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This month we sadly said goodbye to three very good friends of *Auto Italia*: Aldo Brovarone, Jon Dooley and John Campion. Brovarone was one of Italy's most brilliant designers. He enjoyed a stellar career at Pininfarina, where he worked for more than 30 years, starting in 1954 and eventually heading up Pininfarina's styling department during one its most highly creative periods, the 1970s. Among the cars that Brovarone designed personally were the Ferrari 500 Superfast, Alfa Romeo Spider Duetto, Dino 206 GT and Lancia Gamma Coupe – all absolute classics. He reached the age of 94 before sadly succumbing in October. Entirely coincidentally, and with some poignancy, Brovarone's work is featured heavily this month in our Pininfarina/Ferrari story starting on page 48. It is, I hope, some sort of fitting tribute.

Jon Dooley was the epitome of an Alfa Romeo enthusiast. Among his many bow-strings was working for Alfa Romeo GB, founding the newsletter for the Alfa Romeo Owners Club in 1965 and going on to race Alfas with huge success. He was also the perfect gentleman: kind, intelligent and great company. We send sincere condolences to his family.

As for John Campion, I first met this jovial and irrepressible Irishman two years ago when he kindly invited us over to his Florida HQ to see – and drive – his exceptional collection of Martini-liveried Lancias (*Auto Italia* October 2018). He was not only the perfect host but also a fantastic advocate for actively using collector cars, as he was more than keen to demonstrate at the slightest opportunity, both on the race track and on the road (as you can see above). He will be greatly missed.

On a lighter note, I'm delighted to introduce the first instalment of a two-part 'Best Italian Engines' story. There was naturally plenty of deliberation about which engines should make the cut as 'the best' but I hope you agree with our choices. This month, starting on page 16, we concentrate on the cars with the best motors in the 'minor' category – by which we mean two, four, five and six cylinders. Next month we move on to eight, ten and twelve-cylinder engines; you can probably guess which marques occupy these spots!

Chris Rees
Editor

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ISSUE 298

DECEMBER 2020



14

FEATURES

- 14 **ALFA ROMEO STELVIO**
2020 model year SUV on test
- 16 **BEST EVER ITALIAN ENGINES**
From two cylinders to six – which are the best?
- 30 **MASERATI MERAK SS**
French connection: Maserati's Citroen era
- 36 **ALFA ROMEO 155 Q4**
The 'Q' car to beat them all
- 42 **ALFA ROMEO 1900 B.A.T. CONCEPTS**
Scaglione's incredible trio of BAT-mobiles
- 48 **FERRARI V LAMBORGHINI**
Who won the epic battle from 1965 to 1980?
- 58 **ABARTH 595 SS ON THE 12IN12**
We go rallying in the north western Italian Alps
- 60 **SALON PRIVE**
Italians shone at Blenheim Palace this year
- 64 **ITALIAN WINGS & WHEELS**
Cars and aircraft at RAF Cosford
- 66 **CONCOURS OF ELEGANCE**
Hampton Court concours report
- 70 **CLASSIC RACING**
Action from HSCC and HRDC series



16



30

SUBSCRIBE TODAY
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AN ISSUE
SAVE! SEE PAGE 56 FOR DETAILS

REGULARS

- 06 **NEWS**
Ferrari's latest 'Omologata' one-off
- 92 **CLASSIFIEDS**
Find your perfect Italian car here
- 98 **OBSCURATI**
Biagini Passo 4x4 convertible



36



42



70

ITALIAN CAR NEWS

One-off Ferrari Omologata Sharpens 812



Ferrari has unveiled its latest one-off creation: the Omologata. Based on the 812 Superfast, it was commissioned by a European client, with a brief to evoke 'gentleman driver' GT racing themes, as well as sci-fi and modern architecture. The Omologata took Flavio Manzoni's design team just over two years to complete, and is the tenth one-off that Ferrari has made on a V12 platform since

the 2009 P540 Superfast Aperta.

Only the windscreen and headlights have been retained from the donor 812 Superfast body. The design features a tapering front end, flattened oval grille, muscular rear flanks and contrasting stripe across the bonnet. Three horizontal slats in the fastback seem to lower the rear end, while the tail is surmounted by a prominent spoiler and features deep-set taillights. The hand-formed

aluminium bodywork is painted in triple-layer Rosso Magma over dark carbonfibre, while the livery is clearly racing-themed.

Inside the car are racing-style electric blue seats finished in leather and jeans fabric with four-point racing harnesses. Metal parts on the dashboard and steering wheel are finished in a crackle paint effect, while a hammered paint effect is used for the inner door handles and centre console.





TOURING UNVEILS ALFA-INSPIRED AERO 3

Touring of Milan has revealed its latest new car: the Aero 3. Launched at the Salon Privé concours at Blenheim Palace (see page 60), it draws inspiration from Touring's famous Alfa Romeo 8C 2900 B Le Mans of the 1930s but is based on modern Ferrari running gear.

The design is by Louis de Fabribeckers, who told *Auto Italia*: "The code name of the project was 'Summer', after the French pilot who drove the Alfa Romeo 8C with Biondetti in the 1939 Le Mans, bearing the number 19.

"The rear fin picks up on the teardrop shape, emphasised because there is no rear glass. We decided that, because the shape is so beautiful and pure, we should not spoil it with

glass; modern technology allows us to use a camera to project the rear view inside the car."

Two rear spoilers pop up above 56mph according to degree markings on the fin. Other Alfa Le Mans-inspired elements include four-point harnesses, the racing number 19 and a race-style fuel flap (although the next Aero 3 to be built will have an invisible fuel flap). The front grille also picks up subtly on the pre-war Alfa.

The Aero 3 is made in-house by Touring, with bespoke details such as electric door handles and unique wheels (this example has 21-inch front wheels and 22s at the rear, but 20-inch wheels are also offered).

The interior is also bespoke, with separate 'zones' for the driver and passenger. Polished and matt black aluminium combine with matt carbonfibre detailing. When you switch the car on, badges illuminate on the leather seats.

The Aero 3 uses a Ferrari F12 chassis, running gear and electronics. The bodywork is made entirely of carbonfibre and overall weight is 1645kg, claimed to be 150kg less than the donor F12.

No prices have been released but only 15 examples will be built, each one taking six months to build. The second and third examples are already in construction.



TECHNICAL SPECIFICATIONS

Engine:	6262cc V12
Max Power:	740hp at 8250rpm
Max Torque:	690Nm at 6000rpm
Transmission:	7-speed semi-auto
Dimensions:	4800mm (L), 1976mm (W), 1274mm (H)
Weight:	1645kg
Tyres:	255/35 ZR20 front, 315/35 ZR20 rear
Max speed:	211mph
0-62mph:	3.1 sec

TARASCHI SUPERCAR RECALLS 1950S

A new Italian supercar marks 60 years since the last creation of racing driver Berardo Taraschi; the Giaur racer. Created by Team 1-Off, the new Taraschi Berardo is based on the BMW i8 but has a new bodywork that echoes the style of the Giaur 750 of the 1950s.

Its designer is the architect, Andrea Quartieri. The aluminium bodywork is made by Quality Cars of Padova, the only non-aluminium element being the large rear carbonfibre diffuser housing twin central exhausts tailpipes. It measures almost 500cm long, 200cm wide and 130cm high. Inside is a handmade, retro-feel cabin with striking mahogany trim and vintage leather seats.

Power comes from a tuned BMW i8 petrol/electric hybrid, offering between 420hp and 520hp, depending on customer requirements. All four wheels are driven, while a Brembo brake system can be specified.



PANDA EASY JOINS HYBRID RANGE

Following the Panda City Cross Mild Hybrid launched in February 2020, a new Panda Easy version is now available in the UK. The 1.0-litre FireFly three-cylinder engine adds a battery-powered mild hybrid generator, giving a total output of 70hp. Replacing the old 1.2-litre 69hp petrol model, it offers better fuel efficiency and lower CO₂ emissions: depending on spec, the official figures are 48.7mpg to 52.3mpg and 122g/km to 129g/km. The Panda Easy Mild Hybrid is available to order now at £11,840. Standard equipment includes air conditioning, DAB radio, Bluetooth, USB and dark alloy wheels.



DESIGN GONG FOR NEW FIAT 500

The new fully electric Fiat 500 has won the Red Dot Award for 2020. The coveted prize for industrial design was awarded in the 'Design Concept' category, and follows Fiat's 2019's victory with the Centoventi concept.

Klaus Busse, Head of FCA Design in Europe, commented: "Our aim with the Fiat New 500 was to create an electric car with a soul, whose design strongly features the Italian approach to style... We wanted to create a unique product, as a statement of the Italian spirit, of how Italy as a nation and Fiat as a brand can create today. Receiving the Red Dot Award is a great honour for the entire team."

URUS GAINS 'GRAPHITE' PACK

Lamborghini has launched a new 'Graphite Capsule' trim package for the Urus. The lower bodywork is finished in one of four new matt colours: white Bianco Monocerus, black Nero Noctis, and two greys (Grigio Nimbus and Grigio Keres). Bright accents on the front splitter, doors and rear spoiler can be had in one of four colours: yellow (Giallo Taurus), green (Verde Scandal) or orange (either Arancio Leonis or Arancio Dryope). New 23-inch 'Taigete' wheels, unique to the Graphite Capsule, also sport the accent colour, while the exhaust comes in a new black chrome finish. Inside is dark anodised aluminium trim with matt carbonfibre inserts, plus bright accent colours for the upholstery. Ventilated Alcantara seats are an exclusive option, too.



URRACO 50TH CELEBRATED

Lamborghini has marked the 50th anniversary of its Urraco model, unveiled at the Turin Motor Show in October/November 1970. Engineered by Paolo Stanzani and styled by Marcello Gandini of Bertone, the Urraco was a radical departure for Lamborghini. It offered 2+2 seating and a mid-mounted V8 rear engine, plus MacPherson struts both front and rear, for the first time on a production car. The Urraco was designed around higher production quantities than previous Lamborghini models, as the company looked to expand. Even so, only 776 Urracos were made between 1970 and 1979 (520 of the P250, 66 P200 and 190 P300).

STAMP MARKS PININFARINA'S MODULO

The Italian postal service is celebrating Pininfarina's 90th anniversary with a new stamp featuring the Ferrari Modulo. Designed by Pininfarina itself, the stamp reproduces the striking Modulo concept car based on a Ferrari 512 S. The concept debuted 50 years ago at the 1970 Geneva Motor Show, and went on to win 22 international design awards. Measuring only 93cm tall, the Modulo has a strikingly arched profile, with access to the cockpit via a sliding canopy. 400,000 copies of the stamp, which has a face value of 1.10 euro, will be printed.



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RARE FIAT 8VS AT AUCTION

Three extremely rare coachbuilt Fiat 8Vs are being sold in the US. Part of the Elkhart Collection, they are being auctioned without reserve by RM Sotheby's.

A 1953 Fiat 8V Supersonic by Ghia (chassis no 41, *pic below right*) was originally delivered to General Motors designer Henry de Segur Lauve, and is one of only 15 Ghia Supersonics on the 8V chassis. Giovanni Savonuzzi's design is an icon of the jet age, featuring tail fins and rear lights intended to resemble jet afterburners. Owned by the Lauve family up until 1991, it's expected to make \$1.75m to \$2m.

The second Fiat 8V is a 1954 coupe by Vignale (chassis no 80) and has among the most avant-garde coachwork of all 8Vs. This is one of only five 8V coupe bodies made by Vignale (*pic below*). Vignale's famed 1953 'Demon Rouge' design, penned by Giovanni Michelotti, was used as a basis for the shape, which features a wraparound rear window, narrow roof pillars and headlights mounted within an oval grille. The red-and-black colour scheme is also borrowed from the Demon Rouge. This one is valued at \$1.4m to \$1.65m.

The final 8V of the trio is another 1954 coupe by Vignale, on chassis no 47 (*pictured right*). The most unusual part of the design undoubtedly the flared rear wings, merging with flying buttresses that span the boot lid and rear window. Also distinctive are the oval grille, chrome bumperettes and chrome trim around the doorsills and windows. Restored in 1990, it's one of very few 8Vs to retain its original engine. The auction estimate is \$1m to \$1.25m.



VINTAGE TYRES OPEN AT BICESTER

Vintage Tyres' branch at Bicester Heritage in Oxfordshire has opened for the supply, fitment and balancing of tyres for classic cars and bikes from the 1890s to the 1990s. The branch is teaming up with Classic Performance Engineering at Bicester Heritage to do fittings. For more info at Bicester call 01869 879540, or at the company's Beaulieu HQ, call 01590 431051, or visit www.vintagetyres.com



LIGHTWEIGHT FERRARI TRIO

A trio of lightweight V8-engined 'special series' Ferraris is on sale at Hertfordshire-based Bell Sport & Classic, all right-hand drive and originally delivered to the UK. The silver 2003 360 Challenge Stradale is one of just 119 UK-supplied examples out of a global run of 1288. The white 2015 458 Speciale has covered only 3800 miles from new, while the 2019 488 Pista has even lower mileage (290) and is finished in Rosso Fiorano. More info at bellsportandclassic.co.uk

FERRARI CHALLENGE UK RESULTS

Snetterton circuit hosted the finale of this year's Ferrari Challenge UK race season, with champions decided in both Trofeo Pirelli and Coppa Shell classes.

Saturday saw Lucky Khera make a quick start in Trofeo Pirelli and then drive away from the rest of the field, taking his seventh victory this year. Paul Hogarth came second, followed by Martin Smith.

In Coppa Shell, Jamie Thwaites thrillingly drove from the back of the grid to take victory and secure the championship with one race to spare. Alex Moss came second, with Paul Simmerson taking third.

On a very wet Sunday, Lucky Khera secured another win ahead of H Sikkens, making him the first driver to win every race of a Ferrari Challenge season. Paul Hogarth took the final step of the podium. In Coppa Shell, Thwaites again came from the back of the grid to take victory, beating Alex Moss into second and Paul Rogers third.

The Ferrari Owners' Club formula classic series also took place at Snetterton. F355 Challenge cars dominated, with Wayne Marrs winning on Saturday ahead of Tristan Simpson and Tim Mogridge. In race two, Simpson finished ahead of Mogridge, with James Cartwright third in his 328 GTB. The final race of the weekend saw Mogridge beat Simpson into second and Marrs third.

The calendar for the Ferrari Challenge UK 2021 season will be announced at the Ferrari Finali Mondiali at Misano in November.



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JOHN CAMPION (1963-2020)

John Joseph Campion, who passed away aged 57 on 2 October after a long battle with leukaemia, was an incredible man. He listed two inspirations. One was Phil Lynott, “an African American in Ireland in the ’70s, and the lead singer of Thin Lizzy”. The other was “a farmer from Cork” – none other than Billy Coleman, former Irish and British Rally Champion.

John’s father brought him to see a rally when he was young and long before it came into view, he remembers hearing the visceral howl of the Chequered Flag Lancia Stratos. If the howl had impressed the young Cork-born lad, the sight of the Stratos had him transfixed. On many occasions, he referred to it as looking like a spaceship compared to the other three-box cars.

