles, the car had crossed back over to Europe by the 1990s to Peter Kaus's Rosso Bianco collection in Germany. There, overcome by the heritage





of the car, Kaus had the Farina body removed and stored it. He replaced it with a replica of the original Colli racing spider coachwork. 00128 remained in this form until 2006, when the collection was closed and the cars were sold.

Now the Alfa went back to the USA again. Its new owner decided to remove the Colli body and replace it with the preserved SuperFlow form. In the process, the car was fully restored, with the replica Colli body now being the one put into storage. The car was seen at several events, including Salon Privé in 2017, at which concurs event it was awarded the prize of overall winner.

The Alfa Romeo SuperFlow 4 has just come up for auction with Gooding & Company at its Monterey sale in August 2019. A sale price of \$6 to \$8 million was predicted but bidding petered out at \$4.3 million, failing to meet its reserve. At the time of writing, the car is still available with an asking price of \$5.5 million. It would be great if the new owner drives it like Jackson Brooks. It is no less than it deserves. 🇮🇹



SUPERFLOWCHART

Pinin Farina's Alfa Romeo-based SuperFlow series went through four distinct phases, of which the car featured (pic above) here is the final one.

- A. SuperFlow (1956) - coupe with rear fins, transparent front wing covers, white-and-red paintwork
- B. SuperFlow 2 (1956) - coupe with full rear wheel spats, conventional front wings, red-and-white paintwork
- C. SuperFlow 3 or 'Super Spider' (1959) - spider with rounded tail, head fairings, white paintwork.



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Feeling the Fire

Fiat's triplet of 1980s/90s hot hatchbacks were among the very best of all. But they were shunned by a Ford-obsessed British public and are now exceedingly rare

Story by Richard Aucock
Photography by Michael Ward





Sadly the Ford Escort XR3i was the hot hatch weapon of choice throughout the 1980s and early 1990s. What a marvel of mediocrity it was, compared with some of the gems you could buy. As wannabe yuppies were rushing into Blue Oval dealers to scribble their signature on an HP deal carrying an eye-watering APR, another storied brand was effectively watching tumbleweed gather around the wheels of its novel, intriguing and meticulously engineered rivals.

Rare then, the fast Fiats of the 1980s and 1990s – Strada Abarth, Tipo Sedicivalvole and Bravo HGT – are today all but extinct. Probably single figures of each remain on the road in the UK. Paganis are more populous. Would the three owners of such rarities as these brave the worsening weather forecast for our fast Fiat feature?

Bob Woodward and his partner Gill are first, in their Strada Abarth 130 TC, soon followed by Costas Freitas in his launch-spec Bravo HGT. Barely have we got the café drinks order in, when Adam Green arrives in his Tipo Sedicivalvole. We have ourselves a group test: three Fiat hot hatches that it pains us more people didn't buy new.

Gill, who is membership secretary of Fiat Motor Club GB, has owned her car the longest – since new, in fact. “I drove a Fiesta XR2, and it was Bob who suggested I try this instead.” An XR3i was, presumably, on the list, but Gill made the right choice. “We took delivery on 7 October 1986 from Leighton Buzzard Fiat, at 11am.” A quick fill-up of five-star and Gill was up and running in her new daily commuter. “I hadn't driven it before then, only sat in one at the Earl's Court Motor Show.” Her first reaction? “It was brutal.”

She went on to drive more than 90,000 miles in the Strada. It has been garaged all its life and meticulously maintained by Bob, with oil changes every 3000 miles. “If you change the oil regularly, the engine will last forever,” he says. It's been driven by Jeremy Clarkson, for his 100 Best Drives book, and was only out of Gill's hands for a few days in 1990, when it was stolen: “I cried myself to sleep.” The police found it and called Bob, saying could he come to see if it was his? Of course it was: “The thieves had stolen the Fiat Abarth badge and the cops didn't know what it was – they simply thought it was a regular Strada.” Wouldn't have happened with an XR3i, you can bet.

You have to wonder how they could have missed the polished Speedline wheels, rear spoiler, wheelarch extensions and black lower body panels, but there you go. Arguably more forgivable would be overlooking the Tipo Sedicivalvole for any other model; Adam's immaculate 1993 example perfectly shows off the modest sideskirts, red pinstripe, 15-





inch wheels and opened-out front grille that the Tipo 16V gained over regular models. Much of what made it special is hidden beneath.

"This car has been a real labour of love," explains Adam. "I bought it in 2011 in a real sorry state." He's worked diligently to bring it up to the standard you see here, painstakingly searching out features such as the upgraded Recaro interior, even the original Grundig face-off stereo. "This one's the high-end version, so it lights up amber at night; the basic one illuminated green." Details like this matter to completists such as Adam.

Perhaps the most distinctive identifier is the red 'Sedicivalvole' script depicted on the rear tailgate handle. It was a very public calling card for the special powerplant under the bonnet: the Lampredi-designed

2.0-litre engine, sourced from Lancia. "Having a Lampredi engine is why this car fascinates me so much," says Adam. Bob nods; the Strada Abarth also has a Lampredi twin-cam. "The reason why the 130 TC is so special to me is because it was the last Abarth to be constructed in the original factory," he adds. Every version after that was a variant, built on the standard Fiat line.

Costas understands. Fiat made the fascinating story of the Bravo and Brava even more intriguing by equipping its range-topping HGT hot hatch with a 2.0-litre five-cylinder engine. The competition simply had no answer to it: everyone was using fairly stock four-cylinders and, true to form, the contemporary Escort GTi (a renamed XR3i) had a generic 1.8-litre with no redeeming features whatsoever. Yet it still outsold the

Strada still looks great. Handling has a real bucking bronco feel that makes it flawed but so much fun

TECHNICAL SPECIFICATIONS

	STRADA ABARTH	TIPO SEDICIVALVOLE	BRAVO HGT
ENGINE:	1995cc 4-cyl 8V DOHC	1995cc 4-cyl 16V DOHC	1998cc 5-cyl 20V DOHC
POWER:	130hp @ 5900rpm	148hp @ 6250rpm	155hp @ 6500rpm
TORQUE:	176Nm (130lb ft) @ 3600rpm	176Nm (130lb ft) @ 5000rpm	185Nm (137lb ft) @ 3750rpm
TRANSMISSION:	5-speed manual	5-speed manual	5-speed manual
BRAKES:	Discs front, drums rear	Discs front and rear	Discs front and rear
DIMENSIONS:	4014/1663/1374mm	3960/1700/1445mm	4025/1755/1420mm
WEIGHT:	950kg	1180kg	1190kg
MAX SPEED:	118mph	128mph	132mph
0-62MPH:	8.2sec	8.4sec	8.0sec

FIAT STRADA ABARTH V TIPO V BRAVO HGT

Bravo HGT by 14 to one. Seriously, you really could scream sometimes.

Costas has owned this 1998 example twice. He sold it, instantly regretted it and, six months later, offered the owner twice what he paid for it. "My dad thought I was mad, but I couldn't bear the thought of not having

pack suspension from Germany, making it sit 15mm lower to the ground on Bilstein dampers and Eibach springs. "It's also got a thicker rear anti-roll bar, again from the Coupé."

Still, as with the Tipo, discretion is the name of the game. Fiat wasn't out of the ordinary here – it was easy

“ I marvel at how hip-hugging and hard the Recaro seats are – and understand just how wild 130hp felt when new ”

it. He admits it's a fascination that's been there since childhood. "I walked past a Fiat dealer when I was 11 or 12, saw the display car in Broom Yellow, and instantly fell in love. I knew I had to have one."

Since repurchasing the HGT four years ago, he's fully rebuilt it with a few subtle modifications but generally kept it OE. The 16-inch Fiat Coupé wheels aren't standard, for example (Costas still has the 15-inch originals) and he sourced the optional sport-

to muddle a Peugeot 306 DTurbo and a GTI-6 – but today, it simply adds to the car's underground cool. Nobody would ever believe such an unassuming car would pack such a glorious engine. Another theme of the day is beginning to emerge.

I start the drives with the oldest of the trio. I marvel at how amazingly hip-hugging (and hard) the pristine original Recaro seats are, and twist the key. She splutters, and fails to catch. Outside, Bob is gesturing

Understated Tipo's 16-valve fuel-injected engine is sweet and creamy. Feels tight around corners, too





to energetically pump the accelerator. It duly roars into life. Even in 1986, this might have caught contemporary buyers out: no assistance from namby-pamby fuel injection here, just two big Solex C40s bolted to the top of twin-cam motor.

There's no power steering either, and the Italianate driving position means the wheel is a stretch away, so I'm conscious of all the eyes on me as I manhandle the sub-one-tonne rocket onto the circuit.

Fortunately, it gets a lot easier once underway, and I begin to understand why Bob told me to imagine just how wild 130hp felt back in 1986. The asthmatic Escort had just 105hp.

If the Ford wheezed, the Fiat serenaded. The cammy growl to this crisp, sharp engine is addictive. It's a unit

you can feel, and connect with. Throttle response is immaculate and the power build-up is gorgeous, with no peaks, troughs or hesitation. Even the gearchange, rubbery at walking pace, turns crisp, light and accurate when underway.

The ride is stiff, with tied-down suspension crashing over the 'characterful' surface of Bruntingthorpe test track. Trim rattles multiply and it's only the roar of wind noise above 60mph that fully drowns it all out. That's cars born in the 1970s for you. What's so refreshing is the sheer amount of feel this little red firework serves up. It's hard work, but rewards you many times over for what you put in. No wonder Gill will never sell her.

I don't think Costas is going to sell his Bravo ever again, either. I decide to go with the most modern

FIAT STRADA ABARTH V TIPO V BRAVO HGT



next. I again get instructions: not to keep the revs down, but to go out there and enjoy it to its fullest. Italian car owners, I love you all. "I've actually raised the redline," Costas adds. I still decide to err on the side of caution: earlier, he'd told me just two Ink Blue Bravo HGTs remain in Britain...

Of course, the Bravo is a very different experience. The driving position is more normal, with nice soft leather seats and a more handily-placed steering wheel. I turn the key, and it starts on the button, and I pause and grin. Ah, the warble of a five-pot. Costas understands: he's already planning to see how much he can lean on that rev limiter and get those 145 horses howling during a high-speed run he's got planned after the photoshoot.