In 1984, John moved to the US with just \$26 in his pocket. He got a job as a music roadie and eventually, having borrowed \$100,000 from Michael Jackson, set up a business supplying power for concerts and gigs: “I took a chance, seized the opportunity, worked hard and it grew from there.”

John’s incredible business success allowed him to indulge, as readers of *Auto Italia* will be aware, in his passion for cars. Coleman’s Lancia had obviously made a huge impression, since the collection, at least initially, was almost exclusive to the Italian marque: Beta Montecarlo Turbo Group 5, LC1, LC2, 037, integrale, Delta S4, Fulvia and Stratos (see pic right). Housed in his Jacksonville workshop, each car was immaculate. Others cars added included a 131 Abarth rally car and the actual Mk2 Escort that Coleman used to win the British Rally Championship.

In later years, John’s collection leaned towards cars with an Irish connection. These included the ex-Derek Daly Guinness March 811, which he and his CJJ team brought to Mondello Park’s Historic Festival in Ireland in August 2019. Not only did John let some of Ireland’s top young race drivers test the car, but he also climbed aboard the car himself. Despite recent surgery, he drove it with great gusto, to the delight of Daly, who himself had demonstrated the car at the same circuit in 1981. More recent additions included Eddie Jordan’s first Formula Ford, a Crosslé 30F, 7up-liveried Jordan 191, Sasol Jordan 192 and Team Ireland A1GP car which won the championship for Adam Carroll in 2009.

John often said his success was inspired by people who succeeded against the odds, like Lynott and Coleman, as well as a teacher who told him he would never amount to anything. In more recent times, John, through his CJJ Motorsport team, supported young Irish race drivers, including James Roe Jr (racing in FR Americas) and Nicole Drought (in Britcar Endurance). He also supported WRC driver Craig Breen, Formula Female (an initiative to encourage more girls to chose STEM subjects and pursue careers in motorsport) and the F1 in Schools Championship in Irish schools.

John is survived by his loving wife Suzanne (who was involved in all of the above projects), family and many, many friends. **Leo Nulty**



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Alfa Stelvio 2020

Green-laning in a Visconti Green Alfa Romeo Stelvio, newly updated for 2020

Story by Chris Rees
Photography by Michael Ward

Last month we tested the MY2020 Alfa Romeo Giulia on UK roads. Now it's time to try the fresh-for-'20 Stelvio – and since it's an SUV, we'd better to do some off-roading as well as a road test. Few people ever know this about the Stelvio but it's actually very capable on the rough stuff; no surprise, perhaps, as every Stelvio has 4x4 (except the rear-drive-only Super). On the scrabbly, hilly road surfaces that we tried, there were zero problems with grip, and our descents never felt anything but safe and secure.

So what is the MY2020 upgrade all about? Not a big sea-change, it must be said. The underpinnings are exactly the same as before, while there's no big facelift to speak about, either. The most noticeable improvements are in the cabin. As with the Giulia, the nasty sharp-edged plastic gearknob has given way to a far nicer leather item, which now has a little Italian *tricolore* flag at its base. The main rotary control knob has a better feel, too. Overall quality is greatly improved, especially the centre console, which offers more storage space and a new wireless phone charger.

The letterbox-shaped central digital display is the same size as before (just 8.8 inches across) but the menu bar now sits on the side of the screen, freeing up display space. The big change is that it's now a touchscreen, with drag-and-drop graphics, and the whole thing works far better than before. The new seven-inch TFT screen

between the main dials offers up more information, too. The steering wheel has extra buttons on it, while traffic sign recognition is another welcome addition.

The Stelvio range starts with the Super (entry-level), progressing through Sprint (sporty), Lusso Ti (luxury and comfort) and Veloce (performance) – the first time the 'Veloce' badge has ever appeared on the Stelvio. Our Lusso Ti test car comes in a pretty bold spec in terms of looks: 20-inch 'Dark Petal' alloy wheels, beige leather trim, wooden dashboard accents and Visconti Green paint. This shade is not actually new for 2020 but I've seen so few green Stelvios on the road that it sure looks new. Definitely fresh to the Alfa palette are some very striking new colours, including Villa d'Este 6C Red (a wonderfully deep red) and Junior GT Ochre (yellow-gold).

The new Stelvio drives pretty much exactly the same as the 2019 one did, which is good news in my book. The pin-sharp handling (and not just by SUV standards – by any standard) and super-pointy steering are just so enjoyable. The 200hp petrol engine we tested (280hp is available in the Veloce) is mated to the familiar – and excellent – ZF eight-speed automatic. Other than a bit of harshness on cold starts, the engine is super-smooth and



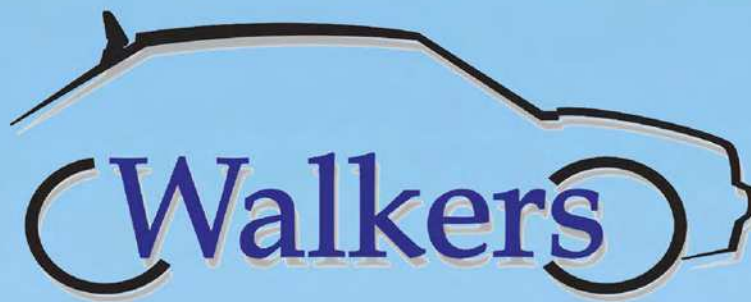
TECHNICAL SPECIFICATIONS

ALFA ROMEO STELVIO LUSO TI

ENGINE:	1995cc 4-cyl petrol
POWER:	200hp at 4500rpm
TORQUE:	330Nm (243lb ft) at 1750rpm
TRANSMISSION:	8-speed semi-automatic
KERB WEIGHT:	1429kg
MAX SPEED:	146mph
0-62MPH:	6.6 secs
FUEL CONSUMPTION:	30.4mpg
CO ₂ :	211g/km
PRICE:	£46,755

sounds great, especially when you engage Dynamic mode in the DNA system. Mid-range pull is effortless, with peak torque arriving at a mere 1750rpm. The Stelvio's extra weight does dent its performance compared to the Giulia, though. The 200hp petrol model will do 134mph tops (versus 146mph) and reach 62mph in 7.2 seconds (0.6sec slower than the Giulia). It's a tad thirsty, too: we didn't achieve the 30.4mpg official average, getting closer to 27mpg overall. 🇮🇹





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WE GOT
THE POWER



What are the best engines ever to come out of Italy? In Part One of a two-part feature, we nominate our favourite engines from two to six cylinders, featuring Abarth, Alfa Romeo, Fiat and Lancia

Story by Peter Nunn
Images by Michael Ward

What is it that makes Italian cars so special? After design, perhaps, you have to say it's what's under the bonnet. Time and again, the engine is the theatrical centre-stage of what makes a great Italian car – the heart of its character, the soundtrack of its soul.

It's an oft-worn cliché that you buy a Ferrari engine and get the rest of the car for free. To a degree, the same sentiment applies to much more accessible Italian machinery, too: pick the right car and you can buy into the astute mechanical expertise – often borrowed from ex-Ferrari or Maserati engineers – that flourished in the arms of the Abarth, Fiat, Lancia and Alfa Romeo.

So which Italian engines are the best of all time? We've decided to nominate all of our favourites in each of cylinder format, from two to twelves. This month we're restricting ourselves to twins, fours, fives and sixes (for eights, tens and twelves, you'll have to wait until next month).

Which two-cylinder engine to choose was easy. While the modern TwinAir turbo in such cars as the Fiat 500S certainly has its interest, our favourite has to be its forebear: the little twin fitted to the Fiat 500 and Fiat-Abarth spin-offs. We've skipped the three-cylinder format (the Firefly triple in Fiat's current range is great but hardly an all-time classic). Instead, we've headed straight for Italian 'fours'. Here we couldn't choose a favourite between two absolute classics – the Fiat/Lancia Twin Cam and Alfa's Busso-designed 'Nord' – so we've included them both.

There are really only two Italian five-cylinder engines to choose from, and we were hardly going to opt for Alfa's 2.4 diesel five that sat under the 159/Brera bonnet. Of course, it has to be the superb petrol turbo unit that powers Fiat's Coupé 20vT.

As for sixes, again we're spoilt for choice. What about the delicately delicious, racing-derived Dino V6 that powered the Fiat and Ferrari of the same name? Or the current-day Ferrari-derived V6 that gives the Giulia GTA fully 540hp? Ultimately there is really only one engine that scores a 'six', though: Alfa's Busso V6. Choosing which version proved the hardest, but we hope you approve of our 147 GTA decision.

So let's lift the bonnet to discover the emotive heart and soul of five very special driving machines. We hope you enjoy the ride.



TWO CYLINDERS: FIAT-ABARTH 595

Get ready to be awed by the Fiat-Abarth 595: a cheeky giant killer in a tiny frame, a sub-pocket rocket that packs an unfeasibly massive amount of fun. Just two cylinders mounted out back, and mustering all of 38hp, the Abarth has a turn of speed that's scarcely believable. Within 100 yards, that grin on your face just gets wider and wider.

This incredible example belongs to Andy Heywood, who confirms that it's a genuine 1964 Fiat-Abarth 595

successful tuning business across Europe selling piston and liner kits, hot camshafts, exhausts and much more for a vast army of Fiats. Hence the next step on Abarth's journey was a bore-and-stroke conversion to 689cc to squeeze the most out of the tiny twin. The resulting Fiat-Abarth 695 SS was top of the 500 tree in the 1960s, good for 38hp at 5200rpm and 42lb ft of torque at 4000rpm.

Andy bought his car in Italy around eight years ago and has done little with it since, apart from some recent suspension and brake work. The Abarth has

“ The crescendo of revs behind builds with eagerness...
the theatre of noise is captivating indeed ”

with a pukka Abarth & Co chassis number. Over the years, however, it's been upgraded to later 695 SS spec. This means it began life with a tiny 595cc twin-cylinder overhead valve engine (based on the Fiat 500F's) with a power output of 27hp at 5000rpm and torque of 31lbft at 3500rpm.

During this era, Carlo Abarth was creating a very

been lowered and stiffened and has had anti-roll bars added, while also gaining natty flared arches and wide wheels. Visually, it's an absolute treat, inside and out. The solid, fixed roof contrasts with the fabric sunroof of regular Fiat 500s. Suicide doors provide entry to an immaculate cabin that's an absolute masterpiece in miniature. Beautifully detailed



TECHNICAL SPECIFICATIONS

FIAT-ABARTH 595 (695 SS SPEC)

ENGINE:	689cc 2-cyl OHV
BORE X STROKE:	76mm x 76mm
COMPRESSION RATIO:	9.8:1
POWER:	38hp at 5400rpm
TORQUE:	42lb ft (57Nm) at 4000rpm
WEIGHT:	570kg
MAX SPEED:	87mph
0-62MPH:	19.5 sec



Wide-arch look and Abarth 695 SS spec are where it's at for a twin-cylinder Fiat. It's a hoot to drive, and surprisingly quick

instruments are comprehensive, if mostly inaccurate, according to Andy.

The verve of Abarth's feisty rear-mounted, air-cooled vertical twin is palpable. Fed by a single Solex 32PBIC carburettor, it's not in a high state of tune yet it does possess such internal niceties as Dino pistons. Pull the starting lever and the engine immediately springs to life. Engaging first and pulling away, this buzzy gem gathers pace surprisingly quickly. The crescendo of revs behind your head builds with eagerness, and the theatre of noise is captivating indeed.

The Abarth is still on its original four-speed gearbox and the change is neat, workmanlike and meshes well with the engine. Brakes are standard Fiat 500. We've been told to take it easy on our test drive (on anything but the smoothest tarmac, the tyres touch the arches) yet at a seemingly gentle 50mph, then up to 60mph, the featherweight Abarth already feels extraordinarily quick, torquey and alive. The powerplant is also quite a bit smoother than the Fiat's contemporary TwinAir, with no throbiness. It's a real hoot to drive and much faster than you'd think.

Just imagine how it must have felt when new. Fully wound up, through the hills, the baby Abarth must have been a revelation. Come to think of it, even in 2020 it's still a revelation – a mini-marvel that's wholly addictive.





FOUR CYLINDERS: ALFA ROMEO BUSSO 'NORD'

For a long, long while, no engine brought more success and lustre to Alfa Romeo than the twin cam that's commonly referred to as the Alfa Nord, or 'North', to distinguish it from the exquisite Alfasud flat-four from the south of Italy. Today, it remains one of the touchstones of the Alfa Romeo legend and deservedly so; it's an all-time classic.

Alfa's four-cylinder twin-cam engine, made in capacities ranging from 1290cc to 1995cc, was first seen in the jewel-like Giulietta of 1954. Via the 105 Series, Alfetta, Giulietta, 75 and more, the engine was used to perfect effect, and was still being fitted in Alfa's 164 and 155 as late as 1994.

Right from the outset, Alfa went for the high road, technically speaking, employing costly, lightweight aluminium for the block, cylinder head and sump. With twin chain-driven overhead cams, hemispherical

combustion chambers, a five-bearing crank and (from 1968) sodium-filled valves to dissipate heat, it was an extraordinarily elegant piece of engineering by mass production standards.

Designed by Giuseppe Busso (yes, the very same creator of Alfa's magnificent V6), the twin cam looked lovely, while robustness made it reliable, too. Whether fed by twin downdraught carburettors or later fuel injection, it made a wonderfully deep, throaty, rumbling sound that came to represent Alfa Romeo, quintessentially and deliciously.

Which version of Alfa's twin cam is best? We could nominate Autodelta's twin-plug engines powering the Giulia GTAs in the 1960s and '70s but that's getting pretty exotic. The 75 Turbo from 1986 was another classic from the performance twin cam camp, while the Twin Spark era, latterly with VVT valve gear, offered superb response and efficiency.

But we'd argue that the heyday of Alfa's twin cam engine was the Tipo 105 era of Giulia Coupés,

Which is the best Alfa 'Nord' engine of all? We're voting for the gutsy, punchy, charismatic 2.0-litre





Berlinas and Spiders, from 1963 up until 1976. The full line-up of engines and models is pretty bewildering but broadly speaking, there were 1300 (78hp), 1600 (95hp), 1750 (122hp) and 2000 (131hp) versions at the core of the range.

Gutsy and charismatic, the Alfa Nord 'four' has always been rewarding to drive, perhaps reaching its peak in the 2000 GTV coupe you see here (full

disclosure, this 1972 GTV happens to be the writer's own personal car – what do you mean, biased?).

Within Alfa circles, there's long been a discussion about which is the 'best' Alfa twin cam. Many pundits have romanticised the 1750 (actually 1779cc) from the late 1960s because of its free-revving nature, and it's certainly the fashionable choice today. But experienced Alfa people often take a different view. Alfa doyen, the late Jon Dooley, rated the 2.0-litre because it was the fastest and most powerful of the 105 era, and you could really drive it on the throttle. Many others agree. What's indisputable is that the 1962cc unit is the gustiest of them all, with strong mid-range torque, capable of pulling with tremendous vigour from just 2000rpm.

True, it doesn't rev as sweetly as the 1750, but while peak power arrives at 5500rpm, there's no real need to go much beyond 4000rpm if you're looking to 'make progress'. For economy, of course, it's the thirstiest of the bunch at about 23-25mpg average.

This punchy, characterful engine, matched to a peach of a five-speed gearbox, lies at the heart of what makes the GTV and its like such a buzz to drive. But whichever Alfa Twin Cam unit you choose, it's always a class act: potent, sweet and invigorating.



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA 2000 GTV

ENGINE:	1962cc 4-cyl DOHC 8V
BORE X STROKE:	84mm x 88.5mm
COMPRESSION RATIO:	9:1
POWER:	131hp at 5500rpm
TORQUE:	132lb ft (178Nm) at 4400rpm
WEIGHT:	1040kg
MAX SPEED:	123mph
0-62MPH:	8.7 sec

“ There’s not much below 3000rpm, then the boost comes on strong and hard all the way up to 6000rpm ”



FOUR CYLINDERS: FIAT/ LANCIA TWIN CAM

No question, one of the all-time engine greats – any size, any format – is Fiat's classic Lampredi twin cam. Designed by ex-Ferrari engineer Aurelio Lampredi, it debuted in 1966 in the Fiat 124 Spider and lasted over 20 years in Fiat and Lancia cars, only ducking out of production in 1998.

Lampredi's twin cam remains an Italian industrial design classic. Designed for mass manufacture, it was simple, reliable and cheap to maintain. Its double overhead cam design was extremely effective and versatile, beginning life as a humble single-carb 1438cc unit but being successfully adapted through at least 120 different variations to power millions of cars throughout its long life.

Of all the variations on the theme, it's the smooth, punchy 1995cc 16-valve turbo in the Lancia Delta integrale Evoluzione II that's arguably the ultimate street version. Mark Holland's spectacular Evo II is late 1994 example – the final and most powerful factory spec – and it counts as one of the best, most effective four-cylinder engines ever manufactured.

As Mark recalls, his Lancia was imported from Germany by Walkers Garage in 1997. In standard spec, the Evo II has 215hp at 5750rpm and 232lb ft at 2500rpm, good for 0-62mph in 5.7 seconds and a 137mph top end). But that wasn't enough for its first UK owner, who had an ECU update to give it

269hp. Then in 2002, it gained a performance manifold, uprated turbo and ported cylinder head to take it to 328hp, plus an uprated paddle clutch. Mark, a serial Italian car aficionado, has since fitted a handmade Presto Japanese exhaust, adding further spice to the mix.

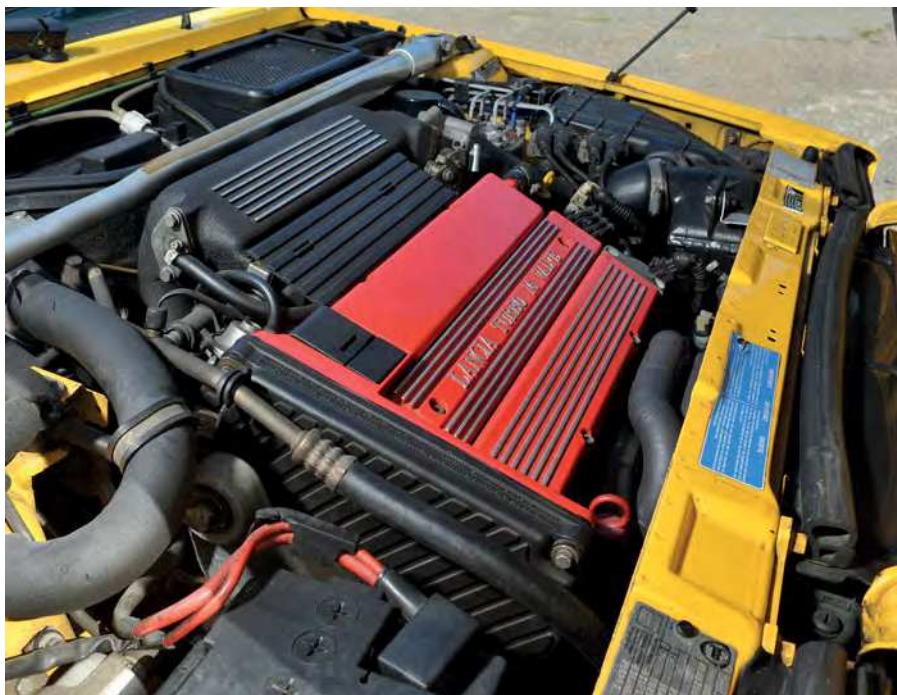
To drive, straight off the bat the Lancia feels a highly sophisticated and complete machine, just as you'd expect given its rally pedigree and full-on turbo all-wheel drive set-up. But that's just the opening act. With at least 50 per cent more power than standard, this Evo II is explosively rapid and yet also surprisingly refined in putting that performance down.

True to form, there's not much below 3000rpm, then the boost comes on strong and hard up to the 6000rpm red line. The delivery throughout is smooth, crisp and pure – and considering there are 148,033km on the clock, it proves the engine's robustness. Those £9000 of engine mods really work.

Mark's Evo II feels very well sorted as a whole, unfussed and easy to drive gently, with that searing turbocharged pace just waiting in the wings. It also feels superbly planted on its 16-inch alloys. With big, blister arches, bonnet hump and adjustable roof spoiler, it ticks all the right integrale visual boxes, while the stylish, intricate integrale dials are a buzz in themselves.

As a high performance icon that's tuneable and devastatingly effective, the Lancia Delta integrale really does have it all – and all from an engine conceived way back in the mid-1960s.

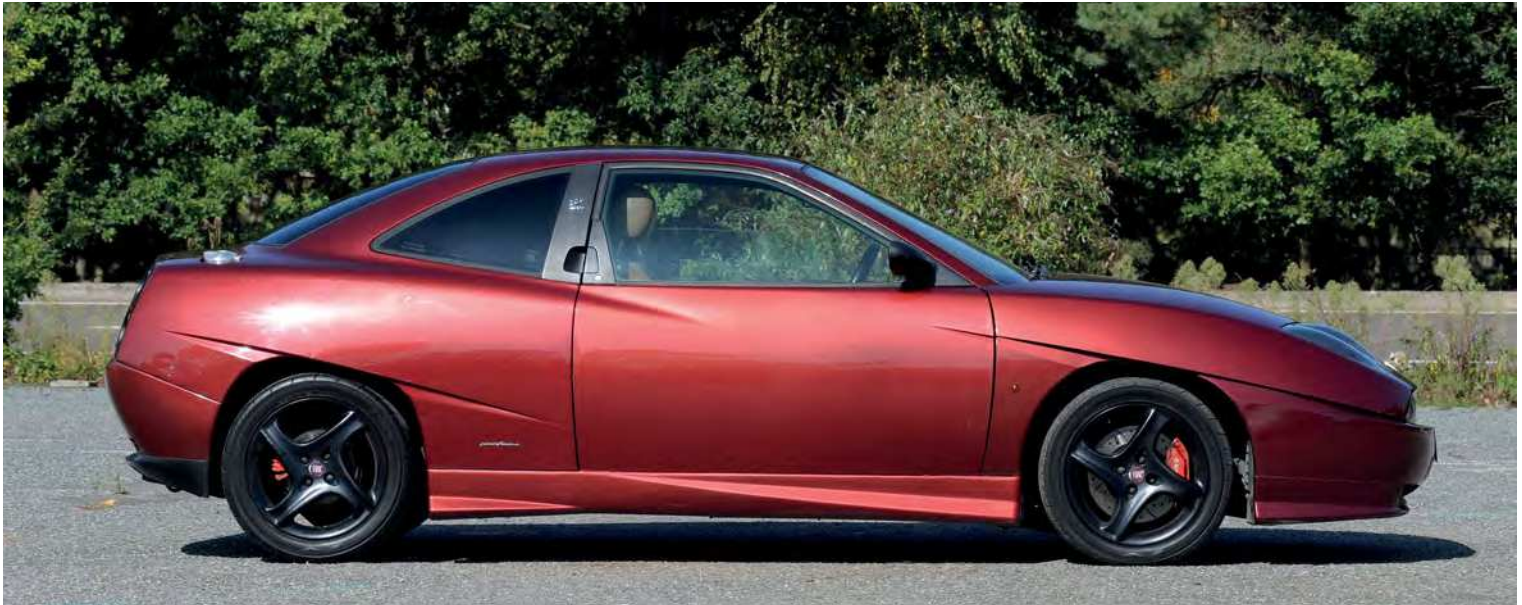
Every Fiat/Lancia twin cam is special, but in late turbo Lancia spec, it's the ultimate in performance



TECHNICAL SPECIFICATIONS

LANCIA DELTA INTEGRALE EVO II

ENGINE:	1994cc 4-cyl DOHC 16V
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	8:1
POWER:	215hp at 5750rpm
TORQUE:	232lb ft (315Nm) at 2500rpm
WEIGHT:	1250kg
MAX SPEED:	137mph
0-62MPH:	5.7 sec



FIVE CYLINDERS: FIAT COUPE 20VT

In the mid-1990s, Fiat Auto was really on a roll, producing some deliciously offbeat offerings, among the most interesting being the Fiat Coupé, a rakish sports car that wowed the 1994 Geneva Salon. Designed by Pininfarina's Chris Bangle and featuring wildly wacky wing 'slashes', it was fascinatingly different, and had *everyone* talking. It has lost none of its head-turning ability in the intervening period.

Power initially came via a brace of Lampredi 2.0-litre twin cams – effective, for sure – but two years later came the more avant garde five-cylinder 20-valve versions, which is where we pick up the story. Five cylinders: beefier than a four, but smaller and lighter than a six. You could sign up for a non-turbo 20V (with 154hp) but it's the full-fat 220hp 20V Turbo that's the most coveted, and our choice here.

The end result, as Jordan Carroll's 1997 20V Turbo proves, is genuinely something special. Lift the Fiat's huge clamshell bonnet and gaze at the 1998cc five-cylinder lump: turbocharged, twin cam, five valves per cylinder. You really don't see stuff like this from Fiat nowadays and you might wonder how well it works. It certainly does work. For a start, it's very quick, even by today's standards, as the factory figures of 6.3 seconds for 0-60mph and 149mph max attest. Peak power of 220hp arrives at 5750rpm, while torque is a

punchy 230lb ft (312Nm) at just 2500rpm. This is a lump that's loved by the tuner fraternity, and Jordan's Coupé has had a remap and a bigger turbo bolted on, raising the action to about 260hp, he reckons.

One huge appeal of the five-cylinder lump is its soundtrack, a distinctive off-beat burble that's surprisingly muted at low to medium revs, and even at full chat (7000rpm) is a lot less boomy than Audi or Volvo 'fives.' Give it full beans and the Fiat remains smooth and civilised throughout, and while mild turbo lag is detectable, the strong low-down torque helps to mask it.

Mounted sideways, the five-pot powerplant drives the front wheels. That means handling is not the most balanced around, even though there's a limited slip diff (called Viscodrive) to help put the power down and limit understeer. Jordan has also fitted a brace bar between the front struts to stiffen things up. From a quick getaway or when powering through a tight corner, you can feel the Fiat start to weave. But for the most part, the Fiat is a delight behind the wheel, composed and comfortable, while that unique Pininfarina interior is another key appeal point.

General consensus is that the LE (Limited Edition) or Plus spec cars with their six-speed gearbox are the most collectable but in the big picture any Fiat Coupé 20V with that wondrous five-cylinder engine is a car to covet. Now, where are those classifieds?

'Fives' are rare in motoring and this could be the best ever made: torquey, burbly, tuneable and fast



“ One huge part of the appeal is the soundtrack: an off-beat burble that remains smooth throughout ”



TECHNICAL SPECIFICATIONS

FIAT COUPE 20V TURBO

ENGINE:	1998cc 5-cyl DOHC 20V
BORE X STROKE:	82mm x 75.7mm
COMPRESSION RATIO:	8.5:1
POWER:	220hp at 5750rpm
TORQUE:	230lb ft (312Nm) at 2500rpm
WEIGHT:	1385kg
MAX SPEED:	149mph
0-62MPH:	6.5 sec





SIX CYLINDERS: ALFA ROMEO BUSSO V6

Could we be looking at the best six-cylinder road car engine ever made?

Could be: for sheer emotion and sound, it has few, if any, equals. We are talking, of course, about Alfa Romeo's iconic 60-degree V6 designed by Giuseppe Busso, a former Ferrari engine designer and legendary figure at Alfa Romeo.

Today, you just have to say the word 'Busso' to mist eyes over and weaken knees among Alfa aficionados.

The Busso V6 is an inspirational marriage of musicality and muscularity. The fact that it also happens to look like a piece of modern art nestling in the engine bay is merely a plus.

Now, the Busso V6 has appeared in all sorts of Alfas, as well as a few Fiats and Lancias in between. Truth be told, the illustrious Busso didn't have much impact when it debuted in the sober Alfa Six saloon in its six-carb, 2.5-litre single-cam form back in 1979. The true magic began a year later with the GTV 6 coupe, whose Bosch L-Jetronic fuel injection helped create an instant classic. Since then, the silky all-aluminium, belt-driven



V6 has featured in a wide variety of forms, from 1997cc up to 3179cc.

Although showcased in such splendid wrappings as the Alfa 75, 164, 156, GTV, Spider and SZ, we've chosen the 147 GTA to demonstrate why the Busso V6 is so covetable. Owned by Alfa Aid, this is a late 2004 example with the Busso in its ultimate form: 3.2 litres, 24 valves and 250hp. It's a genuine Italian tour de force, both visually and dynamically.

This seductive V6 presentation is a mesmeric mix of black-and-silver cam covers and polished inlet trumpets (red/grey was actually standard). It looks just

fantastic. So many modern engines are hidden beneath swathes of dull plastic but the Busso is out there, strong, loud and proud.

Operatic is the best way to describe the Busso in full flow. It sounds glorious, with a deep, aristocratic growl that rises to a thrilling crescendo as you close in on the 7200rpm red line in this 147 GTA setting (which is an easy thing to do). Right across the power band, the atmospheric, fuel-injected V6 loves to rev and crisp throttle response is also standard. The GTA is also very fast – indeed Alfa claimed at launch that it was the fastest car in its class.



Has any six-cylinder engine ever looked so good or behaved so sublimely? The V6 in the 147 GTA is - maybe - the ultimate Busso

The 147 GTA boasts that classic big engine/small car formula. The V6 was compact enough to be mounted either lengthways or transversely, the latter being the case with the 147. There's no denying that its front-drive chassis sometimes struggles to keep up with the V6's weight and power (not to mention a substantial 222lb ft mash of torque), but that's one of the things that gives the Alfa its character. It feels charismatic in a way no modern car is; it feels truly alive. It also feels wonderful inside, with a stylish, leather-appointed cabin, while the muscled-up exterior isn't bad, either.