The Strada is actually a little quicker than the Bravo on paper; with Costas' tweaks, it's probably neck-and-neck. Wheel-scrabbling acceleration isn't quite the focus of this car, though. It's a much more sophisticated take on the hot hatch, more Golf VR6 than Golf GTI. By now, Fiat had become accustomed to fitting its most exotic engine to its family-sized performance hatch, and in the mid-1990s, that engine was the five-cylinder made famous by the Coupé. It may not have the turbo but it's still a gem, because of how astonishingly smooth it is, and how good it sounds.


I could glide around all day. I love five-cylinder engines and, with Costa's light sports-focused overhaul for the suspension, it serves up a nice blend of positivity and comfort. But one more car is waiting, and it's one I've been eager to try out since I first saw one as a school kid in the early 1990s.

Back then, I didn't know about Lampredi. I simply knew the Tipo had loads of dials and was an understated insider-spot for Italian car nerds like myself. Imagine the relish, then, with which I grip the leather Momo wheel, devour the dials (noting how they all sit at 12 o'clock when you're on the go), marvel at the all-round visibility then fire up this magnificent, storied motor.

The similarities with its earlier incarnation in the Strada are obvious. It's a beautiful engine, so rich and

creamiy smooth (you can thank the counter-rotating balancer shafts for that) with just a touch of extra rasp from Adam's optional Ansa exhaust. The gearchange is tight, the steering crisp; there are few rattles, and even though the suspension rolls, it does so with positive purpose. This is a planted and well-damped car that's perfect for five-up fast-road family motoring. Even the rear bench seat is shaped to encourage this.

Get the engine over 4000rpm and it turns rotary-smooth, with bite and linearity right round to the yellow zone of the rev counter (Adam has laboured for eight years over this – I reckon it's his privilege to nudge into the red zone, not mine). We do lap after lap, and he seems as delighted as I am. "It's so good for it to be driven by someone who really gets it."

Adam, I do indeed. And the Bravo. And the Strada. Over lunch, our final thoughts are of mystification. I've driven Escort XR3is from the 1980s and 90s. I know what they're like – not great. Any one of these wonderful hot hatchbacks would blow the Blue Oval into the water: the driving experiences are so much more special. Each has been developed by considerate engineers who care about rewarding the driver, not marketing men passionate about return on investment. Let's not lose any more of these now ultra-rare Fiats, and keep on remembering what should have been the blue collar performance cars every hot hatch fan celebrated, not just us. 



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Original Flavia

Too often underestimated and overlooked, Lancia's Flavia has unerring quality writ large upon it – especially this sensational 27,000-mile Series 2 *berlina*

Story by Simon Charlesworth
Photography by Michael Ward





Originality has a soft voice. If you admire, encounter or drive a good number of Italian classics, this whisper is something easily sensed from some distance. It doesn't shout like a box-fresh supercar, or boast like a concours queen, so you must be sure that your ears are primed.

Attending Prescott's recent 'Vita Rossa' shindig, the little voice spoke. After a day spent gawping at all manner of loveliness, from delicious vintage Bugattis to throttle-blipping

Lambos, Alfas and Abarths, subtly politely coughed and

caught our attention. It came from Bob Moore's unassuming 1968 Series 2 Flavia and it quickly became clear that this was one of the cars of an already great event.

This Lancia radiates rightness. The straightness of its bodywork, how the panel gaps remain true and regimented, its flanks unmolested by tarnish or buffoonery. Then there's the oh-so subtle yellowing of its sidelamps – a colour echoed in the Carello foglamps. The brightwork has not succumbed to weathered acne. Its bullet-shaped wing mirrors beckon you hither, as do the period-

perfect stickers in the rear screen, those mud-flaps, that interior... It's enough to give you drool-induced dehydration.

The Flavia saloon is seldom encountered in the UK, especially with its steering wheel on the right side. Lancia's new-for-1961 mid-market model filled the gap between the Appia and Flaminia. It was engineered by Lancia's technical director, Antonio Fessia, whose CV included overseeing Dante Giacosa's Topolino whilst at Fiat. Named after a Roman *via*, the Flavia was styled by Piero

“ This Lancia radiates rightness. It's enough to give you drool-induced dehydration ”

Castegnero, and came from an era when US/Italian design cross-pollination was such that it was hard to recall who had started copying whom.

In between Fessia's time at Fiat and Lancia, his roles including a spell at CEMSA, an aircraft company that needed to diversify into car production following WWII. Fessia created the CEMSA F11 in 1947, a front-wheel drive car with a horizontally-opposed 1100cc 'four' and unitary body. Prototypes were shown to the public, but the project never reached production. Fessia joined Lancia in

1955 as a consultant, before becoming technical director following Vittorio Jano's departure for Ferrari with the D50 racer.

The F11 would inspire Fessia's new 1488cc Lancia. Its specification included an all-alloy, OHV boxer four-cylinder that produced 78hp at 5200rpm and torque of 82lb ft in single-carburettor tune. The boxer was mounted longitudinally and forward of the front axle line, and the Flavia boasted a flat floor, column gearchange and bench seating for six people. The drivetrain and front suspension

were mounted in a subframe attached to the monocoque

body. Front suspension was via unequal-length wishbones, transverse leaf spring, anti-roll bar, telescopic hydraulic dampers. Astern was a dead axle suspended via leaf springs, anti-roll bar, telescopic dampers and located by a Panhard rod. Completing the Flavia's technical picture were servo-assisted disc brakes and Pirelli radial tyres all around.

Initially produced at the Monginevro factory, *berlina* production was transferred to the new Chivasso plant in June 1962. In 1963, a new 92hp 1.8-litre engine was launched, with similar internal dimensions to the Variant





1005 engine which was optional on the Coupe, Convertible and Sport Flavias. In 1965 came the short-lived 102hp mechanically fuel-injected model – one of the first ever produced – showing that Lancia had lost none of its technical derring-do.

The reason the original fuel-injected Tipo 815 Flavia was so short-lived, was that the model was due for a spruce-up, becoming the Tipo 819 in 1967. The most obvious results were cleaner, more modern lines, a wider front track, lower waistline, bigger glasshouse and new dashboard; many of these cosmetic touches were inspired by the Lancia Fulvia sister model. The 1.5-litre engine was still available, while the 1.8 continued with or without optional fuel injection, and a floor-mounted gearchange could also be specified.

This is where we get off, for our journey through the Flavia's timeline has reached our stop. There is no need to carry on with the 2.0-litre models or the post-1971 cars, which

under Fiat ownership dropped the Flavia name in 1971 to become the last-of-the-line Lancia 2000 (RIP 1975).

Parked in a timeless Somerset setting, only the Flavia's ASI (Automotoclub Storico Italiano) plate wrestles the car away from daydreams of 1968. Owner Bob Moore recounts how he found the Flavia: "I saw it advertised online, already in the UK and registered. I didn't mind that because it saved a lot of mucking about. I've still got the letters from the DVLA, stating that the car couldn't be taxed unless there was a letter from Fiat saying it was built in 1968. I have that, too, stating that the chassis was laid in June 1968."

Getting acquainted with this 27,000-miler is a pleasure. Imported from Verona, the fuel-injected S2 features a heated rear screen and power steering. The details are almost overpowering in their delight: key ring, engine bay, tool kit, mint rubber mats. Sit inside, and the interior adds awe to your emotions. Bob

It's the achingly original details that make this 27,000-mile Flavia stand out, from mudflaps to mildly yellowed light lenses



had to remove the shredded discoloured plastic factory door-card protectors from the front, but they are still present in the rear. All of this enforces the feeling that this car has been thoroughly pampered, and a debate starts as to whether or not its paint may or may not have received a rejuvenating squirt.

"I was looking for a car from when I was 16 or 17 with a bench-seat and column change – I suppose I was revisiting my youth really. I actually don't think you'll find a better one. I do polish it quite often, so it does shine. I think it probably is its original paint, but the 'but' is, how did it get through life without a little knock which had to be put right?" Improbable but – you'd hope – certainly possible.

In the fabric of Bob's motoring tapestry, the Lancia marque was already in the weft and weave. He had a 1967 Flavia Convertible and a 1963 Flaminia, the latter owned between 1982 and 1988. "About seven or eight years ago, when I had a lovely Borgward



Isabella, I was at the NEC show with it on the club stand – and there on the Lancia stand was my Flaminia, looking absolutely stunning and there with the same bloke who bought it from me 20-odd years ago.”

So Lancias never really left the blood. “I always felt with Lancias that they were ‘quality’ – and this more so than any of the others. Perhaps it’s because I didn’t appreciate them as much back then. It’s the smoothness of driving it, thanks to that flat-four. It’s not quick off the mark because it’s a bloody heavy car but it sings. It has synchromesh on all four gears, which is nice. It also has reclining seats, which my original would not have had. They are so comfortable.”

Taking centre stage amid this splendid interior is the neat S2 dashboard, which is far smarter and more cohesive than the original. Everything is perfectly visible behind the generous horn-rimmed steering wheel, which is as upright as the seating position. Given its





TECHNICAL SPECIFICATIONS

LANCIA FLAVIA S2 1800

ENGINE:	1800cc flat-4 OHV
BORE X STROKE:	88mm x 74mm
COMPRESSION RATIO:	9.0:1
POWER:	102hp at 5200rpm
INDUCTION:	Kugelfischer mechanical fuel injection
TRANSMISSION:	4-speed manual, front-wheel drive
SUSPENSION:	Double wishbones, transverse leaf spring, anti-roll bar (front); Dead axle, semi-elliptic leaf springs, Panhard rod, anti-roll bar (rear)
BRAKES:	Discs all round
DIMENSIONS:	4580mm (L), 1620mm (W), 1486mm (H)
WEIGHT:	1160kg
MAX SPEED:	106mph
0-62MPH:	19.9sec

modest footprint, the sense of space, roominess and solidity impresses almost as much as the as-new condition of the cabin.

The engine fires after a twist and push of the ignition key. The first-second plane of the


column-change is nearer the wheel. The clutch is friendly and communicative, the gearchange clearly defined and positive. Above 3000rpm the Flavia really gets into its stride, the soundtrack is flat-four 'n' funky overlaid by a merry tappety OHV jig.

Although the road is a familiar collection of twists and turns, the wet conditions demand caution. As most of the Flavia's weight distribution is focused in its nose, with a low centre of gravity, corners are anticipated with great promise. The Flavia doesn't disappoint. The lightness of its controls encourages a relaxed attitude. The steering quickly becomes second nature, for the assisted steering box is beautifully weighted, geared and full of information. It doesn't merely shame many PAS systems of the 1960s, but it's also capable of humiliating current EPAS systems. As steering lock is applied, the Flavia's front end quickly reacts – there is little inertia and roll – and it just takes it all in its casual, capable stride.