Over its 110-year history, Alfa Romeo has produced some truly stand-out engines but the Busso V6 is arguably the best of the lot. All round, it's just a fabulous thing. If you want a 147 GTA, this pristine, pleasingly unmolested six-speed manual is up for sale at Alfa Aid in Maidenhead for £15,995. 🇮🇹



TECHNICAL SPECIFICATIONS

ALFA ROMEO 147 GTA

ENGINE:	3179cc V6 DOHC 24V
BORE X STROKE:	93mm x 78mm
COMPRESSION RATIO:	10.5:1
POWER:	250hp at 6200rpm
TORQUE:	222lb ft at 4800rpm
WEIGHT:	1360kg
MAX SPEED:	155mph
0-62MPH:	6.3 sec

NEXT MONTH: PART 2

What are the best Italian eight, ten and twelve-cylinder engines of all time?

Next month we reveal our V8, V10 and V12 favourites from Ferrari and Lamborghini





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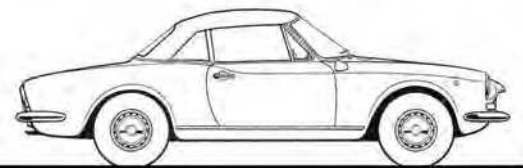
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French Revolution

With hydraulic technology from Citroen, the Maserati Merak was an Italian supercar with a Gallic touch. We assess an SS version to find out how well the marriage works

Words by Tim Pitt
Photography by Michael Ward

Could this be my final article for *Auto Italia*? I'm about to declare my *amour* for the Citroen SM, the luxurious coupe that teleported into 1970 like an Unidentified French Object from the sci-fi future. It had speed-sensitive power steering, self-levelling suspension, hydraulic brakes and rain-sensing wipers. But it also had what is my *Auto Italia* redemption: a Maserati V6 engine. While the SM was a commercial flop, its heart – and some of its avant-garde soul – lived on in the Maserati Merak.

The Merak is, literally, a car of two halves. From the front, it's almost identical to the more exotic (and more expensive) V8-engined Maserati Bora, albeit without that car's polished stainless steel roof. Yet from the B-pillar backwards, stylist Giugiaro reworked his Bora shape into something quite different. Launched in 1972, the Merak is where '60s curves and '70s straight edges collide; compare its shapely front wings and arcing window line to its angular buttresses and chopped, reverse-raked tail. As we'll discover, these contrasts – past and future, tradition and technology – go more than skin-deep.

While the V8-engined Bora squared up to top-flight supercars, the Merak aimed its crosshairs at the Alfa Romeo Montreal, Ferrari's Dino (and latterly the 308 GT4 and GTB) and Lamborghini Urraco. Built around a steel chassis, rear subframe, double wishbones and coil springs, it inherited the triple-carb 3.0-litre V6 developed for later versions of the Citroen SM, but mounted longitudinally and driving the rear wheels. It also used the SM's five-speed manual gearbox, later seen (take note, trivia fans!) in the Lotus Esprit.

In its original 190hp guise, the 1451kg Merak reached 60mph in 9.1 seconds, topping out at 141mph. The 220hp SS version arrived in 1974, with larger Weber carburettors, a higher 9.0:1 compression ratio and 50kg less weight. The result was 0-60mph in 7.7 seconds



and 152mph – not far off the 6.5sec and 160mph posted by the 4.7-litre Bora. Unlike the SM, the Merak never gained fuel injection, although a tax-dodging 1999cc model was offered for the Italian market from 1977, mustering a modest 170hp.

Early left-hand drive Meraks even borrowed the SM's swoopy dashboard and eccentric single-spoke steering wheel. But its trump card over its Modenese rivals was Citroen's LHM high-pressure hydraulic system, which operated the clutch, brakes and pop-up headlights. In the case of the brakes – four-wheel discs, the rear pair

mounted inboard – this offered a dramatically different feel to 'ordinary' cars.

There's nothing ordinary about the Merak. Granted, this was the best-selling Maserati of its day, with 1830 made over 11 years, but today, according to How Many Left, just 59 remain in the UK, 18 of them taxed. One such example is the 1983 Merak SS seen here, an original UK right-hand drive car that has never been restored. It's currently for sale at McGrath Maserati for £70,000, but we'll talk prices later. First, I'm desperate to know how it drives.

Opening the Merak's delicate door, my first surprise is the rear seats, which fill the space liberated by the shorter V6 engine (the V8 Bora is a strict two-seater). Even by '+2' standards, though, they are tight, sitting bolt upright against the bulkhead. "We've seen a few cars with rear seatbelts fitted," says McGrath workshop manager Nick Bowden, as he settles into the passenger seat. "But a contortionist would feel cramped back there. Most people use them as extra luggage space."

The Merak has conventional front seats rather than the Bora's rakish, hydraulically adjustable hammocks, but its low roof dictates a rather louche, laid-back driving position. Thankfully, the telescopic steering column – a rarity on cars of this period –

makes it easy to get comfortable. Ensnconed in supple leather and deep-pile carpet, the ambiance is more luxury GT than strident sports car. The green-on-black Veglia gauges aren't especially legible, but there are plenty of them, monitoring everything from oil pressure to battery charge.

Weighty, unassisted steering and a gearbox that needs a determined shove into first and second ("It's a narrow gate," explains Nick) mean my first few hundred yards are quite physical. Once we're rolling, however, I'm struck by how amenable the Maserati feels. Its hydraulic clutch is light, visibility is good for a mid-engined car and the tall 70-profile tyres deliver a pliant ride. On the capillary lanes around McGrath HQ in Hertfordshire, its modest size is also a boon. At 1768mm across, it's narrower than a new Fiat Tipo.

The hydraulic brakes do take some getting used to, though. Initially, they feel more like an on/off switch; learning to tread carefully and temper your inputs takes time. The fluttery vibration that occasionally rasps through the pedal – caused by trapped air in the master cylinder – is also disconcerting at first. Nonetheless, as millions of Citroen owners can aver, this hydraulic helping hand soon becomes second nature. Later, when I climb back into my VW Golf (just issue my P45 now...), the brakes seem clunky by comparison.

On a dual carriageway that heads north towards Hitchin, I'm struck again by the Maserati's easy-going manner. An overdrive fifth gear helps it cruise calmly and quietly at 70mph (Covid-19 face masks are the only impediment to chatting with Nick), while standard-fit air conditioning keeps the cabin cool. For anyone who has slow-roasted inside a classic car, you'll appreciate how usable this makes the machine.

Turning off onto fast-flowing B-roads, the Merak rises to the challenge. Its thin steering wheel rim encourages fingertip inputs and bristles with incessant feedback. The all-independent suspension leans a



Citroen-derived hydraulic brakes take some getting used to. Handling is both poised and benign



“ Weighty, unassisted steering and a gearbox that needs a determined shove make my drive quite physical ”



TECHNICAL SPECIFICATIONS

MASERATI MERAK SS

ENGINE:	2965cc V6
BORE X STROKE:	91.6mm x 75mm
COMPRESSION RATIO:	9.0:1
POWER:	220hp at 6500rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	Double wishbones, coil springs, dampers, anti-roll bars
BRAKES:	Hydraulically operated discs front and rear
DIMENSIONS:	4330mm (L), 1768mm (W), 1134mm (H)
WEIGHT:	1451kg (dry)
MAX SPEED:	152mph
0-62MPH:	7.7sec



little, but feels poised and loose-limbed. Push harder and the car starts to understeer. Push harder still and, so I'm told, it transitions into controllable oversteer. "It's pretty benign at the limit," says Nick, "although you generally don't have enough power to get into trouble. I guess that's part of its appeal."

Indeed, even this SS model couldn't live with a new hot hatch in a straight line – let alone around a track – yet that hardly seems to matter. The Merak is more involving at 50mph than many current supercars at 100mph, with a buzzy engine that begs to be revved. And while the Bora has given its best by 5000rpm, its little brother still has 2000rpm to play with. It's just a shame it doesn't sound more evocative; only close to the redline does the Alfieri V6 truly bare its fangs.

It still turns heads, too. Reviewing the Merak for *Car* magazine in 1972, Doug Blain said: "The Boras I have seen so far have been in bold colours like red and yellow, whereas the Merak seems to come in autumn shades, which in my view can be hard to see and consequently dangerous on the open road." The Rosso Rubino shade of this car is a touch autumnal, but far from invisible. On 2020 roads brim-full with amorphous SUVs, the Merak looks low, lean and exquisitely special.

Back at McGrath's showroom and workshop, I chat with MD Andy Heywood about all things Merak. "Rust on the structure is the biggest red flag when buying," he explains, "but you can't see it from the outside, so it pays to have the car professionally inspected." Other

MASERATI AND CITROEN: THE ODD COUPLE

Maserati burned bright under Citroen ownership. In seven years from 1968, it launched the Bora, its first mid-engined supercar; the Khamsin, a sophisticated front-engined GT; and the Merak, a car that broke new ground for the marque. Maserati's president Adolfo Orsi remained at the helm in 1968. The relationship was mutually beneficial, Maserati donating its new Giulio Alfieri-designed V6 for Citroen's SM, while France furnished Italy with technology and financial clout.

Maserati's Bora debuted in 1971 to rival the Ferrari 365 GT/4 BB and Lamborghini Miura. Along with Giugiaro styling and a mid-mounted V8, it used Citroen hydraulics to activate its disc brakes, pop-up headlights and adjustment for the driver's seat and pedal box. After the Merak of 1972, the Khamsin arrived in 1974 – now boasting the SM's speed-dependent hydraulic steering – but the writing was on the wall for Maserati and Citroen. Sadly, the oil crisis and Citroen's bankruptcy brought an abrupt end to the partnership in 1975. Ownership would pass to an Italian state-owned holding company and Alejandro de Tomaso. The Merak proved the longest-lived car of the 'Citroen' period, but its proportion of SM-derived parts diminished until production ended in 1983. By then, Maserati had already entered a new age, that of the Biturbo.



corrosion hot-spots include the front suspension mounts and the metal 'bins' either side of the engine. Heat from the exhaust melts the underseal here over time, allowing rot to take hold.

In terms of mechanical issues, Andy highlights two weak points. First, the sodium-filled exhaust valves corrode, which can lead to catastrophic engine failure. Most have now been replaced with stainless steel parts (budget £4000 upwards for this job if not). Second, the clutch can fail prematurely on early cars. "To counter this problem, Maserati introduced a larger-diameter clutch soon after the SS came out," says Andy.

"Finding a right-hand drive Merak shouldn't prove too challenging, but don't get fixated on specification. Just buy the best you can," Andy continues. "While this is a junior supercar, it will be just as costly to run as larger Maseratis – and lower values mean people are less willing to spend money on maintaining and restoring them." As for values, Meraks start at around £15,000 for a project car, £45,000 for a presentable runner and £90,000 for the very best.

Overall, Andy says the Merak offers, "90 per cent of the Bora or Khamsin experience for a fraction of the cost". It also stands apart from other Italian supercars of the era as more civilised, practical and comfortable, yet perhaps also more characterful. We all idolise Ferraris and Lamborghinis, but this quirky Maserati deserves some *amore*, too. 🇮🇹

V6 engine developed by Maserati may have 'only' 220hp in the Merak SS but it really loves to rev

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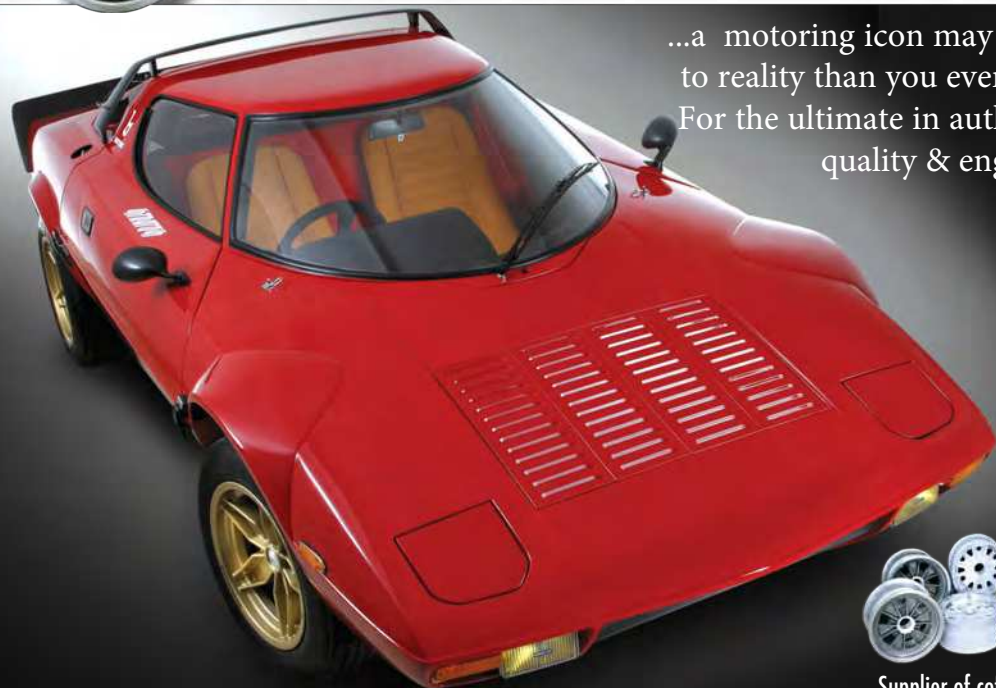
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Fast Traction Hero

A 'Q' car in both name and nature, the ultra-rare Alfa 155 Q4 is a four-wheel drive super-saloon that flies under the radar

Story by Richard Aucock
Photography by Michael Ward





Oh to have been a businessman in 1993. The briefcase. The huge mobile phone. The jacket on the coat hanger in the rear window. The relaxed company car rules that meant the more miles you did, the less tax you paid. This is not sepia-tinged nostalgia, either: it really was a kind of heaven, as the people on the seminal TV show *From A to B: Tales of Modern Motoring* confirm.

I wonder how many were aware of the Alfa Romeo 155 Q4 back then? Surely this would have been the headline car of the TV show, an 'integrale in disguise' that you could get past a friendly fleet manager thanks to its roomy, practical and understated four-door saloon profile – then go baiting Ford Escort RS Cosworths.

OK, the fact that it was left-hand drive only may have been tricky. And back then, Alfa Romeo was hardly the default company car choice. But for a

the springboard for Alfa's entry into European touring car racing: all-wheel drive was allowed in Italy and Germany, for which Alfa Romeo would develop custom racers to conquer all. Sure, the basis for the later BTCC racer was the somewhat more prosaic front-wheel drive 155 Silverstone, but the stage was set. Alfa was back to winning on Sunday and selling on Monday, and the 155 Q4 was the accelerant.

Calling it a four-door Lancia integrale is great line for impressing your mates, but isn't strictly true. The Delta used a custom platform that included independent rear suspension – exotic, even by 1979 standards, when more mechanical creativity was still allowed – while the 155 used the later Fiat Group Type 3 platform (to which the second-generation Delta would switch in 1993).

The 155 Q4 did use the heart of an HF integrale 16v. Its 2.0-litre turbo engine used a Garrett T3 turbo, detuned only slightly to 190hp, with a whopping great 217lb ft of torque on tap from a diesel-like 2500rpm.

“Alfa was back to winning on Sunday and selling on Monday, and the 155 Q4 was the accelerant”

determined company car driver, these challenges would have been mere obstacles, not insurmountable hurdles (and I say this from experience: my dad's boss got a Sierra Sapphire RS Cosworth 4x4 past the fleet manager).