The 1.8 needs to be worked to overcome

the Lancia's heft and tall gearing. The sprint to 60mph takes 19.9 seconds, but it enjoys itself getting there – and once up to speed, its refinement adds to the occasion. The brakes are both effective and easy to modulate. Even when traffic on our B-roads slows to a sub-30mph uphill crawl, the torque is enough for it to cope with the dawdling and return to the national limit in third gear.

Progress is hushed enough to allow easy conversation, with a ride quality that practically ignores broken and battered bitumen. There isn't any float or wallow; your backside remains contented, for the ride is both comfortable and connected.

To judge this Lancia by its 1960s style is to underestimate its dynamic capabilities. Its subtle myriad charms, engineering integrity and understated class combine to provide a shot in the arm against today's overbearing throwaway behemoths. The Flavia is easy to get to grips with, and whether it be cruising or feasting on snaking tarmac, this quiet and highly desirable car feels perfectly at home. 

Clean shape is understated if perhaps unsexy. Air of superior quality is crystal clear throughout



CLUBS



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www.alfaclubsa.org.au

Malcolm Ebel

membership@alfaclubsa.org.au

Abarthisti

www.abarthisti.co.uk

www.abarthforum.co.uk

Abarth Owners Club

On-line club for owners, fans and

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www.abarthownersclub.com

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

Cavallino House, 2 Church Way,
Whittlebury, Northamptonshire, NN12 8XS

gary.dearn@ferrariownersclub.co.uk

www.ferrariownersclub.co.uk

Fiat Motor Club GB

The original UK club for owners of all Fiat
models.

membership@fiatmotorclubgb.co.uk;

editor@fiatmotorclubgb.co.uk;

press-officer is

gavin@fiatmotorclubgb.co.uk

chairman is b.stigant@ntlworld.com

www.fiatmotorclubgb.co.uk

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www.x1-9ownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian1Boxall@btinternet.com

Fiat Scotland

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www.fiat-scotland.com

Lamborghini Club UK

membership@lamborghiniclub.co.uk

www.lamborghiniclub.co.uk

Lancia Motor Club GB

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

Clubs www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Dave Smith admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Matthew Yates www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2019

**October 5****Alton Italian Car Breakfast**

Departure Lounge, Hants

GU34 4BH

thedepartureloungecafe.co.uk

October 13**Autumn Motorsport Festival**

Brooklands Museum, Surrey

auto-italia.co.uk

October 24-27**Auto e Moto d'Epoca**

Padova, Italy

autoemotodepoca.com

November 8-10**Lancaster Classic Motor Show**

NEC, Birmingham

www.necclassicmotorshow.com

November 15-17**InterClassics Show**

Brussels, Belgium

www.interclassics.be

November 22-24**Milan AutoClassica**

www.milanoautoclassica.com

2020**January 9-12****Autosport International**

NEC, Birmingham

www.autosportinternational.com

January 30-February 2**Automotoretro**

Lingotto, Turin

www.automotoretro.it

February 13-16**London Classic Car Show**

Excel London

www.thelondonclassiccarshow.co.uk

February 21-23**Race Retro**

Stoneleigh Park, Warks

www.raceretro.com

March 25-29**Techno-Classica Essen**

Essen, Germany

www.siha.de

March 27-29**Restoration & Classic Car Show**

NEC Birmingham

www.necrestorationshow.com

April 24-26 2020**Lancia Motor Club GNW 2020**

Lancashire

www.lancia.myzen.co.uk

May 22-24**Concorso d'Eleganza Villa d'Este**

Lake Como, Italy

concorsodeleganzavilladeste.com

**May 30****Club Lancia Sport**

London-Brighton Run

clublanciasport.wixsite.com/

lanciasport



Festival Italia

This year's Brands Hatch Italian car spectacular, held in association with *Auto Italia* magazine, was easily the best yet

Story by Simon Park
Images by Michael Ward, Peter Collins, Richard Betts





Motorsport Vision, owners of Brands Hatch (and four other top UK circuits), brought us the first Festival Italia back in 2016. The event has grown in successive years, and as of 2019 it's now in association with your favourite car mag, *Auto Italia*. In UK race track terms, Brands is geographically about as close as you can get to Italy. And for the Italophile petrolhead, Festival Italia is as close as you can get to heaven on earth.

I gave up on a head-count of all the great marques that made their way to the Kent circuit in August for this year's celebration of all things Italian. But from the humblest baby Fiat to the loudest, lairiest Lambo, there were hundreds of cars, pretty much everything you could name (and a good few you probably couldn't). They were all there, *en masse*, but particularly impressive was the turnout of Abarths in this, the company's 70th anniversary year. 'Mr Scorpione UK', Tony Castle-Miller (a regular contributor to these pages) had mustered his troops in spectacular style, starting with a hearty dinner at the Brands Hatch Mercure hotel on Saturday night. On Sunday, Carlo's little arachnids, both old and new, were everywhere. Two track parade slots were allocated to Abarth classics, with fast runs around the circuit scheduled in too.

Further high-speed track parades featured a selection of Italian supercars and eight historic F1 protagonists. The latter included a

wonderful pair of Dallaras, from 1989 and 1992, whose *piloti* in period included Pierluigi Martini and Andrea de Cesaris; and two Benetton's, one of them the ex-Michael Schumacher B192, also from 1992.

Of course, there was some proper racing going on too. Anyone fortunate enough to have competed on the full Brands Grand Prix circuit (last used for F1 Grands Prix in 1986) will doubtless place it high on their list of all-time favourite tracks. The shorter, sort-of kidney-shaped Indy circuit may be less of a challenge for drivers but you still get to dive through the buttock-clenching Paddock Hill bend where, to quote the sainted Mario Andretti, "if everything appears to be under control then you're simply not going fast enough". The short circuit is a lot more spectator-friendly, too, with about 80 per cent of it being visible from wherever you happen to be watching.

The *least* Italian thing about the Festival was the weather; after a long spell of hot and dry, the sudden transition to morning rain made for some tricky track conditions, which caught out several drivers during practice and qualifying for the races. Four distinct events had two races apiece, and 20 assorted Alfas turned out for the BRSCC Alfa Romeo Championship rounds. The first race was won by a Fiat! Huh? The Ferrari Club Racing Series was somewhat under-subscribed, with just eight starters, as was the nattily-named 'Italiano [sic] vs The Rest





of The World Allcomers' race with 11 on the grid (four Italians and seven ROWs). The Pirelli Ferrari Formula Classic event, for rather more ancient and arguably less prancing horses, attracted a very healthy 23 entries.

Off *pista*, there was so much to see and do, apart from ogling acres of mouth-watering machinery, including 36 carefully selected bolides assembled in our *Auto Italia* Zone. A display of Italian bikes and scooters, an Italian food market, 'Italian Job Youngdrive' (an opportunity for 11-plus kids to try their hand in – guess what? – Minis), pizza-making classes for a similar age group and even Italian language lessons, aimed at those rather more stricken in years – all were there. As well as, of course, a plentiful supply of the three indispensable 'Ps' – pizza, pasta and prosecco – without which no event can properly describe itself as Italian.

Festival Italia is also a place for meeting old friends – slowing down, catching up and chilling

out. Reminiscing and telling tall tales over a bevvie or two with an equally superannuated pair of old racing muckers (one an erstwhile co-driver and past winner of *Auto Italia's* own race series back in the day, the other a long-time track rival) was a delightful *entr'acte* amidst the swirling hurly-burly of activity going on around us. 'Been there, done that' reminiscences merely added to the buzz we all got from being in and around the maelstrom of activity that characterises this particular celebration of *la macchina italiana*. Long may it thrive.

CAR OF THE SHOW

Tony Berni's to-die-for 13000T Periscopico (below), brought over from Italy specially for the event with mechanic Bruno Bassanetti, won *Auto Italia's* Car of the Show accolade. Its intoxicating mix of sound, competition history and extraordinary beauty made it a highly deserving winner in the judges' eyes. And Tony even drives it unsilenced on the road back home!





RACE RESULTS

BRSCC ALFA ROMEO CHAMPIONSHIP

Race 1

- | | |
|--------------------|-------------------|
| 1. Simon Moore | Fiat Punto Abarth |
| 2. David Messenger | Alfa Romeo 156 |
| 3. Tom Hill | Alfa Romeo 156 |

Race 6

- | | |
|--------------------|----------------|
| 1. George Osborne | Alfa Romeo 75 |
| 2. David Messenger | Alfa Romeo 156 |
| 3. Simon Hampton | Alfa Romeo 33 |

FERRARI CLUB RACING SERIES

Races 2 & 5

- | | |
|------------------|-----------------------|
| 1. James Little | Ferrari 458 Challenge |
| 2. Nigel Jenkins | Ferrari 458 Challenge |
| 3. Wayne Marrs | Ferrari 430 Challenge |

ITALIANO VS REST OF THE WORLD ALLCOMERS

Race 3

- | | |
|------------------|-----------------|
| 1. Peter Challis | Porsche 997 Cup |
| 2. Peter Smith | Ferrari 430 |
| 3. Philip Knibb | Ginetta G50 |

Race 8

- | | |
|--------------------|-----------------|
| 1. Peter Challis | Porsche 997 Cup |
| 2. Robert Spencer | MGB GT V8 |
| 3. Clive Haynsford | Mazda RX8 |

PIRELLI FERRARI FORMULA CLASSIC

Race 4

- | | |
|--------------------|------------------------|
| 1. Tristan Simpson | Ferrari F355 Challenge |
| 2. Wayne Marrs | Ferrari F355 Challenge |
| 3. Tim Mogridge | Ferrari F355 Challenge |

Race 7

- | | |
|--------------------|------------------------|
| 1. Tim Mogridge | Ferrari F355 Challenge |
| 2. Tristan Simpson | Ferrari F355 Challenge |
| 3. Wayne Marrs | Ferrari F355 Challenge |



Scorpion Kings and Queens

Abarth Club of Great Britain celebrated the 70th Anniversary of Abarth in style at Brands Hatch

Report by Tony Castle-Miller



It seemed appropriate for the Abarth Club of Great Britain to celebrate the 70th anniversary of Abarth & Co at Festival Italia, writes Tony Castle-Miller. We have been supporting the MSV event since 2016 and been very privileged to be invited back each year since then.