More challenging was the lack of brand visibility for Alfa Romeo. This was pre-BTCC, and the 155 had only just arrived as Alfa's 'new era' choice. Curious BMW drivers were still quivering from the novelty of the Alfa 75's oddball handbrake and electric window switches in the roof. Heavens, even the 145 was still running boxer engines then. Alfa's UK rebirth was coming, but the 155 Q4 predated it. This meant only a tiny handful of UK drivers ever got to experience its delights: just 16 were officially sold in Britain out of a total run of 2701 Q4s.

Ironically, the 155 Q4 was actually created to bolster Alfa Romeo's visibility and drive up sales. It also formed

Also from the integrale came the robust all-wheel drive system with three types of differential: a conventional one at the front; a central epicyclic diff attached directly to the gearbox layshaft, incorporating an integral Ferguson viscous coupling; and at the rear, a Torsen self-locking diff. In normal use, it runs permanent all-wheel drive, with a slight rearward bias. When one axle loses grip, the Ferguson system cuts in and transfers torque to the axle with more grip – up to 100 per cent, in fact. No driver overrides were supplied and it all happens automatically. All this is key to one of the 155 Q4's most headline-grabbing statistics.

When *Autocar* road-tested the Q4 in early 1993, its testers were wowed by its performance: 0-60mph in a scant 6.7 seconds. This is still an impressive figure today; it must've been jaw-dropping nearly three decades ago. That's despite a power-to-weight ratio of



130hp per tonne, compared with 155hp for the Integrale, and a whopping 174hp for the Escort Cosworth. The Q4 also guzzled fuel at a rate of 16mpg, which *Autocar* called “appalling” and “dreadful”. Our savvy businessman with his All Star card wouldn’t have worried about that, particularly as the 60-litre fuel tank still gave a decent range.

Indeed, on the practicality front, the 155 Q4 is a bit of a hero, even today. There’s lots of space in the rear (and the bench is nicely bolstered for two), while the 525-litre boot is mammoth – a modern BMW 5 Series isn’t that much bigger. Electronic climate control gives the luxury of push-button temperature management

the clock. It had been left unused for several years but, despite the dust, was completely corrosion-free and undamaged.

Andy shipped it to the UK double-quick, got his Luton-based painter to fix some sun-damaged areas of the Doppio Strato paintwork (honestly, you can’t tell – the man’s a genius) and restored the Speedline alloys (complete with new fake split-rim bolts).

Knowing he was onto a gem, Andy then sent it to Berkshire-based Auto Integrale for a belt-and-braces, er, cam belt service: that’s balance belt, tensioners, fluids, brake discs and pads, brake hoses, sump gasket and clutch slave cylinder. It was given a

Subtlety abounds: faux split-rim alloys and green Q4 badge are giveaways. This is a ‘narrow arch’ 155

“ The Recaros, with bespoke Q4 upholstery, are lovely to sit in, even if mounted in the trademark 155 high-up way ”

and a full set of dials allows the driver to monitor the things that matter in an engine this heavenly: oil temperature and pressure.

Hearing the car manoeuvring into position, the charismatic hum and whine of the Lampredi twin-cam turbo is unmistakable. It immediately endeared the 155 Q4 to me before I even got up close to it. I was itching to get behind the wheel, gently warm it through, become enveloped by its noise, its feel, its sensations.

Frankly, though, the car stopped me in my tracks. What a simply stunning machine. Andy Heywood of McGrath Italian tells me it was sourced in Italy in 2016 with a mere 32,000km (barely 20,000 miles) on

UK licence plate and passed its very first MOT. Then Andy completed the records by applying for a Certificato di Origine from Alfa Romeo Classiche, to go with the original Italian registration document and PRA document.

Sadly the rest of the car’s history had been lost during its prolonged storage, so the mileage can’t be warranted, but look at it: the immaculate seats and interior fixtures and fittings, the amazing overall condition. Andy says he has no reason to doubt it’s a genuine sub-20k mile car.

To my eyes, the crisp-cut lines of the 155 still look fantastic. OK, it doesn’t have the bulging wheelarches



of later models, but the neat and angular shape is pleasing nonetheless. Even the weighty, triangular-profiled door handles are satisfying, sitting precisely above the side swage line (you clock them out of the corner of your eye in the door mirror, too).

This is a 'Q' car in more than one sense: only the fake split-rim alloys and green cloverleaf '4' badge on the bootlid identify it externally. There's a treat inside though: a cracking set of Recaro seats, complete with bespoke Q4 upholstery. They're lovely to sit in, even if they are mounted in the trademark 155 high-up way. On finally turning the key, I hear the magically mechanical-sounding, beautifully balanced engine for

myself. Rather different to the gravelly growl of a Cosworth, that's for sure.

The five-speed gearbox is a bit rubbery and remote, but beneath all that is a feeling of mechanical connection and it soon becomes a fingertip gearchange to be enjoyed. The steering is a bit twirly compared to later 155s, even though 2.9 turns lock-to-lock is still reasonably sharp. The three-spoke rim is lovely; naturally, I keep polishing the Alfa Romeo badge with my sleeve.

I'm fawning over the Recaro seats and period cassette player as I head out to gather driving impressions. Hopes are high for a car that looks



TECHNICAL SPECIFICATIONS

ALFA ROMEO 155 Q4

ENGINE:	1995cc 4-cyl DOHC turbo
POWER:	190hp at 6000rpm
TORQUE:	293Nm (217lb ft) at 2500rpm
TRANSMISSION:	5-speed manual, 4-wheel drive
BRAKES:	Ventilated discs (fr); solid discs (rear)
KERB WEIGHT:	1445kg
TOP SPEED:	140mph
0-62MPH:	7.0sec



pretty much brand new, with an impossibly crisp air of tightness about it. And she doesn't disappoint. I spend the first few miles checking the dials and warming her through. I soak up the low dashboard and sides, brilliant visibility and surprisingly decent ride. There's nice feedback through the clutch pedal (engaging the driver with a gearbox and those three diffs) and the wave of torque from 3000rpm is satisfying even in genteel driving. I can't sense much torque at 2500rpm though, despite this being the purported peak.

As revs rise, so the engine's charisma builds. It has a lovely bark at higher speeds, with a sonorous and smooth bite. Performance is also marked by a clear build in power, backed up by a consistent shove from the muscular engine. It's a combination you'll happily see through to the redline, as it's all so at ease with itself – and the potency can still startle.

There's inevitably some turbo lag. Drive it like a modern car and you'll be left gasping at corner exits, clumsily hesitating then rushing. You need to plan

ahead, get on the accelerator mid-corner, time things right and let that gem of an engine serenely give its best.

Do so and it becomes a surprisingly sophisticated and intelligent drive. It's precise and tight, with plenty of feel, giving an easy-going confidence and crisp connection with the rally-bred mechanical hardware below. The more I drive it, the more beguiled with it I become. Things are only stopped by the flicker of the low fuel warning light. Maybe *Autocar* had a point.

I sense this isn't the first time one of Andy's cars has been given back running on fumes. I like to think this was in the spirit of a businessman in 1993 – second place is the first loser and so on. Alfa Romeo built this car to win, and win it did, in every major touring car championship across Europe.

Having sampled it, I certainly believe it was a shame the 155 Q4 wasn't a winner in terms of UK sales. If only someone on TV had muttered in the Little Chef car park about how it was an integrale in disguise, then we'd have been in business. 🇮🇹

Twin cam turbo lump is basically purloined from the Lancia Delta integrale, albeit detuned to 190hp



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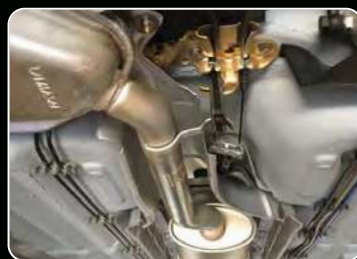


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BATS Out of Heaven

Franco Scaglione's aerodynamic Alfa 'BAT' trio seared themselves into the imaginations of the public in the mid-1950s. Today, their otherworldliness is undiminished

Story by Richard Heseltine
Images by Ron Kimball/Darin Schnabel/RM Sotheby's



The future was clearly more starry-eyed in the past. With no filter between brain and mouth, it's all too difficult not to start babbling when viewing the Alfa Romeo BAT (Berlinetta Aerodinamica Tecnica) cars up close. The passing of more than 60 years hasn't dulled their power to shock. Styled by Franco Scaglione who at that point had little by way of a prior résumé, and crafted by Bertone at its most cash-strapped, that

they were built at all is a miracle.

By the time you read this, all three will have gone under the hammer at RM Sotheby's Contemporary Art auction in New York. And if any cars deserve to be viewed as kinetic sculpture, it's this clutch of show-stoppers. The value placed on the trio – which is thankfully being offered as a single collection – is some \$20 million.

Backtrack to Bertone's appearance at the April/May



1952 Turin Motor Show and you wouldn't have bet on the *carrozzeria* seeing out the year. Hamstrung by a lack of finance, its presence represented one last throw of the dice. Sharing stand space with the local Nuffield Organisation concessionaire, Fattori & Montani, Scaglione's reworking of the MG TD – shown in coupe and open forms – appeared jarringly at odds with the fusty Morris and Wolseley models alongside; sufficiently so to entice a smitten American motor

accessories mogul to acquire them both.

Stanley Harold Arnolt II – or 'Wacky' to his friends – was a tall, thickset and imposing footballer-turned-entrepreneur and a swaggering, Stetson-wearing self-promoter. On seeing the MGs at the show, he reputedly hugged Giuseppe 'Nuccio' Bertone before making him an offer he couldn't refuse: he wanted 100 replicas of each variant.

The result was the establishment of the Arnolt

marque and much-needed security for Bertone, with Wacky sinking a significant number of greenbacks into shoring up the firm. Without him, the cars you see here likely would not exist. But while Scaglione's reworking of the MG T-series theme was handsome for its time, his follow-up which debuted barely five months later, the Abarth 1500 Biposto, was altogether more extreme.

The limelight-shunning Florentine was late to car design, having been interned during WW2 before going on to work in the aeronautical industry. He also dabbled briefly in the fashion world. On joining Pinin Farina in 1951, the then 34-year-old walked out after two months, following a clash with the boss, 'Battista' Farina. Butting heads with his paymasters would become a familiar theme over the course of his career. Some historians claim Scaglione's wartime experiences affected him on a profound level, his spell at Bertone in time being curtailed by one too many disappearing acts.

Carlo Abarth's choice of Bertone to clothe the 1500 Biposto was a wise one. Abarth wanted something bold and newsworthy and in Scaglione he found a future-

orientated star in the making – one with a keen interest in aerodynamics. His brief was to create something outrageous but credible. Scaglione pulled it off. Completed in time for the October 1952 Paris Motor Show, the car's front end, with its large central headlight flanked by two generous, chrome-gilded air intakes, hinted at jet aircraft. Then there was the panoramic rear glazing divided by a dorsal fin. It appeared daring, and then some.

The Abarth, sometimes referred to as BAT 1 in retrospect, marked the jumping off point for Scaglione. His keen interest in streamlining may have been apparent with the 1500 Biposto, but it shot into the stratosphere with the trio of design studies based on Alfa Romeo running gear which followed. The series kicked off with the Alfa 1900-based Berlinetta Aerodinamica Tecnica 5 (BAT 5), which broke cover at the 1953 Turin Motor Show. As for why the series started at '5', reputedly the fifth sketch was judged the best.

Contrary to some reports, the car's construction wasn't sponsored by Alfa Romeo, but was a Bertone project, factory backing going only so far as the

TOP TO BOTTOM: wild BAT 5 debuted in 1953; even wilder 1954 BAT 7; slightly more sober 1955 BAT 9



supply of a 1900C donor platform – which the design house paid for. Along with engineer and Bertone lifer, Ezio Cingolani, Scaglione fashioned a study in aerodynamics that perhaps borrowed a little from Giovanni Savonuzzi's trailblazing designs for Cisitalia. Nothing about this design was in the realm of the ordinary, the signature feature being the large rear window with its slim central divide plus, of course, those dramatic rear wings that tapered upwards and ever so slightly inwards. Inside, the dashboard was pure sci-fi whimsy, the one-piece instrument binnacle wrapping around the scuttle and blending into the steering column. Only the alloy-spoked, wood-rim wheel appeared oddly traditional.

This striking one-off was no mere show queen, either: it was fully functional. In an era before wind tunnels existed, Scaglione attached wool threads to the bodywork, the car then being driven on the road at differing speeds and photographed to demonstrate how the aerodynamics were working. The result: a remarkable drag coefficient of 0.23, if you believe the PR spiel from the period. By way of comparison, Ford's Sierra scored 0.34 some three decades later. Contrary

to what was written in so many reports at the time of its unveiling, BAT 5 did have headlights. It's just that they were concealed, moving laterally from inside the bulbous pontoon wings.

As was so often the case with show cars, BAT 5 was sold almost immediately. And the purchaser was... Wacky Arnolt, who bought the Alfa in October 1953 for \$7650. What's more, he used it, racking up around 7000km to 1958 before selling it to a gentleman from Indiana.

Scaglione, meanwhile, was only getting started. BAT 7 was unveiled at the 1954 Turin Motor Show, and was wilder still. *Road & Track* magazine, which had branded BAT 5 as "grotesque" a year earlier, gushed about the newcomer: "The Bertone BAT 7 on an Alfa chassis stole the show. Diversions over the BAT 5 include a low nose, new headlights which hinge upwards and disappear, plus large stabilizer fins. The dorsal fins on BAT 7 curve upwards and then sweep back and up."

Those signature fins were a whole new world of crazy, being perhaps the longest and highest of any car of the 1950s, and that includes products of Detroit. A much more cohesive design than its predecessor, the

Thankfully this amazing trio has been consolidated into one collection - rightly being treated as modern art

“ Those signature fins were a whole new world of crazy, perhaps the highest of any car of the 1950s ”





20TH CENTURY BAT

Bertone's BAT series was revived in spectacular fashion in 2008 at the behest of the American enthusiast and ex-BAT 9 owner, Gary Kaberle. As a teenager in 1963, he had spotted BAT 9 parked outside a car dealership in Michigan and immediately fell in love. For two years he saved all the money he could, eventually succeeding in buying the car with help from his family. He kept BAT 9 for fully 29 years, only being forced to sell to fund cancer treatment for his wife.

Years later, Kaberle asked Bertone if it could create a modern-day BAT, which chief designer David Wilkie wholeheartedly agreed to. The name BAT 11 was chosen as a follow-on in the series and design cues were borrowed from all three previous BAT cars. The base vehicle had to be an Alfa Romeo and the 8C Competizione was the perfect choice. BAT 11 looked resolutely modern but utterly unlike anything else – a beguiling mix of sharp edges and curves described as 'neo-Gothic'. Sadly Bertone's parlous financial situation at the time did nothing to further a planned production run and BAT 11 remained a one-off.

fins were once again there for aerodynamic reasons rather than as mere styling tinsel. Bertone claimed a drag coefficient of a scarcely believable 0.19. Despite having only 100hp, the top speed of 124mph was 15 per cent faster than the donor Alfa 1900.

Inside, it was pure kitsch. A press-button latch to the rear of the front wings released the driver's door which allowed access to the duotone cabin, complete with its Jetsons-meets-Dali wraparound dashboard. A particularly odd feature was the filler cap which was located far back on the rear shelf and disguised by a leather flap. This clearly wasn't a car for smoking in, then.

According to Bertone's own records, BAT 7 was sold on 13 January 1955 for 3,850,000 lire. The buyer? Wacky Arnolt. BAT 7 was even raced at Palm Springs, a CGI rendering of the car appearing in a blink-and-you'll-miss-it cameo in the historically dubious film *Le Mans '66*. This is all the more remarkable as one report likened driving it to having, "all the charm of an overstressed Cessna flying through turbulence". It also went under the knife while on the West Coast, the tailfins being among the casualties of a sad make-under. Fortunately, the car was saved in the 1980s by a Mexican collector who initiated a period-correct restoration.

Then there was BAT 9. Whereas the previous two cars had sent the media into a frenzy, the arrival of the third Alfa 1900-based BAT was that bit more subdued. So much so, some magazines didn't appear to be aware of the car's existence following its debut. This was perhaps in part due to it looking that bit more conventional relative to its predecessors, but also because of the other Bertone offering that was similarly unveiled at the 1955 Turin Motor Show: the Alfa Giulietta Sprint. The same event also saw the release of Pinin Farina's Lancia Florida, which led the media to reach for the purple gush, as well as Ghia's Savonuzzi-penned Gilda 'turbine' car that looked as though it had crash-landed from another planet.

We say 'conventional' but perhaps 'less extreme' is a better way of putting it. Up front, BAT 9's nose was less bulbous, the headlights being exposed rather than hidden (albeit shrouded by Perspex cowlings). The rear fins, too, were markedly less pronounced. The conventional-looking corporate grille appeared much like those found on other contemporary Alfas. Inside, it was much the same, with the instrument binnacle lifted directly from a 1900 production car. Far fewer bold claims were made this time around, too, about its drag coefficient or top speed, for example. There was speculation that Scaglione's more restrained, possibly even constrained, approach anticipated a possible production run, which never materialised.

According to Bertone's threadbare archives, BAT 9 was never actually sold, but it did come into Arnolt's possession. *Road & Track* made it a cover star in its December 1958 issue, too, writing: "The latest and least-radical of Bertone's series of BAT-bodied Alfa Romeos lends support to the idea that aluminium can be formed into any shape whatsoever." The car later ended up being used as an attention-getter outside a Michigan Dodge dealership, from which it was acquired by Gary Kaberle who, decades later, initiated the build of BAT 11 (see panel above).

More than anything, these cars serve as a reminder of Scaglione's artistry. Of prodigious talent and erratic discipline, he would leave Bertone following a spat with Nuccio Bertone at the 1959 Turin Motor Show. As a pen for hire, Scaglione never quite equalled the white-hot intensity of his BAT designs, but among his many freelance efforts was the gorgeous Alfa Tipo 33 Stradale. Sadly, he lost his shirt along with the rest of his wardrobe after sinking his own money into the Intermeccanica brand. He then isolated himself from the design community, succumbing to lung cancer in 1993. Scaglione's passing went largely unsung, but while his virtuosity may not have been hailed during his lifetime, the likes of the BAT cars serve as his gift to the world. 🇮🇹

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The 15 Year Rivalry

When Ferruccio Lamborghini decided to take on Enzo Ferrari, so began one of the most intense rivalries in car lore. Lamborghini signed Bertone up to challenge Pininfarina and Maranello. But who won the 15-year battle? It's time to decide

Story by Chris Rees



Everyone knows the Lamborghini creation myth. How tractor maker Ferruccio Lamborghini owned a string of Ferraris but on expressing his dissatisfaction with certain aspects of the cars and the service he received, was rebuffed by Enzo. How he decided to do better and start his own car-making enterprise.

I use the phrase 'creation myth' advisedly because no one really knows to what extent that spat with Enzo Ferrari actually spurred Ferruccio on. But the fact is that Lamborghini did set up in Sant'Agata Bolognese as Maranello's fiercest competitor.

Competition improves the breed, they say, and that was certainly the case when rivals as passionate as this battled it out for supremacy. For a period of one and half decades, Lamborghini and Ferrari tussled intensely for the title of Italy's most prestigious car maker. The fronts in this war were manifold – engineering, dynamics, marketing – but perhaps the most significant was design: Lamborghini through the agency of Bertone, and Ferrari with Pininfarina.

Battista 'Pinin' Farina and Enzo Ferrari famously met in 1951; each being too proud to travel to the other's home town (Turin and Modena respectively), they met half way in Tortona. The result was an instant friendship and a bond between the two companies that would last well into the 21st century. Battista became a vice-president at Ferrari, followed by his son Sergio also sitting on the Ferrari board.

As for Ferruccio Lamborghini, he initially eschewed the big Italian design houses, instead choosing Franco Scaglione (ex of Bertone) to create his first car, the 350GTV of 1963. Within three years, Lamborghini had beaten a path direct to Bertone for the car that truly put the marque on the map: the Miura.

One thing was common to both Bertone and Pininfarina: an uncanny knack for spotting and nurturing the very best design talent. Bertone's list of design chiefs reads like a who's who of car styling: Franco Scaglione, Giorgetto Giugiaro, Marcello Gandini and Marc Deschamps. In this feature, all but one of the Lamborghinis we've put against Ferraris were designed by Gandini (the exception being the 1980 Athon concept by Marc Deschamps). For its part, Pininfarina picked such stellar talents as Aldo Brovarone, Filippo Sapino, Paolo Martin, Leonardo Fioravanti and Diego Ottina.

Mirroring the Ferrari v Lamborghini battle, Bertone and Pininfarina were just as strong arch-rivals; but they were also highly respectful of one another, being careful not to tread on each other's toes. The Ferrari/Pininfarina and Lamborghini/Bertone split was almost 100% distinct. Bertone did design a few one-off Ferraris, plus one production car, the 1973 Dino 308 GT4. Pininfarina, for its part, never designed a single Lamborghini, very much keeping Sant'Agata at arm's length with the judgement – undoubtedly correct – that its relationship with Enzo was too important to jeopardise.

Any war needs ground rules, so here are ours. We're only comparing Farina's Ferraris and Bertone's Lambos. We're also comparing only cars that were contemporaries, with an effective start date of 1966 (when the Miura debuted) to 1981 (when the Jalpa became the last production Lamborghini designed by Bertone). So who wins the Bertone-versus-Pininfarina, Lamborghini-versus-Ferrari war? Let battle commence...

LAMBORGHINI MIURA VS FERRARI 365 GTB/4 DAYTONA



Ferrari may have been late to the party in terms of adopting the mid-engined format in racing, but it came very close to being a middle pioneer among road cars. Maranello could have stormed the world with its mid-engined 250 LM but that was only ever a marginal road car; its intended role was always racing. Then in 1965, Pininfarina presented the Ferrari 365 P Berlinetta Speciale concept at the Paris Motor Show, which led to the Dino two years later.

In the meantime Lamborghini had marauded Maranello's thunder. One month after the Paris show, at the November 1965 Turin Motor Show, the mid-engined Miura debuted in chassis form. Then in March 1966, the chassis received its set of clothes for the Geneva Show. And what a cloak it was: a shape of exquisite poise, impossibly low to the ground, perhaps the closest a car designer has ever come to a spiritual ecstasy in metal. That it was the work of a fresh-faced newcomer at

Bertone, Marcello Gandini (only 27 years old when he penned it), still seems astonishing.

Ferrari wouldn't launch its own 12-cylinder mid-engined road car for many years. Instead, to parry the threat of the Miura, Maranello's riposte was the 365 GTB/4 'Daytona' of 1968 – a classic V12 front-engined two-seater. The shape was penned by Leonardo Fioravanti, a precocious talent born in the same year as Gandini. While the Daytona was a bold, quasi-brutal reinterpretation of the Ferrari coupe form, it undoubtedly lacked the sheer dramatic force of the Miura.

It's clear which car wins this first skirmish. No matter that the Miura's chassis was underdeveloped and that the car was in many ways even more challenging to drive than the hefty-helmed Daytona. The Lambo's extra-terrestrial shape and the cutting edge of its mid-mounted V12 format make this the most exotic car of the 1960s, and perhaps of all time.

HEAD TO HEAD

	MIURA	DAYTONA
ENGINE:	3929cc V12 (350hp)	4390cc V12 (325hp)
TOP SPEED:	171mph	174mph
0-62MPH:	6.7sec	5.9sec
VALUE TODAY:	£1m-£2.5m	£450k-£650k

WINNER: MIURA 🏆



DINO 246 GT VS LAMBORGHINI URRACO



The 'baby' Dino was advertised at launch as "almost a Ferrari" and it's since become one of the most beloved members of the mid-engined Maranello family. The Dino's shape, first seen in 1967, was created by Aldo Brovarone and finessed by Leonardo Fioravanti. An absolute classic of the Pininfarina school of fluid design, its slippery shape helped the compact racing-derived V6 engine deliver a 140mph-plus top speed, with delicate handling to match.

Lamborghini's riposte was the Urraco, introduced at the Turin Show in 1970. Marcello Gandini's body shape was bluff but

smart, featuring crisp lines and distinctive wraparound rear slats. However its somewhat hunched stance was forced by a 2+2 layout and rather complex construction. The all-new V8 engine was also somewhat compromised by having only one camshaft per bank and toothed rather than chain-driven cambelts.

Both to look at and to drive, the Dino feels more of a true classic, and current values tell you all need to know about which car has won the battle of the heart. It's also our clear choice in the turf war – round two to Ferrari.

HEAD TO HEAD

	DINO 246 GT	URRACO P250
ENGINE:	2418cc V6 (175hp)	2463cc V9 (220hp)
TOP SPEED:	141mph	145mph
0-62MPH:	7.9sec	8.5sec
VALUE TODAY:	£250k-£350k	£70k-£100k

WINNER: DINO 🏆



LAMBORGHINI ESPADA VS FERRARI 365 GT 2+2



Eclipsed they may be by their more exotic sisters, but this pairing of four-seaters was crucial for both companies. Half of all Ferraris made from 1968 to 1971 were 365 GT 2+2s, while the Espada sold 1217 examples from 1968 to 1978 – more than any other Lamborghini up until the Diablo.

The Ferrari arrived first, at the 1967 Paris Show. Following on from the 330 GT 2+2, the 365's shape (by Dino stylist Aldo Brovarone) borrowed from the same designer's 500 Superfast playbook. Underneath, the 365 was both sophisticated (all-independent suspension with Koni self-levelling rear dampers) and luxurious (leather, air con, tape deck). However, as the first Ferrari ever to have power steering, it seemed decadent to purists and *Road & Track* magazine dissed it as "the Queen Mother of Ferraris" (it measured nearly five metres long and

weighed almost 1500kg).

It's hard to imagine a starker contrast to the stately Ferrari than Lamborghini's Espada, launched a few months later in 1968. Stylist Marcello Gandini evolved his astonishing Marzal prototype into a surprisingly practical four-seat production car. The long wheelbase and low roofline gave it an exotic edge – a true family supercar. It also oozed luxury, with air con, power steering and even an automatic gearbox option, justifying its lofty position as the most expensive car on Lambo's price list.

We could have selected the later 365 GT4 2+2 (launched in 1972) as an alternative head-to-head for the Espada – and arguably, its Fioravanti-penned shape was one of Pininfarina's crispest and most successful ever for Ferrari. But even had we done so, the Lambo would still be our winner.

HEAD TO HEAD

	ESPADA	365 GT 2+2
ENGINE:	3929cc V12 (325hp)	4390cc V12 (320hp)
TOP SPEED:	158mph	152mph
0-62MPH:	6.5sec	7.2sec
VALUE TODAY:	£90k-£150k	£130k-£220k

WINNER: ESPADA 🏆



BERTONE LAMBORGHINI v PININFARINA FERRARI



LAMBORGHINI COUNTACH LP400 VS FERRARI 365 GT4 BB

1971 was a hell of a year for the supercar. Not only did Lamborghini reveal its replacement for the Miura, but Ferrari also unveiled its reply, its first-ever mid-engined 12-cylinder road car.

Lamborghini took first blood in March 1971, when the Geneva Motor Show saw the wraps taken off the Countach LP500 prototype. Marcello Gandini's masterful hand shined in an uncompromisingly aggressive but

also very clean shape – a true pioneer of the 1970s wedge genre. The scissor doors were a revelation, as were the trapezoidal rear wheelarches.

Ferrari followed in November 1971 on home soil, where the Turin Show staged the unveiling of the 365 GT4 BB. Fioravanti's hand was every bit as masterful as Gandini's, but the contrast with the Countach was clear: here was a shape of exquisite and understated beauty.

Officially the 'BB' bit meant Berlinetta Boxer, alluding to the new flat-12 engine, but unofficially BB stood for Brigitte Bardot, the reputed muse for the design.

There was never really any doubt that either car would make production, but Ferrari beat its rival to the starting gun, firing up the line at Maranello in 1973 (the Countach, renamed LP400, followed one year later). In these early days of the supercar, both

cars were compromised in the way they drove: for instance, the Countach's awkward driving position and the BB's high centre of gravity.

While the Ferrari got better as it evolved into the 512 BB and beyond, the Countach was systematically adulterated (more's the pity). But in its original LP400 guise, the Lamborghini was – and remains – one of the greatest all-time supercar icons.

HEAD TO HEAD

	COUNTACH LP400	365 GT4 BB
ENGINE:	3929cc V12 (385hp)	4390cc flat-12 (360hp)
TOP SPEED:	180mph	175mph
0-62MPH:	5.9sec	5.6sec
VALUE TODAY:	£350k-£450k	£270k-£370k
WINNER: COUNTACH 🏆		



LAMBORGHINI JARAMA VS FERRARI 365 GTC/4



We have to say it: neither of these 2+2 GTs is the finest hour in their respective marque histories. Lamborghini's Jarama, launched in 1970, was another Gandini-penned slice of crispness but it always looked rather heavy, with uncomfortably long overhangs.

It was also pretty heavy in reality, but nevertheless its potent V12 engine made it one of the quickest cars of its day. That failed to convince many customers, though: just 176 Jaramas were delivered in six years.

Despite a lifespan that lasted

only from 1971 to 1972, Ferrari's 365 GTC/4 outsold the Jarama three-fold. The only car in our battle designed by Filippo Sapino (during his brief two-year spell at Pininfarina), the GTC/4 perhaps looked a little gawky. Under the skin, it was very similar to the Daytona but had such luxuries as

power steering and, in the US, standard air con.

The winner by the shortest of heads here is the Ferrari, which looks nicer, sold more strongly and has a higher value as a classic today. The fact that it pretty much drives like a Daytona is the clincher.