DINNER AND RECEPTION

This year, the Abarth Club GB was supported by Middle Barton Garage. In consequence, the weekend included a reception and dinner on the Saturday evening, followed by plenty of track activity on the Sunday.

The reception and dinner at the Brands Hatch Mercure Hotel saw eighty-five guests enjoying a prosecco reception and an excellent dinner. With a backdrop display of six wonderful Abarths, Campagnolo wheels and Abarth exhausts, a great atmosphere was guaranteed!

The cars were the stars but we were privileged to enjoy the company of some luminaries from the historic Abarth world, and I must mention of some of the guests.

STAR GUESTS

Lincoln Small was one of the three directors of Radbourne Racing, the UK Abarth importer in the 1960s and early 1970s. Lincoln is a direct link back to the days of Carlo Abarth. He spoke after dinner about Radbourne and, of course, the fascinating story of the Radbourne Abarth 1300. Lincoln still owns one (pictured centre, opposite page) and its presentation was simply stunning.

The other two directors of Radbourne are sadly no longer with us, but both of Geoff Amstrad's sons, Chris and Jeremy, were present and retain their family enthusiasm for Abarth & Co. Indeed, they are restoring another Radbourne Abarth 1300.

Tony Berni made the trip all the way from Italy along with his beautiful 1300OT 'Periscopico'. 'TB' has established himself as the premier classic and historic Abarth business in Italy. It is fair to say that without 'TB', the Abarth brand would never have survived as well as it has. He deserves enormous recognition for his work.

Klaus Kleber from Germany was 'Mr Coppa Milla' for 30 years and organised the Coppa Milla racing series incredibly successfully. It became the home for a large number of competition Fiat 600s and truly kept the Abarth flame burning brightly in Germany.

Ad van Ling from Holland has competed in Abarths for many, many years. He is supposed to be retired but, after finding a huge cache of original Abarth & Co exhaust systems, he is very much in business. It is wonderful that Abarth exhausts have once again been successfully marketed after languishing for years just gathering dust.

Phil Jones has been a 'hardcore' Abarth competitor for many years and entertained us with tales of his Abarth exploits. His Group 5 TCR was on display at the hotel and represents everyone's idea of the ultimate Fiat 600. I am pleased to note that Phil's two sons are equally committed to all things Abarth.

Don Coaster has been an Abarth owner for many years and now owns the ex-Jochen Rindt Abarth Simca. Don has organised the production of brand new Abarth Simca 2000 engines – a huge commitment for which he must be saluted.

Michael Gantz, who will be well known to historic racing fans, allowed Don to participate at Brands in his superb Abarth Simca 2000 Longnose. This car has been rebuilt over the last three years by Andy Wolf – absolutely stunning and a great part of the hotel display.

All the Abarth owners and guests generated a great atmosphere on the Saturday evening and set us all up for more fun on the Sunday.

SUNDAY TRACK ACTION

To support the 70th Celebration, MSV included in the Festival timetable a Grand Cavalcade for all Heritage Abarths, together with two sessions under 'track day' rules. In consequence, all Abarth owners had the opportunity to drive on the world-famous Brands Hatch circuit and the public was able to see and hear a wide variety of classic and historic Abarths, from Fiat 500-derived cars to pure racers.

In total, 36 heritage Abarths were at Brands for the 70th celebration. I know that many cars were being worked on until the very last minute – and we enjoyed excellent reliability on the day. A great effort by all involved.

It should be noted that Tony Berni not only travelled the furthest to participate but also picked up the *Auto Italia* trophy for Best of Show among all cars at Festival Italia.

Also of special note was the performance of Klaus Kleber's Fiat Abarth 1000 Corse. It was outstanding at Brands and Klaus's ability shone on a track that he had not previously driven – a superb experience!

The Abarth Club of Great Britain celebrated the 70th Anniversary very successfully. Thanks to all the participants, *Auto Italia* and Motor Sport Vision which is responsible for Festival Italia.

THE HERITAGE ABARTH'S: RUNNERS AND RIDERS

Tom Montagu – Fiat Abarth 595
 Carlo Caccaviello – Fiat 500 Abarth Evoluzione
 Don Cole – 850TC
 Peter Jerram – 1000 Corsa
 Martyn Everett – 1000 Corsa
 Mike Kason – 1000 Corsa
 Mario Fasulo – 1000 Corsa
 Phil Jones – 1000 Corsa
 Peter Ramella – 1000 Corsa
 Wilf Atkins – 1000 Corsa
 Klaus Kleber – 1000 Corsa
 Anton Boutier – 600 Abarth
 Martin Rainsley – 1000TC
 Nick Druce – 850OT
 Roger Portman – 1000OT Coupe
 Ad van Ling – 1000OT
 Chris Evans – 1000 Moretti
 Chris Greenhalgh – 1600OT
 Bob Woodwood – 130TC
 Mark Holland – 130TC
 Claudio Doto – 130TC
 David Robey – 124 Rally Spider
 Mar Hughes – 131 Volumetrico
 Andy Cobb – 131
 Mike Allen – X1/g Prototipo
 Russ Dean – 1000OT
 Mark Thompson – 850 Spider
 Sara Billet – 2200 Allemano Spider
 Fraser Whyte – 1000OT Bertone
 Steve Carter – 1000 Monomille
 Tony Berni – 1300OT
 Tony Castle-Miller – Abarth Simca 1300
 Don Coaster – Abarth Simca 2000
 Lincoln Small – Radbourne 1300
 Tim Milnes – Scorpione 1000
 Mark Devaney – A112 70HP



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS



3ma: Fiat 131 Anniversary

To celebrate 40 years of the Fiat 131, cars from many nations converged on Turin

Story by Theo Kyriacou

Images by Theo Kyriacou, Ingrid Langer & Robert Bardorf



The beginnings of 3ma (Maximum Mirafiori Mobilisation Attempt) go back to 2006 and the Italian car day organised by Fiat of Ireland in Ratoath. There, two Fiat 131 enthusiasts from the UK met a Fiat 131 enthusiast from Ireland for the first time, and the idea of a meeting of as many classic Fiat 131s was born.

The 3 Mad Amigos (which is what most people think '3ma' stands for!) started

planning and in May 2007 the first 3ma meeting was held over four days in Ireland. It was such a great success that it became an annual event. It was also decided that the 131s should visit their birthplace in Turin in 2009 for the 35th anniversary of the launch of the Fiat 131 Mirafiori.

Fast forward to 2019 and the 45th anniversary of the launch of the Fiat 131, and 3ma19 - The Road to Turin took shape. Hotel Paris in Nichelino, on the outskirts of Turin,

would be our base. Five 131s travelled from the UK, meeting at Dover docks early one June morning for the ferry crossing to France. After an overnight stay in Alsace, we met up with more 131s from Germany, and the extended convoy arrived in Nichelino to be greeted by even more 131s. With participants from the UK, Germany, France, Finland and Italy, a total of 16 Fiat 131 Mirafioris were present.

The first day started with a visit to the





National Automobile Museum, which arranged specially reserved parking for the 131s just outside the museum on the promenade. Lunch followed at the Mirafiori village and then came the highlight for many participants: the drive to the Lingotto rooftop test track. While we hadn't pre-arranged this visit, we did manage to negotiate access to the rooftop track and were even allowed a lap of the short circuit before lining up all the 131s for a photo shoot.

The second day began with a visit to the Museo Fisogni near Milan, housing the most complete collection in the world about fuel pumps and gasoline distribution, with more than 5000 exhibits. The museum provides an archive of technical designs and advertising materials and is continually consulted by engineering students and designers. Normally used for corporate events and only open to the public for a few hours on Sundays, it opened specially for our group on the Friday. Since we were already near Milan, it was sensible that we should also visit the Museo Storico Alfa Romeo. Now part of FCA Heritage, this has been completely renovated and is even more prestigious.

The following two days of the meeting, Saturday and Sunday, were organised by our Italian member, Michele Tursi. Following a welcome breakfast, we embarked on a 6km walk through the woods of the Valle Andona Botto Grande nature reserve with a stop for an aperitif in the small Romanesque church of San Bartolomeo. This was followed by a typical Piedmontese lunch and a guided tour of the Parish Church. The local mayor and tourist board were involved, and Michele even made sure that two local guides, Nikita and Veronica, were with us to translate into English, French, German and Spanish.

On the final day of 3ma19, we met in Piovà Massaia for another picturesque drive through the Monferrato area and a final lunch in Cerreto where we celebrated together 45 years of the 131 with another typical Piedmontese multi-course lunch that took several hours!

Plans are already in place for the next five years of 3ma meetings. We will return to Turin in 2024, but the programme starts with a meeting in The Netherlands in 2020. For more information, visit www.131mirafiori.com or the Mirafiori Facebook page.



FESTIVAL OF THE UNEXCEPTIONAL

Story & images by Chris Rees



The Festival of the Unexceptional is a brilliant event: a light-hearted celebration of the ordinary, everyday cars that used to be a common sight but have now all but disappeared. 2019's event saw a superb selection of half-forgotten classics in attendance.

A new Anniversary Class for cars celebrating significant birthdays in 2019 included the Fiat 128, which is 50 years old this year. A sensational Dutch-registered 128 saloon from 1971 took pride of place on the concours lawn. Dozens more cars competed in a separate concours event, too, including a concours-standard 1987 Alfa 33.

However, undoubtedly the highlight of the show was the main public car park at the Claydon Estate in Buckinghamshire, featuring 500-odd random and entirely 'ordinary' cars. Italian highlights included a lovely white

Lancia Gamma berlina, two Fiat 127s (both regular and Sport), two Lancia Beta Coupes, a Fiat 131 four-door saloon and two Fiat-era Seats (a Panda and the 127-based Fura). Very much in the 'when did you last see one those?' category were a Fiat 132 Bellini special edition, a Fiat Tempra Estate and a diesel-powered Lancia Thema.

Some of the 'unexceptional' cars were actually pretty extraordinary. Among these was a Brazilian-built Alfa Romeo 2300 Rio (pictured bottom right, and featured in this magazine many years ago), which its British-Brazilian owner had imported himself.

Also attracting a lot of attention was a rare and original Series 1 Alfasud towing the utterly rusted-out remains of a second Alfasud. Also exceptional was Fred Anderson's 1965 Lancia Flavia 1800, thought to be one of just three of this generation surviving in Britain.



TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET



CHRIS REES

MASERATI QUATTROPORTE SPORT GT

Three years and 12,500 miles into my Maserati ownership, the two questions I'm most commonly asked are, how is it behaving, and how much has it cost you? Up until last month, hand on heart, I replied that this is the car that's behaved the best, and cost me the least, of any car I've

owned in recent years: all it has needed have been a £700 service, two rear tyres and a new battery.

But then... major service due, I booked the QP in at Scuderia Sports Cars of Chiswick. Inevitably, a series of jobs needed doing at the same time. The rear brake discs were worn and needed replacement. The cams were starting to weep a little oil. The front tyres were reaching the end of their life. The

metal panels that protect the underbody pipework had corroded.

The reality of Maserati parts prices now dawned on me. The rear discs and pads, for instance, were over £1600 (excluding fitting). The cam gaskets aren't bad at £110 but replacing them on both heads is a big, four-and-a-half-hour job. Only the underbody protector panels seemed great value at £13 apiece. Nitin at Scuderia

also advised that a full treatment of underseal for the whole underbody would be a good idea, and I agreed (total cost: £360).

The long and short of it is that, the best part of £6000 later, the QP has emerged fully fettled and fancy. It's now driving better than ever. I remain in totally love with Pininfarina's still-fresh shape and the soundtrack – both from the 400hp V8 and the

beautiful Bose hifi – carry as much allure as ever.

But after three years with the QP, and it not being driven nearly as much use as I'd like (it still has only 48k when the clock), it's time to pass the old girl on. Have a look at the 'For Sale' ad at the back of this issue for the full details but the lowdown is that £14,900 secures what is a sensational car. I think she'll make someone very happy.



PHIL WARD

ALFA ROMEO 156 V6 SPORTWAGON Q-SYSTEM

I have been running the 'Banzai' 156 for a full year now since its major service at Alfa Workshop. Since the service book is in Japanese, we had no idea what, if anything had been changed. Given the car had the equivalent of 40k on the clock, it may well be possible that this 2005 car had never had the cambelt changed. Alfa Workshop went through the car and it was surprising how many suspension components needed replacing. It would appear that rubber deteriorates over time and not just mileage. Other common service items included a new radiator, disc and pads and rocker cover gaskets. The thermostat didn't work and neither did the air con. Someone had tried to bypass the wiring to stop the fuses from blowing. The culprit was found to be the broken tip of a push-in plug inside the cigar lighter socket causing a short circuit. Obscure or what!

The experience of importing a 2005 Alfa from Japan with very low mileage and superb bodywork proves that you will still have to spend money on 14 years of



missed servicing. Servicing is a cost that we all have to take into account but it is money much better spent than shelling out for rusty floorpans and body repairs. However, I do have to admit to repainting the rear bumper. When repainted at some point in Japan, the shade of red used was so different it might as well have been blue! The expert services of Paolo Pettanati at Auto

Stilo sorted it out and I now own a 156 that is all the same colour.

Since the service, I have done nothing to the car other than change the wheels and tyres. As on previous 156s I have owned, running them on 16-inch rims provides a much more comfortable ride. I swapped the original 17s (kept as spares) for a set of teledial wheels purchased from Liam at Autolusso. It must be said that 156

parts are inexpensive now that there are fewer cars on the road. Parts king Autolusso had a restored set on stock, complete with almost-new Pirellis at a very advantageous price. Bargain!

wondering what happened to the last one, it was damaged in an incident. My daughter borrowed it when her Punto was being serviced. It was parked at the end of her road during the night of the only snow we had in Hertfordshire last winter. During early morning someone lost control and did a hit-and-run on the Panda, which suffered enough damage to write it off. Nice people where my daughter lives!

JOSIE WARD

FIAT PANDA 1.2 DYNAMIC

The latest addition to the Ward household is this 2011 Panda. If you're





There are so many good, inexpensive used cars around that I really don't understand why people are convinced that buying (renting) new vehicles on a PCP scheme is a good idea. This Panda is a one-owner car with a full history, having covered just 29k miles, and cost £2500. It has the desirable roof bars, alloy wheels and air con. You can park it anywhere and it has the convenience of five doors for loading in tight spaces.

Alfa Workshop fitted a fresh cambelt, typical of low-mileage used cars that are over the six-year time limit. It also has a new battery. Where once a failing battery would be recognised by the need to recharge over time, modern ECUs that don't 'see' the precise voltage simply shut the systems down. A total electronics failure can be sudden and really inconvenient. If your battery is more than six or seven years old, you are on borrowed time. In

my experience batteries last until just after the guarantee runs out!

TOM SCANLON

ALFA ROMEO BRERA 2.2 JTS

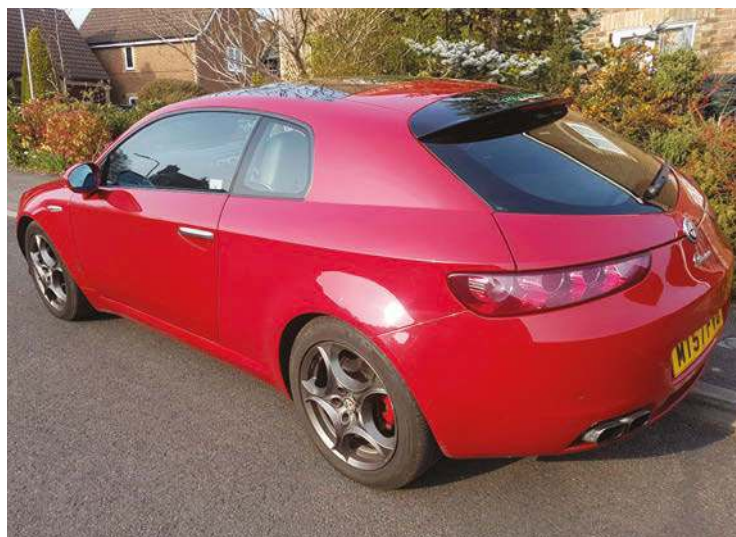
Brera is not only a bohemian Milan suburb but also the name given to one of Alfa Romeo's best-looking cars, certainly in this millennium. The basic model – the one I've bought – was the 2.2-litre

JTS SV. Those knowledgeable about classic Alfas could be forgiven for thinking that SV stands for Sprint Veloce, but in fact it's Sky View, a reference to the panoramic darkened glass roof that was a standard feature.

I bought this 2007 car for £4250 in the knowledge that there was quite a bad scratch on the passenger door. £400 at the local paint shop fixed this. Also, I was forewarned, rough road

surfaces produced a clunk; that was cured with a new front lower suspension arm, £365 including labour. So far, nothing unexpected.

Then the sun visor fell off and dangled down on its electric courtesy light cable. Cost of a new visor? Around £90. Cost of googling? Zero. In the end, I fixed it myself with the aid of plastic modelling glue and a vice (feel free to contact me if this is a familiar problem). Next, the passenger door



would not open from the outside. The release lever had stuck in the 'up' position and the cable had come off. £97.50 for that.

A couple of weeks later, 110 miles from home, the steering groaned loudly as I tried to drive off. It had dropped its entire supply of power steering fluid onto the road. A hole, caused by a badly refitted supply pipe chafing on something, had finally opened up. I had no alternative but to

drive home with steering power supplied only by the driver. Yes, it could possibly have caused a problem with the pump, but so far so good. The replacement pipe cost £180, plus labour, and the fluid was £16.20.

Inspecting the MOT certificates before I did a bank transfer at the time of purchase, there were no advisories about the subframe. But it turned out to be heavily corroded and was close to an MOT failure. Advisories are not

in fact a legal requirement. Why not? A trip to Alfaman in north London saw him install a reconditioned subframe for a total of £900, and Alfaman has since done a complete Waxoil treatment underneath.

Eddy at Alfaman also got his mechanic, John, to replace the timing chain. This was overdue and we had hoped that it would extinguish the engine management warning light, but the light appeared again after

about 50 miles. A French-developed engine cleaning system called FlexFuel has resulted in an engine that feels livelier and an exhaust note that's rortier than before. Less welcome is a boom at around 60mph in top. The new chain, oil and FlexFuel was another £925.

Total expenditure since purchase has been £3175. The car now feels properly ready for many more years fun driving. And it is fun. Alfa Romeo

claimed 0-62mph in 8.7 seconds, which is brisk enough for me. There's a reasonable amount of torque from around 2000rpm. The steering is quite sharp, providing very satisfying turn-in. The car is now giving me a lot of enjoyment, and I look forward every day to seeing its beautiful lines and getting into its comfortable leather seats and driving off somewhere. Will it last?



MICHAEL WARD

FIAT DOBLO FIAT TALENTO

The trusty Fiat Doblo, or Dobby as it's often called, continues to impress and has clocked up over 111,000 miles.

The Doblo was purchased to replace our 2004 Multipla which was starting to feel a bit venerable.

We bought the 2006 Doblo nearly three years ago and in that time it's had lots of servicing including a new clutch, gearbox rebuild, rear dampers, brakes and general items, all of which could be classed as wear and tear.

The sturdy little MPV

has never let us down and just eats up the miles.

No, it's not very exciting to drive, which is something I can't say about the Doblo Sportivo we displayed at the *Auto Italia*, Italian Car day at Brooklands this year.

Fiat kindly lent us the slightly longer wheelbase Sportivo Maxi to lug around the *Auto Italia* gazebo, which it did with great ease.

This new generation of Doblo is such an evolution of the original concept I can heartily say that Fiat's MPVs have got better and better with age. It certainly has far better handling and all-round drivability.

This one has the 1.6 16v Multijet engine, as well as aesthetic

improvements such as alloys wheels, leather steering wheel, cruise control, air conditioning and Abarth-style side decals which adds £1500 on to the standard Doblo.

The new 1.6 JTD diesel engine and six-speed transmission are a joy. Our old Doblo does seem to yearn for a sixth gear and I've often found myself reaching for that phantom gear on more than one occasion – not a good idea!

When the time comes to replace our workhorse I know there are still plenty of suitable vehicles within the FCA group which fit the bill. That not only includes the later Doblo but also new Talento. We used one of these new long wheelbase vans,



designed to replace the old Scudo, on our recent trip up to Cars and Coffee at the Castle in September (see pics on the right).

With three seats across the front and two sliding side doors, the Talento proved more than capable of doing big miles, smoothly, quietly and efficiently.

It's based on the Renault Trafic and uses the Renault-Nissan 120hp 1.6 motor which I feel is slightly underpowered for a vehicle of this size. I know it's an odd thing to say but I can feel it's not really a Fiat. Yes, it's very capable but it is perhaps lacking in character.