HEAD TO HEAD

	JARAMA	365 GTC/4
ENGINE:	3929cc V12 (350hp)	4390cc V12 (320hp)
TOP SPEED:	155mph	152mph
0-62MPH:	7.2sec	7.3sec
VALUE TODAY:	£90k-£120k	£170k-£260k

WINNER: 365 GTC/4 🏆



FERRARI 308 GTB VS LAMBORGHINI JALPA



The 308 was born in 1973 with – shock horror! – a Bertone body. The Dino GT4 was, in the scheme of things, an aberration, if a likeable one, but its angular styling was always eclipsed by the 308 GTB that arrived two years later. Fioravanti's two-seater iteration of the Dino 246 replacement was as balanced and poised as Bertone's GT4 was ungainly – helped by its chassis being 8.3 inches shorter. It remains one of the most instantly recognisable and widely admired Ferrari designs.

With its superb V8 engine, it's good (if not great) to drive, but without a doubt the 308 deserves its classic status: its perfectly poised curves flow over a fine-boned thoroughbred structure.

Gandini's update of his own Urraco/Silhouette was the Jalpa of 1981. If the 308 was the

perfect distillation of 1970s design, the Jalpa was the equivalent for the 1980s: bold, brash and perhaps a touch tacky with its squared-off wheelarches, bristling musculature and occasionally an oversized rear wing. In many ways, the Jalpa was the high water mark of Lamborghini's flirtation with V8s, its 3.5 litres and 255hp making it one of the greats of its era.

Ultimately, these cars are chalk and cheese: masculine versus feminine; gutsy versus high-revving; burly versus delicate (for the avoidance of doubt, the former adjectives apply to the Lambo, the latter to the Ferrari). Small wonder that the 308 family massively outsold the Jalpa in period (only 420 Jalpas were made, just 25 being RHD). Small wonder, too, that the 308 carries the day in this head-to-head.

HEAD TO HEAD

	308 GTB	JALPA
ENGINE:	2927cc V8 (205hp)	3485cc V8 (255hp)
TOP SPEED:	145mph	145mph
0-62MPH:	7.3sec	6.2sec
VALUE TODAY:	£50k-£90k	£50k-£90

WINNER: 308 GTB 🏆



CONCEPTS: LAMBO MARZAL VS FERRARI MODULO

When Princess Grace inserted herself into the silver-trimmed cabin of the Marzal at the 1967 Monaco GP, everyone's jaw slackened. Marcello Gandini had done the impossible: make a four-seater truly exotic. Glazed gullwing doors lent it an extravagant air. While Ferruccio Lamborghini reputedly didn't like it – especially those doors – even he saw its potential and it was repurposed as the Espada in production.

It was Pininfarina's Paolo Martin who conceived the Ferrari 512S-based Modulo, which made just as big a splash at the 1970 Geneva Motor Show. In so many ways, it could be decried as a dead-end – the rigidly symmetrical profile, enclosed wheels and forward-hinging canopy were pure fripperies – but as a pure statement of style at the start of a new decade, no other car was so bold. We just can't make up our minds which of this pair had the greater impact.



WINNER: DEAD HEAT 🏆

CONCEPTS: LAMBO BRAVO VS FERRARI CR 25

The 1974 Turin Motor Show fast approaching, both Bertone and Pininfarina, each on a delirious design high, needed bold new concept cars. Bertone's Marcello Gandini came up with the Bravo, a wedge-shaped concoction of angled wheelarches, wraparound glasshouse and louvres aplenty. At one stage it could have become a 'Baby Countach'. In contrast, Aldo Brovarone of Pininfarina created the Cr 25 with the singular goal of making it the most aerodynamic four-seater ever. It was the first car ever developed in the Farina's new wind tunnel around (supposedly) a Ferrari flat-12 engine, but its bland – dare one say General Motors-esque? – looks lacked a sense of drama.



WINNER: BRAVO 🏆

CONCEPTS: LAMBORGHINI ATHON VS FERRARI PININ



Both these cars debuted in 1980. The Athon was styled by Bertone's Marc Deschamps after he succeeded Gandini as design head: a pure, roofless wedge with an asymmetrical rear deck and a digital dashboard. It didn't really break new ground, though, whereas Pininfarina's Ferrari Pinin four-door certainly did. Penned by Leonardo Fioravanti (with input from Diego Ottina), its clean lines and seamless glasshouse almost made it a production proposition – but Enzo Ferrari declined to follow the four-door route.



WINNER: PININ 🏆



VERDICT

Fifteen intense years of rivalry: Bertone versus Pininfarina, Lamborghini versus Ferrari. So who wins? Each round of our inter-brand contest has been closely fought between fierce rivals. On the Ferrari/Pininfarina side are such stellar icons as the Dino and 308 GTB. Lining up for Lamborghini and Bertone are the likes of the Miura, Espada and Countach.

On a strict count of rounds, the result is a dead heat. Ferrari and Pininfarina have

three winners; so do Lamborghini and Bertone. Introducing our concept car match-ups has not helped us to resolve the matter, either. Ultimately the swing comes down to whether the Lamborghini Marzal or Ferrari Modulo is better. We can't decide – can you?

One thing, though, we will say. Pininfarina definitely enjoyed the last laugh, historically speaking. While Bertone's fruitful fling with Sant'Agata was all but over by the start of

the 1980s – Lamborghini hired Gandini direct after then – Pininfarina continued to enjoy a wonderfully symbiotic relationship with Ferrari for many decades. Some of its most striking Prancing Horse designs occurred after our nominal 1980 cut-off point, including the Testarossa, F40, 550 Maranello and F355. Indeed, the glorious era of collaboration didn't end until 2012, when the Prancing Horse finally took its design entirely in-house. 🇮🇹

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CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

12 in 12 Rally

Tackling 12 mountain passes – and more – in an Abarth 595

Images by Chris Rees/Joost Karstens/Frank Vink



Ever since I got my Alfa SZ, I've been thinking of a good excuse to drive it to Italy. Then the 12in12 event pinged into my inbox: an incredible-sounding epic over 12 Alpine passes in the north-west of Italy in just 12 hours. Perfect – sign me up!

Then of course Covid got in the way and actually being able to drive to Italy looked increasingly tricky. Cue Plan B: fly over and borrow a car. Courtesy of Abarth HQ, an

Abarth 595 esseesse was hastily rustled up for me to pilot. Grazie, Abarth!

In the event, '12in12' turned into '21in12'. The organiser, Tony Calo – known to the people of this parish as the passionate custodian of the Michelotti Pura (as featured in *Auto Italia* way back in October 2002) – had decided to add an extra nine passes to the mix. What was already a marathon turned into a challenge worthy of Iron Man. The total distance was in excess of 300

miles and to make things even more challenging, there was no official route, just a list of passes numbered on a small-scale map – it was entirely up to you to locate a route through it all.

This was an event 100% focused on driving, with zero time for coffee stops or sight-seeing. Perhaps the best aspect for me was that the route passed over so many little-known cols. Forget the over-subscribed Stelvio, the 12in12 took in lots of comparably



high passes but with next to no traffic on them. I'll keep a bit of mystery about the precise route just in case it's ever used again, but the highlights for me were the sublime Valcovera, the 2370-metre high Esischie and the Colle della Lombarda, the run up to which was used as a hillclimb from 1925 to 1961.

Participant numbers were strictly limited and competitors were attracted from all over Europe, including the UK (two Minis, an MGB GT V8 and a Triumph TR) and Denmark (Triumph TR). Among the Italian-made cars participating were two local Lancias (a Fulvia 1.3 Coupe and a Delta integrale driven by a rally professional, Beppe Sarotto), an Alfa Romeo GTV 916 V6 from Belgium and an Alfa Romeo 2000 from the Netherlands.

'My' Abarth 595 was the only new car – sorry, everyone – but I have to say it proved perfect for the role. While some of the carb-fed cars really struggled with the high altitudes (fouled plugs were a common complaint), the esseesse never missed a beat. Its 180hp slug of power was ideal to fire the car out of hairpin bends, even if first gear



was often required on the tightest ones to avoid bogging down at low revs.

The esseesse's Koni FSD suspension gave it a very effective cornering attitude, flat and planted, aided by the mechanical limited slip differential, which eliminated torque steer when powering hard out of sharp corners, of which there were hundreds on this trip. The Sabelt carbon seats were fantastically supportive through the bends, too. I had huge fun following a competitor in a Mazda MX-5, which may have been more agile in the corners but was certainly not as fast as the Abarth overall in the hills.

No qualms either about the esseesse's brakes: mighty 305mm Brembo ventilated discs offered bite aplenty and zero fade on the downhill zig-zags. Perhaps the most satisfying aspect of the Abarth adventure was listening to the sound of the carbon-tipped Akrapovic exhaust bouncing off the sides of the gorges, crackling keenly on every upshift.

We didn't win. An 'ingenious' shortcut that we'd spotted on the map turned out to be an



un-navigable hikers' path, which lost us maybe 30 minutes and meant we didn't complete the full 21 passes on the list, merely 18. Of the cars that completed 18, though, we were the quickest.

Pleasingly, all three top slots overall were taken by Italian cars. In first place were Bruno and Erik in an Alfa Romeo GTV 3.0 V6, followed by its spiritual forebear, the GTV 2000 (of Frank and Joost) in second. In third came Giorgio and Barbara in their Lancia Fulvia 1.3, despite losing a wheel en route due to loose hub nuts.

Gruelling it may have been but this was a truly magnificent event for pure drivers. It was made all the more special by the attendance of a few Italian 'celebrities' at a gala dinner the night before, including designer Enrico Fumia, F1 engineer Giorgio Stirano and the creator of the Effeuffe Berlinetta sports car, Leonardo Frigerio.

The event will be recurring in 2021, probably on more than one date, and possibly including an international element – for more information, visit 12in12en.mystrikingly.com



RESULT

- 1st Alfa Romeo GTV 916 V6 (Bruno & Erik)
- 2nd Alfa Romeo GTV 2000 (Frank & Joost)
- 3rd Lancia Fulvia 1.3 (Giorgio & Barbara)

SALON PRIVÉ

Italian delights and debuts in the grounds of Blenheim

Story by Chris Rees
Images by Leigh Jones



September's Salon Privé in the aristocratic grounds of Blenheim Palace confounded the odds stacked against live events this year by attracting sell-out crowds, while the main Concours d'Elégance welcomed a record number of entries.

Concours day was on Wednesday, when the top three places were announced – and all three went to Italian cars. Best of Show was an ex-Scuderia Ferrari Alfa Romeo 8C 2300 Monza Spider by Zagato. This was raced in period by Tazio Nuvolari, winning the Coppa Principe di Piemonte in July 1932 and racing in the Klausenrennen hillclimb the same year. The car remains in its full Monza configuration and looked absolutely stunning on the day, and owner Ian Livingstone was clearly delighted with his trophy.

Runner-up was the famous Ferrari 166MM Touring Barchetta that won the 1949 Mille Miglia in the hands of Clemente Biondetti and Ettore Salani, and then the Le Mans 24 Hours in 1949 driven by Lord Selsdon and Luigi Chinetti – the only car ever to have won both these events in the same year.

Two other very early Ferraris were also on show: a 1948 166 Inter Coupe by Touring and a 1952 Vignale-bodied 212/225 Export. However, third place overall in the Concours went to a rare right-hand drive 1964 Ferrari 250 GT Lusso. One further Italian class win was a superb Barkaways-restored 1973 Dino 246 GTS.

This year saw a brand-new 'Milestones of Endurance Racing' class, split into pre- and post-1985 cars. Two ex-works Alfa Romeo 33s starred in the earlier class – a 1972

Tipo 33 TT3 and a 1974 Tipo 33 TT12. It was the TT12 that eventually took concours honours. This car made its racing debut at the 1974 Monza 1000km, with Arturo Merzario and Mario Andretti taking victory, followed by four victories in 1975 (at Dijon, Monza, Enna and the Nürburgring) as Alfa Romeo dominated the World Championship. Merzario and Vaccarella also won the Targa Florio in this car.

The post-1985 class featured a Prodrive-built Ferrari 550 Maranello racer. Chassis 03 is a five-time veteran of the Le Mans 24 Hours, where it finished ninth overall and third in class in 2004 in the hands of Darren Turner, Rickard Rydell and Colin McRae.

Another brand new award this year was the Churchill Cup, given for the 'Most Exceptional Design'. Named in honour of Winston



Alfa 8C Garavini



Engler Superquad



Churchill, who was born at Blenheim Palace, the competition was judged by some of the world's most respected car designers, including Marek Reichman (Aston Martin), Stefan Sielaff (Bentley), Russell Carr (Lotus), Louis de Fabribeckers (Touring Superleggera) and Julian Thompson (Jaguar).

The eventual winner was a 1933 Lancia Astura Pinin Farina Cabriolet 'Bocca', styled by Mario Revelli di Beaumont for the Lancia dealer, Ernesto Bocca. Its sweeping wings, sculpted tail, superb proportions and beautifully detailed interior all captured the imagination of the judges, who also gave it the 'Most Elegant' award.

A special class celebrating 110 Years of Alfa Romeo attracted some very fine cars, included three 6C 2500SS Cabriolets with bodywork by Touring Superleggera (1942), Garavini (1943) and Farina (1948). However, the best of the Alfas was of course that superb 1931 Alfa Romeo 8C 2300 Spider Zagato.

The Passione Corsa award was won by the legendary ex-Equipe Nationale Belge Ferrari 500 TRC, which raced to class victory at Le Mans in 1957. This rare racer has been campaigned in historic events in recent years by David Cottingham.

Friday was dedicated to the Salon Privé Masters, a celebration of supercar evolution from the 1960s to the current day. Italian highlights included a Lamborghini Miura, De Tomaso Pantera, Lamborghini Countach 5000S, Ferrari F40, Ferrari 288 GTO and Ferrari F50.

The 'Classics of the Future' class featured the Ferrari F12tdf launch event car, as driven by Sebastian Vettel and Kimi Räikkönen. However, the class was won by two other Italian icons: a Ferrari F40 (Pre-2000) and a Pagani Zonda Roadster F (Post-2000).

The final day, Saturday, was Classic & Supercar day, which saw over 1100 cars take part in a procession around the Blenheim grounds. Many of these belonged to members of the UK Ferrari Owners' Club.

The Club Trophy was awarded to a 1972 Lamborghini Miura SV that had been bought brand new by musician Rod Stewart. Its cabin features that ultimate 1970s accessory, a cassette recorder, so that Rod could commit his song ideas to tape on the move.

There were also Club trophies for individual makes. The Ferrari Manufacturer's Trophy went to a 1997 F355 Spider and the Secretary's Trophy to a 1961 250 GTE. As for Lamborghini, the winners were the aforementioned Miura SV and a 1985 Countach. Maserati awards went to a 1961 3500GT and a 1972 Indy.

Plenty of spectacle was to be seen on dealer stands, too. For instance, Simon Furlonger's stand featured the first ever right-hand drive UK-registered Lamborghini Miura in resplendent red, plus a trio of



Lancia Astura 'Bocca'



Ferrari 166MM



Ferrari 500 TRC



Ferrari Roma

Colombo V12-engined Ferraris (a 1963 Ferrari 250 Lusso, 1967 Ferrari 275 GTB/4 and 1971 Ferrari 365 GTB/4).