ALFA ROMEO MITO CLOVERLEAF

I never thought I would need to sell the MiTo as we bought is as our 'forever' car.

Plans change, however, and we've purchased a chunky tow vehicle for my Fiat 124 Special T rally car project, as well as for an exciting new business venture.

The MiTo Cloverleaf has covered only 61,600 miles and has been maintained 'regardless of cost' over the last few years. We had the cambelt changed at Alfa Workshop as soon as we bought it and it's

benefited from regular servicing and preventative maintenance ever since.

There are many MiTos around and I think that the car has a reputation for being unreliable. With ours, that's just not the case. We paid strong money in the first place because, after owning two previous versions (both diesels), we knew we wanted a top-spec 170hp Cloverleaf in Tornado Blue with the stunning 18-inch alloys.

Many of these cars seem to be in the hands of younger, less mechanically minded

drivers who have other priorities with their money. Some seem to be obsessed by sourcing unnecessary and costly power mods while buying the cheapest brake pads and inferior oil and batteries.

Yes, the car's is a bit giggly in its handling compared to the Fiat Grande Punto, but I think the MiTo has aged superbly over the last ten years and still looks fresh today.

This much loved little car will be a good purchase for its new owner. See our classified pages for full details.



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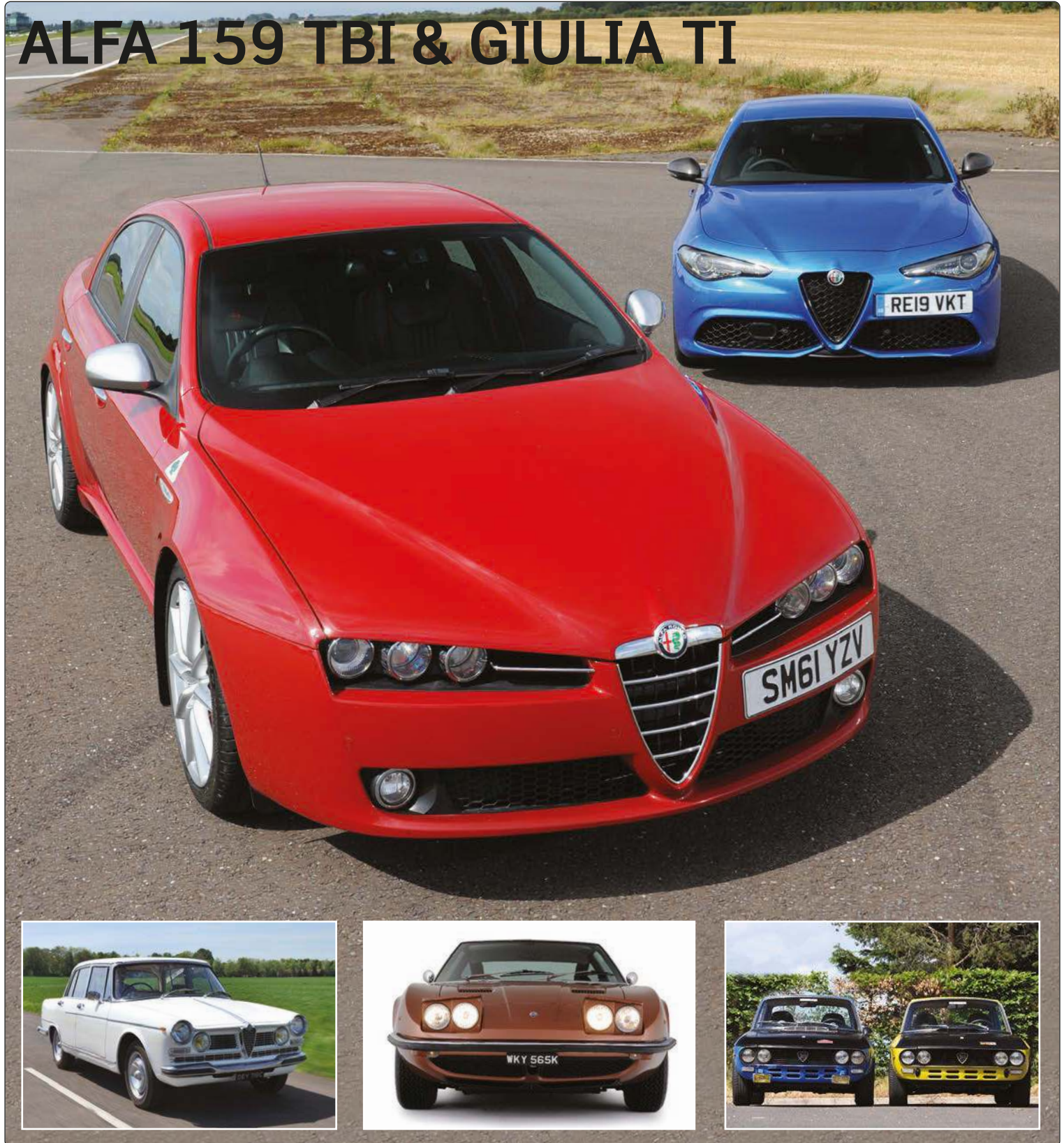
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ALFA 159 TBI & GIULIA TI



Some features may appear in a later issue

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ALFA ROMEO



1991 Alfa Romeo 2.0 Spider Series 4. RHD, 95,000 miles, red, lovely condition Alfa Romeo Spider with the 2.0L Bosch fuel-injected engine, Nardi wooden steering wheel, Alcantara and leather seats, Pirelli P600 tyres all round. Lots of new parts just fitted with receipts, here's a brief list: new exhaust system with series 2 manifold (used condition), new mohair hood from Alfaholics just over £500, new discs and brake pads, new Eibach suspension springs and Koni classic adjustable shock absorbers all round with new rear trailing arms and bushes, £9895 ovno. Tel/text: 07411 262957. A285/012

Alfa Romeo GTV 916 3.2L Lusso. 2001, 82,000 miles, blue, tan Momo leather, teledials, full MOT, new cambelt, recent clutch, Peak Alfa serviced for last 10 years, invoices/MOTs confirm mileage, Q2 diff, Ragazzon exhaust, carbon airbox, GTA brakes, chassis brace bar, all spare keys, some age related stone chips/scuff, HPI clear, £6000. Tel: Paul, 07495 073625 for further info/photos (Nottingham). A285/045



1990 Alfa Romeo S4 Spider. Rosso Red, 2 litre, five speed, alloy wheels, electric windows, power steering, Alcantara leather seats, wooden Nardi steering wheel, MOT to May 2020. Rust free body, excellent black hood, summer use only, covered/garaged, £9995. Tel: 020 8997 2039. Email: donegantony38@gmail.com. A285/011



Alfa Romeo Quadrifoglio Spider. 1987, silver, Bell & Colvill RHD conversion, 51,684 miles (83,177km), Clifford alarm, Kenwood stereo, MOT until 03.05.2020, new mohair roof 2014, regularly serviced, new clutch 2017. Garaged, excellent condition, owned by one careful lady driver since May 2006, winner of 'Best in Year' (1980s) at a recent AROC Wessex club night! Reluctant sale due to other commitments and house move, £12,500 ovno. Email: suerculpan@me.com. A285/044



1978 Alfasud 1.3 Super. 68,500 miles, brown (terracotta), lovely condition inside and out. Classic 70s brown vinyl seats, fun to drive, sounds great, rustproofed. Owned for last 16 years, AROC member, full MOT, some history, no one should go through life without owning a Sud, oiro £3750. Tel: Paul, 07793 804311. A285/013



Alfa Romeo Giulia Spider Veloce. Biancospino/black-red, April 1965, one of the 1091 built, 3 owners since new, matching numbers, correct twin Weber 40DCOE2 carbs, electric Bendix fuel pump, front disc brakes, Borrani wheels, Pirelli Cinturato tyres 155x15, Fiamm horns, ASI, FIVA, RIAR and CSAI homologated, currently 99,650km, last technical overhaul July '18, original numbered Pininfarina hard tops: a black one restored and a white one preserved. Car visible in Genoa, asking price, negotiable, is £125,000 including two hard tops. Email: robertofavoni@tin.it (Italy). A285/038



Alfa Romeo Giulietta Sprint. Alfa Red/red-grey, May 1960, 2 owners since new, matching numbers, equipped with Michelin-X tyres 155x15, original black square iron plates, Blaupunkt radio, ASI, FIVA, RIAR and CSAI homologated, currently 64,350km, last technical overhaul June '18. Car visible in Genoa, asking price, negotiable, is £60,000. Email: robertofavoni@tin.it (Italy). A285/039



1987 Alfa 75 Turbo Evoluzione. 168,000k, red, 341/500, LHD. Extremely well maintained, all wear parts replaced, like a new car, improvements for more than £15,000. Package with spare parts including hard to get parts and extra set of all the specific Evoluzione parts worth more than £10,000, most parts included to rebuild to original. Never driven in the winter, no welding, write for complete description and photos. Peter Dyrelund, Denmark, editor of the DK Alfa Romeo Owners magazine, £48,000. Tel: +45 4058 6870. Email: redaktoer@alfaklub.dk. A285/014



1993 Alfa Romeo RZ ES-30. 16,218 miles, yellow, serial no.211. Black interior, Compomotive split rim wheels, excellent condition, MOT and tax, £60,000 ono. Please contact Dave Weavers: 01502 569698. A285/015



1999 Alfa Romeo 146 Ti. 127,500 miles, red, rare quirky 146Ti, owned 10 years, always garaged, 125K miles but has been properly maintained. Recent belts, wheels, tyres, rear suspension, battery and other bits for new MOT. Rarely ever welded, body is in great condition and the interior is also excellent. The glove box is now too small for all the history, this is not your average 146 as you can probably tell, £2795. Tel: 07809 221500. Email: mrmrkyt@hotmail.co.uk. A285/016



Alfa Romeo 155 2.0 16v Super. 1996, 82,000 miles, dark blue, one of the few remaining, offers from £3000, was ex-demo purchased at 1000 miles, since then only one owner, full service history, MOT to July 2020, runs well, not concours but good condition, deserves a new home, owner's age is sole reason for sale. Tel: Chris Robinson, 020 8398 6845. Email: marlin@waitrose.com (Surrey). A285/037

916 Alfa Romeo GTV 3.0 V6 Busso. 114,000 miles, W-reg, Proteo Red with gold decals on bonnet etc, excellent runner with nice tan leather interior. Owned for 4 years and has had new radiator, tyres and regular maintenance, contact for photos. Tel: 07442 349505. Email: ferraripete@hotmail.co.uk. A285/017



Alfa Romeo 156 2.0 Sportwagon. 2002, 242,000 miles, grey Twinspark Lusso. Still running and under MOT until end of August 2019. Good interior with black leather seats, carpets, load liner, rear cover and roof light, £500 ono, must sell or scrap to make room for a 159, the leather is worth more than £500! Email: temmah@hotmail.co.uk. A285/041



2009 Alfa Romeo 159Ti 2.4 diesel. 44,000 miles, Champagne. Advertising on behalf of a fellow Alfisti (not an AROC member) who is the second owner. Very recent MOT, the car has a full service history and is in overall good to excellent condition and is located in the NE30 area, £5950. Please contact Mr Richard Smith for further information and photographs. Email: rich-s@bigpond.com.au. A285/019



Alfa Romeo 156 GTA Sportwagon. 2003, 86,000 miles, red with black and grey leather interior, factory sunroof. FARSH, cambelt, water pump, head gaskets, 6 spark plugs and new radiator, plus cylinder heads stripped, skimmed and rebuilt 2500 miles ago. Harvey Bailey suspension kit (HBE front and rear shock absorbers) plus CDA air box and Q2 system, uprated 330mm front discs, Supersprint stainless steel centre section and rear box, rear parking sensors. Very minimal mileage and a GT used on a more regular basis necessitates a regrettable sale, MOT until March 2020, garaged, £9250. Tel: Ian, 07759 696378. A285/042



Alfa Romeo GT 3.2 V6. 2005, 64,000 miles, Stromboli Silver, MOT to April 2020, full history, great condition, please contact for more spec/info, £6950 ovno. Email: mcgintyl66@aol.com. A285/043



Alfa Romeo 166 Ti 2.0L. 2004, 165,000 miles, silver, manual 6 speed, full service history, lots of receipts. Immaculate black leather Momo interior, fabulous condition, any trial most welcome, £1850. Tel: 07960 538909 or 0116 367 6137 (Leicestershire). A285/040



1999 Alfa Romeo 2.5 V6. Desirable specification (SP3), 99,688 miles, spares or repair, engine runs well but car has been off road for several years. To recommission it requires new cambelt, discs and pads, welding to NS rear floor pan, new tyres and MOT. Good engine and gearbox, low miles on clutch. Stainless rear silencer and GTA intake. Paint ok, some areas need tidying, lacquer peel on NS rear door, needs bonnet cable and side grilles, reasonable offers to Jon. Tel: 07534 139807. A285/001



Alfa Romeo GTV 2.0lt TS 16v. 1997, new radiator, drive belts done, wheels and tyres all good, part new exhaust, fun to drive, well cared for, 157,000 miles, £1200. Tel: Martin, 07748 826246 (Wiltshire). A285/036



Alfa Romeo GTV Cup. 36,000 miles, red GTV Cup number 58 for sale, owned for 5 years, spent 7K on getting it to the best I can (mostly at Autolusso). It now has done 36K miles, new MOT new tyres/cambelt/service/air con reboot. All usual Alfa issues sorted, in truly superb condition, all receipts, reason for sale 'downsizing' and need 1 less car, £18,000. Tel: 01327 340463 evenings (not Thursdays). A285/020

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Alfa Romeo Spider 2.2 JTS Convertible. Excellent condition, Misano Blue, first registered 27.06.08, total genuine mileage 7919 to date, total price new £25,179 (receipt available), one lady owner from new, garaged, dry housed from new, trim leather upholstery sports seats, MOT till July 2020, no dealer service history, alloy wheels, CD player and radio (handbooks available), Bluetooth enabled, air con, parking aid, power steering, cruise control, electric hood, electric windows, alarm, 2 keys, smoke and pet free environment, ideal car for Alfa Romeo enthusiasts, early inspection recommended, offers £12,000 ono. Tel: 07779 148444 or 07860 550450. Email: melindad@hotmail.co.uk (Newport). A285/056



Alfa Romeo GT Cloverleaf 1.9 JTDm Q2. '58, 28,000 genuine miles from new, lowest mileage in UK! 2nd owner, FSH with Alfa specialists. New tyres, timing belt and water pump replaced last year. Original Alfa books, documents, invoices and all MOTs from new plus spare key. Drives like a new car! £6000 ovno. Tel: 07388 008773 (Loughton, Essex). A285/055



Alfa Romeo Mito Cloverleaf 170bhp. 2012, 61,700 miles, 3 owners. Tornado Blue with the desirable 18" alloys on nearly new Pirelli PZero Nero tyres. Used as second car and very well and regularly maintained with notable Alfa specialists, full service history. Car comes with a full size spare 18" alloy. Totally standard and not been remapped or modified. Alcantara seats with leather gear gaiter and green stitching. Cruise control, alloy pedals, rear parking sensors etc. £5650 no Tel: 07789 967128 for more info (located in Bedfordshire). A285/057



Very original 2001 Alfa Romeo 916 Spider 2.0 TS in Zoe Yellow, which has now done 83,600 miles. This car was carefully prepared through the last 6 months with new clutch, cambelts etc, water pump, suspension bushes, exhaust and battery. Car is also fitted with Clarion audio system and CD autochanger. Just completed the 3000 mile 'Andiamo a Milano 2019' tour faultlessly, providing an entertaining and comfortable performance, £4500 ono. Tel: Felice, 01268 724284. A285/053



2011 Alfa Romeo Brera 1750 TBI. 34,800 miles, white, January 2011, immaculate. One of only 60 Brera 1750 TBIs in UK with the beautifully smooth Alfa engine. High specification including Brembo brakes, 19" Ti alloys, Pelle Frau leather seats, electric sunblind, privacy glass, wireless hands free mobile and iPod connection. Transferable warranty to March 2020, full service history including belt change in 2016 @19,000 miles, current owner from 19K, £13,490. Tel: Richard, 07979 050947. Email: richard@rmaheritage.com. A285/054



2005 Alfa Romeo GT 3.2 V6 24V. 75,600 miles, black metallic, beige leather, a highly original car in fantastic condition throughout. Quaife LSD and Eibach anti-roll bars, high specification including both winter and climate packs, 18" Jet Fin wheels, Xenon lights, stainless door kicks, factory sat nav and parking sensors. FSH with new clutch, OEM exhaust, battery, air flow meter, rear shocks and Brembo discs and pads all round, cambelt and head gasket replaced 2015, MOT May 2020, £6995. Tel: 07412 579160 (Bristol). A285/018

FERRARI



Ferrari Dino 246. Body off restoration by Mike Osgood who worked for Ferrari Maranello for 20 years and was head of restorations. Full mechanical rebuild including the engine with new pistons which will need running in, new petrol tanks etc, photos of rebuild can be seen, the interior has been finished, but there is a small amount of work to complete to make the car perfect, under tray to fit and a few other parts which are all included, the price reflects this. Can be viewed in Leicestershire. Tel: Grant, 07941 114919. A285/031

Show condition Ferrari 458 Spider. This stunning Ferrari has £51,852 of factory extras (20 in all). Colour Rosso Fuoco Red (factory £17,000 extra) with cream leather interior, too many extras to list here. If you are looking for an exceptional 458 Spider you will not be disappointed, I am asking £155,000, no offers. Tel: 01626 865990 or 07774 676964. A285/021



Ferrari 348 TS. In Rosso Corsa with Crema hide, 1993. Full service history, delivered upon first registration by HR Owen London. Purchased by me in March 2018 and kept garaged and in a Carcoon throughout this time. Serviced (including cam belts) 2017, MOT till 21 March 2020. For further details please call, sold as seen., no time wasters please, smoke free, 5+ owners, £60,000. Email: sam@westsyke.co.uk. A285/022



Ferrari 1989 328GTS. Argento, red and black interior. I bought this car new and driven only occasionally on summer sunny days hence, 9699 miles. Last MOT in 2008 with 9632 miles! Garaged, since, with her big brother, the 355! I could say the price to be negotiated, but I won't. The asking price is £200,000. A Ferrarista for over 50 years and a FOC member for circa 25, 30 years ago a well-known dealership paid £120,000 before passing the deeds to me! Email: orzaben@aol.com. A285/023



2009 Ferrari California 4.3 2+2 Convertible. Bodywork and interior exquisite, serviced last month and 11 months MOT, Rosso/Cream leather interior. Loaded with an impressive list of optional extras including, diamond cut 20" wheels, Red brake calipers, Yellow speedo fully electric front seats. 17,000 miles with full service history. Complete with 2 original keys, all the factory supplied books, tool kits. I also have genuine Ferrari wind breaker, red California branded garage cover and winter trickle charger. For more information email: dean.ambridge2@gmail.com. Tel: 07860 255046. A285/024



TDF Blu manual Ferrari 360 Spider 2002. Dark blue hood, Crema leather interior with blue stitching, Crema roll hoops, carbon fibre racing seats, refurbished 19-inch Challenge Stradale alloys fitted with Bridgestone Potenza's, 360 Tubi factory exhaust, Red calipers, rare spare space saving wheel, fitted trickle charge point. 45,000 miles, cambelt service 2018, recent Brembo brake service- discs, EBC pads, fluid. All tools, books, service records, owned for over 6 years. Email: leightonhockin@gmail.com. A285/025



Ferrari 458 Challenge. Gary Culver offers for sale his immaculate 458 Challenge Race Car. Upgraded Aero by FF Corse, CCM discs, fully prepared and presented by RnR Performance Cars. Includes two spare tyres/wheel sets with fresh Dunlop slicks. Ready to race or a fantastic track day car, asking £145K, trailer also available. Tel: Gary, 07710 465518. A285/026

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Ferrari 308GT4. December 1975, 11,854, owned since 1997. History file, recent glass out body restoration, very little mileage last 20 years. Heads checked, stainless system and manifolds, 4 pot calipers front, poly bushed, comes with some spares and private plate. Email: graham@waughandmusgrave.co.uk. A285/028

Ferrari 308 GTS 1978 carbs. Argento Augteil Silver 308 GTS with every receipt and invoice from new with staggering history files covering full history. Purchased by myself in 2011 and bought back to life after 7 years storage by Paul Hargreaves Ferrari. In 2015 I decided a total body and mechanical restoration would be a good idea so contracted GTB Engineering in Suffolk to undertake an 18 month £42,000 restoration. Recent ignition, belts, service done by Paul Hargreaves, £69,000. Email: marchill355@msn.com. A285/035



Ferrari 430 Spider F1. March 2008. Finished in Rosso Corsa with Crema leather and roll bars, only 6500 miles. This immaculate concours prize winning vehicle has Red brake calipers, carbon fibre driving zone, Scuderia shields, Daytona seats, Rosso stitching, Bordeaux carpets, 60th Anni plaque, Yellow rev counter, front and rear parking sensors, 6CD changer, tool kit, battery charger, tyre kit, cover, all manuals, Becker CDs, 2 keys and 2 ADR cards, FFSH. Totally original and unmarked. Email: caecmw@hotmail.co.uk. A285/034



Ferrari F430 Spider F1. 2008, FFSH, Maranello service since new, 11K miles, 2 prior owners. Rosso Corsa, Nero carpet, carbon ceramics, red calipers, Giallo rev counter, Scuderia shields, Rosso stitching, aluminium dash inserts, parking sensors. Had major service/MOT inc belt changes this July. Ceramic coating to body inc engine bay, wheels, diffuser, Vodafone 'Connect & Protect S5+' (CAT5) to June 2020. Ferrari fire extinguisher and trickle charger. Cherished plate specific to the F430 optional. Email: aneelsharma@gmail.com. A285/029



White Ferrari 308 GTBi. Reluctant sale of my cherished 1983 308 GTBi Ferrari due to ill health, the car has been dry stored for 11 years. Swiss car originally, LHD c/w Ferrari manuals, 2 factory tool rolls and new Michelin TRX period tyres. Genuine 63,081 kilometres (39,425 miles) and has had no issues whilst in my ownership. If you're a genuine enthusiast and want to own a Ferrari then make me a sensible offer and take on this classic. But please, no time wasters! Email: jeremycat@yahoo.co.uk (NW England). A285/032



Ferrari 355GTS. 1995 RHD manual with 2.7 Motronic engine management. Extremely rare colour combination, verified as 1 of 2 by the Maranello Concessionaires archive. Stunning condition with huge history file and superb service history to match the care and attention this car has received whilst covering 63K in 24 years. A properly loved car, £69K, no timewasters, scammers or chancers please. Email: jj1231234@hotmail.com. A285/027



Nov 2003 Ferrari 360 F1 Spider. In Rosso/Crema, the classic combination. 45K miles. Great sounding and lightweight Nouvulari exhaust system. Rosso calipers, Rosso carpets, Challenge grille, F1 gearbox. Fully documented service history, cover, toolkit, battery conditioner, 2 keys and leather wallets included. Great value for a well maintained classic at £72,500. Leave a message for Franco on 07528 520564. Email: admin@inviso.org. A285/030



Ferrari 360 F1 Spider. I am selling my much loved Ferrari F1 360. This car I have owned from new and has only done 9300 miles with all services carried out at Ferrari main dealer. The vehicle has just returned from main dealers having full service and cam belts, it has all receipts and MOTs from new. It comes with Ferrari shields, coloured calipers, front and rear Challenge grilles, 4 brand new Pirelli tyres, Daytona seats with Ferrari, £79,995 ovno. Please call me on 07767 611936 with any questions. A285/033

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Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A285/062

MASERATI



Maserati Quattroporte 4.2 Sport GT ZF auto. Owned by *Auto Italia* editor, Chris Rees, and featured in this magazine (June 2017). 4.2-litre V8 engine and ZF six-speed paddle-shift automatic (far superior to Duo Select). Superb Grigio Metallic dark grey paint with red-and-black 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. 2007. Private plate 'V88 MSR' included. Full Maserati dealer/specialist service history as follows: 2009 / 12,239 miles - Dick Lovett; 2011 / 18,640 miles - Stratstone; 2013 / 26,418 miles - Amari; 2015 / 32,530 miles - Giallo; 2017 / 40,226 miles - Scuderia Scaglietti; 2019 / 48,165 miles - Scuderia Scaglietti. Over £6000 recently spent, including major service, rear brake discs and pads, new cam cover gaskets, new front crankshaft seal, underseal treatment, four new Michelin Pilot Sport tyres, new battery. Beautiful condition, drives perfectly, fully in order. Only 48K miles, MOT to November 2019, £14,950. Tel: 07721 913282. Email: chrisrees@auto-italia.net. A285/060

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PARTS



Fiat 500 headlights. Pair, fit early models, genuine original Fiat parts, no damage, £19 each, excellent s/h condition, can post. Tel: 07989 951895. A285/059



Fiat Coupe 20v Turbo. 2 side mirrors in green colour for sale for £70. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A285/058
Ferrari 355 GT exhaust. Original, offers. Tel: 01869 242683 (Oxon). A285/010



Parts for sale. Alfa 7x17 alloy wheels and tyres, £80 ono; 156 tow bar, £30; boot spoiler, £25; Twin Spark starter motor, £25. Tel: 07541 310419 (PE12). A285/008



Hand made Alfa Romeo 3D stand off sign. Measuring 740mm x 230mm, all wood construction, the word Alfa Romeo stands off the base by 35mm. The sign is edged in the Italian flag colours ie green, white and red, £120, shipping extra. Tel: 07564 637636. A285/007
Auto Italia magazines. Nos going back to 2004, offers. Tel: 01869 242683 (Oxon). A285/009

WANTED

Alfa1 166 inner rear light cluster wanted, preferably new or in unfaded like new condition. Tel: Ray, 07778 499866. Email: goodmandadan@googlemail.com (Kent). A285/003

Wtd car: Espada S3 prefer LHD. Swap 4 Merc 240TE estate, auto, 2 owners, 70,000 mls, many extras and new parts: g/box, rad, batt, exhaust, tyres etc, + pro and collection Nikon/Pentax camera items, ideal wildlife etc, + clothing etc, and/or Snap-On tools, new and collectables, please help. Tel: 01277 200530. A285/005

Wanted misc: 'Miura Bible', swap 4 'The Ford that beat Ferrari', also anything Lambo, and car mags, any language, swap 4 books, mags, brochures etc, USA trucks, 4x4, cars, limo/hearse, Mustang, Lotus, RR, GT40, Jag, classic and race m/cycles, MV, HRD, wildlife etc. Tel: 012772 00530. A285/006

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Alfa 75TS phase variator solenoid. The part number is 60513298, and I want to get the new part, please email me, I can pay by Visa, Mastercard or PayPal. Email: fenice@mecha.ne.jp. A285/051

Wanted Fiat Dino Spider 2000 2nd series/2400 Spider. I am looking for a centre console, a windscreen frame, a top linkage, and for new or used original body panels. Tel: 0043 676 9208124. Email: info@spidersport.at. A285/052

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Ferrari F430 exhaust silencer box, removed due to sports system fitted, used condition, offers. Tel: Mario, 07979 378078. A285/002

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F430 wheels. F430 complete set of wheels in excellent shape, contact John. Email: jcleve300@gmail.com. A285/048

MISCELLANEOUS

Auto Italia magazines. Issue 215 Jan 2014 to 272 Oct '18, offers welcome, to collect Leatherhead. Tel: Rob, 07802 180671 (Surrey). A285/049

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COGGIOLA T-REX

ITALY'S VERY OWN LUXURY HUMMER WAS A THREE-TONNE HULK OF JURASSIC METAL

Story by Chris Rees

What happens when an Italian design house decides to reclothe a Hummer H1? You're looking at the answer: a motoring dinosaur in more than one way. Welcome to the very odd gravitational field that is Carrozzeria Coggiola's T-Rex.

Coachbuilding outfit Coggiola was founded in 1966 in Orbassano, Turin by ex-Ghia man, Sergio Coggiola. His company is one of Italy's lesser known names, perhaps most famous for designing the Saab Sonett III. But the small coachbuilder really went big with the T-Rex, which debuted at the 2000 Geneva Motor Show.

And we mean big. Measuring 5.35 metres long, 2.22 metres tall and 2.28 metres wide, it weighed in at all of 3.2 tonnes. Fully loaded, that grew to more like five tonnes – enough to create a footprint so deep that future archaeologists might speculate what kind of dinosaur

species had left it.

Underneath, the T-Rex was pure Hummer H1, including the American-built 6.5-litre turbodiesel V8 engine. This may have only had 195hp of power – giving it a maximum speed of a mere 84mph and 0-62mph in more than 18 seconds – but performance wasn't really the point. The V8's enormous torque (583Nm at 1800rpm) gave it the pulling power of a tree-pulling sauropod.

The only mechanical changes made to the original Hummer H1 were the exhaust system and the handbrake, the latter swapped from a lever (located on the central tunnel in the Hummer) to a pedal system. Four-wheel drive was effected via a four-speed automatic gearbox, and off-road credentials were boosted by a huge ground clearance of 400mm (16 inches). Fitted with two fuel tanks totalling 159 litres, filling it up was dauntingly expensive (well over £200 at today's prices).

The exterior design was much



smoother and SUV-like than the militaristic Hummer, but perhaps not terribly inspired, looking like a bloated Jeep Grand Cherokee. Design details included a raised rear roof with a crescent-shaped glass panel, and running boards that came out of the sills automatically when the doors were opened.

Inside were six seats, arranged as per the Hummer H1 around an enormously wide centre tunnel. Coggiola trimmed it in true Italian-style luxury. Cream-coloured leather covered pretty much the whole cabin, including the dashboard, which was a swoopily shaped sci-fi-style affair. The raised rear roofline ensured excellent headroom for the rearmost passengers. Limo-style luxury touches included sat nav, reversing camera, hands-free phone, internet connection, DVD and passenger computer.

The only road test of the T-Rex was conducted by the Italian magazine *Autoruote 4x4*. It said:

“Although conceived above all to deal with wide Saharan spaces and the fast desert slopes of the Middle East, this all-wheel drive giant is at home on any type of dirt road, including mountain tracks (dimensions permitting)... It is necessary to act very gently on the accelerator since, if you push the pedal a little too much, the T-Rex is triggered suddenly with impressive torque.”

Coggiola declared that it would make 50 examples of its T-Rex, priced at around £500,000 apiece. While the prototype had a glassfibre body, production cars would have used sheet metal. In the end, just the one T-Rex was ever made; it was extinct before it got a chance to get going. Coggiola's own fate had been sealed by the death of its founder, Sergio, bringing about a decline in its fortunes. As for the T-Rex, that was last seen in 2008 when it came up for sale on eBay in Italy with an asking price of £700,000.





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