NEW CAR DEBUTS

In the absence of international car shows, Blenheim attracted dozens of new car debuts, many of the most significant being Italian. Touring Superleggera gave its world debut to the Aero3, a 'streamliner' inspired by the celebrated Touring-bodied Alfa Romeo 8C 2900 Le Mans Berlinetta, but based on the 6262cc V12-powered Ferrari F12 (pictured below). Only 15 will be built. You can read more about this fascinating newcomer on page six of this issue.

Italian coachbuilder Ares Design also brought along three cars never seen in Britain before. Its new supercar, the S1 (pic bottom right), features carbonfibre bodywork and a 715hp V8 engine. The S1 goes into production next year in a limited run of 24 cars. Ares also showed its Bentley Mulsanne Coupe and De Tomaso-inspired Panther ProgettoUno, based on Ferrari mechanicals.

Another Ferrari-based retro project was the MAT (Manifattura Automobili Torino) Stratos, a modern-day homage to the fabled road/rally car of the 1970s, in a strident shade of blue (pic bottom left). Uniquely, it featured right-hand drive and manual transmission. MAT is also the manufacturer of the all-electric Aspark Owl hypercar, which looked stunning on the lawn at Blenheim.

A tuned Lamborghini V10 engine underpinned the extraordinary Engler Superquad. This 1100hp weighs just 1100kg and is driven by handlebars – with great care, one might imagine...

On Lamborghini's stand was a Huracán EVO RWD Spyder, plus an Aventador and Urus in bright green. Ferrari brought along plenty of examples of its new Roma for test drives, as well as displaying newcomers such as the SF90 Stradale, 812 GTS and F8 Spider.



SELECTED AWARD WINNERS

<i>Best of Show - 1st</i>	1931 Alfa Romeo 8C 2300 Zagato Spider
<i>Best of Show - 2nd</i>	1949 Ferrari 166 MM Touring Barchetta
<i>Best of Show - 3rd</i>	1964 Ferrari 250 GT Lusso
<i>Churchill Cup</i>	1936 Lancia Astura Pinin Farina 'Bocca' Cabriolet
<i>Post-War Sports Racers</i>	1949 Ferrari 166MM Touring Barchetta
<i>Post-War Touring (Open)</i>	1973 Dino 246 GTS
<i>Passione Ferrari</i>	1964 Ferrari 250 GT Lusso
<i>110 years of Alfa Romeo</i>	1931 Alfa Romeo 8C 2300 Zagato Spider
<i>Milestones of Endurance Racing (12-cyl)</i>	1974 Alfa Romeo Tipo 33 TT12
<i>Classics of the Future (Pre-2000)</i>	1991 Ferrari F40
<i>Classics of the Future (Post-2000)</i>	2006 Pagani Zonda Roadster F
<i>Most Elegant</i>	1936 Lancia Astura Pinin Farina 'Bocca' Cabriolet
<i>Spirit Award</i>	1933 Alfa Romeo 8C 2300 Cabriolet
<i>Coup de Coeur</i>	1943 Alfa Romeo 6C 2500 Cabriolet
<i>Best Interior</i>	1951 Ferrari 212 Export Vignale Barchetta
<i>Passione Corsa</i>	1957 Ferrari 500 TRC
<i>Most Iconic</i>	1970 Lamborghini Miura P400S



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Italian Wheels & Wings

Italian vehicles mixed it with classic aircraft at Cosford in September

Report by Tony Skipper
Images by Colin Rear/Paul Hanmore



Organised by the Italian Auto Moto Club, Italian vehicles of all kinds were invited to the Italian Wheels & Wings day at the RAF Museum Cosford, near Telford, in an aviation-flavoured setting. Leading up to the event, the organisers decided that numbers had to be limited, and one week before it

took place, bookings were already full.

Arriving at Cosford, the large hangars loomed large, as did the aircraft, and a long line of assorted Italian vehicles waited to be checked in to comply with track and trace rules. From opening time at 10am, the venue was swamped with a wide array of iconic Italian machinery, from classics to

moderns to exotics. In the absence of Joe Public, enthusiasts were able to make and re-make acquaintances and friendships kept 'on hold' during this exceptional year. 'The right crowd and no crowding' was achieved with the best of socially distanced harmony.

Parking was well run, with marshals





directing the different groups to their locations. A good number of the Abarth Owners Club had pre-booked and I was soon parked up among the Abarths, which seemed to outnumber other makes early on. Having a look around, it was stunning to see so many Italian marques present – it seemed that every Italian automobile manufacturer was represented. I counted 74 Abarths and 76 Alfa Romeos, plus rows and rows of Ferraris, some of which I had never seen in the metal before. Lancias and Lamborghinis rounded out the marques present.

Organiser Paul Hanmore did a count at the

event's height and declared that there were 228 cars present; but if you were to add in some early departures, we reckon probably around 250 cars attended the event during the day – a great total.

The turnout of scooters and motorcycles was another bonus, as was the sun coming out after a cool start to the day. Having an event at a live museum has many extra benefits, such as clean toilets and a café. As the afternoon went on, clubs had the chance to move around the site and get some great photos under the wings of the planes. The superb collection of military aircraft and artefacts was available for all to

see, a truly mouth-opening experience – all I kept saying was 'wow'.

I must say, I had one of the best days I have ever had at a show. Being an ex-pilot, I was in my element around aircraft but when mixing in all things Italian, the event was heaven for me. A big thank you goes to the Italian Auto Moto Club for pulling this off.

At the end of the day, departures were invariably effected with cheerful waves, and in keeping with the 80th anniversary of the Battle of Britain, hopes of 'we'll meet again' were expressed. Let's hope we can come back again to Cosford next year with an even bigger event.



Concours of Elegance

Hampton Court hosted one of the most impressive concours events of recent years, with some exceptional Italian machinery on show

Report by Chris Rees

Images by Tim Scott/Peter Collins/Chris Rees



This is quite some claim: “The greatest selection of collector cars ever seen at a UK event”. But in what’s been a very challenging year, the Hampton Court Concours of Elegance did indeed pull off something remarkable. The main concours competition saw an exceptionally high standard of cars, while a further 1000 or so other cars were present in the grounds of Hampton Court Palace for the weekend.

The concours was undoubtedly the

biggest draw and Italian cars had major success in the awards. Never let it be said that Fiat is a manufacturer without prestige. The Fiat Type 24/32, introduced in 1903, was both expensive and advanced, using a mighty 6.9-litre four-cylinder T-head engine. One of only five survivors, the 24/32 on display deservedly won the Pre-1915 concours award.

The 1920s award went to another Italian, a 1929 Alfa Romeo 6C 1750, one of the 52 Super Sports built on the third-series 6C 1750

chassis. The example on show was driven to victory in the 1929 Mille Miglia by Giuseppe Campari and Giulio Ramponi, and today is one of the most original Alfa survivors of its era. For more on this amazing car, see the feature in *Auto Italia* September 2014.

There was plenty of concours success for Ferraris. The 1960s class was taken by a 1965 Ferrari 275 GTB Competizione Clienti. With its lightweight aluminium body and huge 140-litre fuel tank, it was an endurance racing specialist. Only 10 examples were

made, the one here (chassis 07407) being built in 1965 with high-lift camshafts and six carburetors, producing around 300hp. Meanwhile, the Post-1970s concours class went to a superb 1970 Ferrari 365 GTB/4 Daytona in a very rare purple colour.

Ferraris were a real highlight of the event elsewhere, notably in the special Ford vs Ferrari display right at the front of Henry VIII's Fountain Gardens. This paid homage to such Le Mans greats as the Ferrari 250 LM, 365 P2 and 250 GTO. The GTO (chassis 3387GT) was only the second ever produced, and a factory test car. This 1962 example is also the only GTO to have a riveted rear spoiler. It raced at the 12 Hours of Sebring where it finished first in class and second overall in the hands of Phil Hill and Olivier Gendebien, then competed at Le Mans, Nassau and Daytona. It looks sensational today, having been restored by Joe Macari.

The rarely seen example of the Ferrari 275 P2 on display (chassis 0828) won the Targa Florio and 1000km Nürburgring in 1965, racing for the Ferrari factory team. It was later converted to 365 P2 configuration, which is how it was presented at Hampton Court.

It was also great to see another spectacular yellow Ferrari, the second-to-last Ferrari 250LM ever built (chassis 6313), sold to the Ecurie Francorchamps racing team. Its best result was second place at the Le Mans 24 Hours, piloted by Pierre Dumay and Gustave Gosselin.

Another superb Ferrari on show was a 250 GT by Carrozzeria Ellena, the 17th of only 50 built. We also loved the 1972 Maserati Ghibli SS Spyder, one of only four made in right-hand drive, and recently restored by McGrath Maserati. Meanwhile, a special display of 'Future Classics' included a spectacular racing Ferrari 575M.

A great Formula 1 display celebrated 70 years of F1, including two Italian icons. The 1954 Maserati 250F, chassis 2516, was most famously driven by Jean Behra, who won at Pau and Bordeaux, and took a podium at the Syracuse Grand Prix. Equally striking was the 1967 Ferrari 312/67, chassis 0007, whose 412hp 3.0-litre V12 is a true work of art. The last of four made in 1967, it scored three third places in the hands of Chris Amon. These days, it regularly competes in historic racing at Monaco and the Goodwood Festival of Speed.

A charming new addition for 2020 was the Junior Concours, celebrating half-scale pedal, electric and petrol-powered cars of all ages. Parents and children took on the roles of works drivers and mechanics. Among the tiny replicas on show were a Lancia D24 and a Ferrari 250 GTO.

Out in the gardens, we were particular taken with a Bertone-bodied Jaguar XK150 S. Fresh from an amazing restoration, Daniel Donovan's car is the only known survivor of



CLOCKWISE FROM TOP: Fiat 24/32; V12 on show in Ferrari 312 GP; Alfa Romeo 6C 1750; Maserati 250F; Ferrari 365 P2; purple Daytona



CLOCKWISE: Bertone Jaguar XKE; Zagato Porsche; £3.2m Miura; Ferrari 250 GT Ellena; Ferrari 275 GTB Competizione Clienti; Ferrari 250 LM



three XK150s rebodied by Bertone and is, we believe, the very first Jaguar to wear 'XKE' badging. The beautifully elegant styling was by Franco Scaglione.

Another exciting sighting was the 'new' Zagato-bodied Porsche 356, one of the Milanese coachbuilder's 'Sanction Lost' programme cars. Ercole Spada designed the Porsche coupe back in 1959 but it was never made; today it's being recreated by Zagato in a strict run of just nine examples.

Amazing showcases from Joe Macari and



Fiskens included some exceptional Ferraris and Lamborghinis, as well as a super-rare Bizzarrini. Car clubs formed a big part of the event, too, while there was even a 'Car Park Award' for cars parked outside the event, Saturday's winner being an Iso Grifo.

Gooding & Company also hosted its first ever sale outside the USA, in the Tudor Courtyard. The Gooding 'Passion of a Lifetime' sale was a special one indeed, featuring 15 cars from a single collection. Alongside three very significant Bugattis were a 1961 Aston



Martin DB4GT Zagato, 1971 Lamborghini Miura P400SV Speciale, 1965 Lamborghini 350GT, 1959 Lancia Flaminia 2500 Sport, 1955 Lancia Aurelia B24S Spider America and 1924 Lancia Lambda Torpédo. Several cars set new world auction records, the top one being the Bugatti Type 59 Sports (£9,535,000), while the £3,207,000 achieved for the Miura was also a new record. The Aurelia Spider went for £709,400, while the Lambda fetched £391,000 and the Flaminia Sport £310,500.





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HSCC & HRDC Racing

Within five days of the easing of lockdown restrictions in Britain, racers were champing at the bit to take to the track again. We report from two classic race events

Report & images by Peter Collins and Michael Ward



TOP PIC: Miura splashes through Copse; BOTTOM LEFT & RIGHT: Richard Wilson's Ferrari 246 Dino
BOTTOM MIDDLE: Martin Halusa's Maserati 250F

HSCC SUPERPRIX

Motor Sport Vision decided to host the HSCC Superprix on the first weekend after the lifting of Covid restrictions at Brands Hatch and followed this up with more historic competition later in August, courtesy of the Masters organisation. Such was the pent-up enthusiasm amongst owners and drivers that the HGPCA Historic Grand Prix Cars entry was

impressive, including no fewer than seven cars with Italian connections.

Perhaps the most important, certainly historically, was Martin Halusa's Maserati 250F, the only original car out of the three entered. The other two were Cameron Millar 'continuations', although there is nothing to be snobby about as they were constructed using a lot of original parts sourced by Cameron over many years,

mainly through Scuderia Centro Sud. The cars themselves have now seen upwards of 30 years of track history.

Klaus Lehr piloted CM5 well to finish as first the 250F in tenth place, against a hoard of Lotus and Cooper rear-engined opposition. Into 14th place came CM7 in the hands of Elliott Hann, followed by Halusa's chassis 2521. This car has had a fascinating history, one that is perhaps typically Maserati. It was



built new for the 1956 season as a factory car, painted red, for works driver Jean Behra. It started with two South American races in January and February, when the car carried chassis plate 2518. By May of that year it had become chassis number 2521, the chassis number it has carried ever since.

Behra took it to four Grand Prix third places before it was sold to erstwhile private entrant Bruce Halford for the 1957 season, then passing on to Andre Testut in 1958. It was then entered by Team Monte Carlo Auto Sport, whose colours were white with a red stripe, as the car is seen today. It was driven in the Monaco GP by Louis Chiron in one of his last races. Meanwhile it also starred in a film called *An Angel on Wheels* with Jean-Paul Belmondo and Romy Schneider who, bizarrely, rode on the tail of the car during the final scenes, with Belmondo driving it from Monaco to Nice Airport for her to catch a plane!

Back at Brands Hatch in the 21st century, the fastest Italian car in the race was Richard Wilson in his Dino 246 chassis BR01, which he conducted with great verve and was superb to watch exiting Hawthorns and powering down towards Westfield. The Dino was five seconds faster than any of its Modenese rivals in qualifying.

Italian-powered Coopers were present, too. The Alfa Romeo-engined T56/59 was driven by Geoff Underwood. Maserati power was installed in two T51s driven by Stephan Jobst and Steve Hart, who need no introduction to friends of the Trident. These Cooper Maserats were built in the Surbiton works in 1960 for Mimo Dei, boss of Scuderia Centro Sud. These were hybrids with Italian power as the standard unit would have been a Climax engine; but in Italy, entrants were looking for affordable home-grown units. With the two CM 250Fs and these two Coopers, Centro Sud surely never suspected in period that they would be partially responsible for four cars on a 21st century historic grid at Brands Hatch.

It was good to see two Alfa GTAs in the Pre-1966 Touring Cars event. Despite the fact that they suffer from weight and a lack of ultimate power compared to the highly developed Lotus Cortinas at the front of the field, Smith and Lawley took theirs to 11th overall at the end of the hour-long endurance event, whilst Neil Merry suffered a very short race in his example.

HRDC CLASSIC ALFA CHAMPIONSHIP

In the meantime, the HRDC managed to run a complete six-race meeting including Classic Alfa Romeo races at Lydden Hill in mid-September, with a total entry of more than 60 cars. Deft packaging of the track time gave all participants free practice, qualifying and two races each. This made for a very enjoyable day out for both participants and





spectators at the exciting little track. With very few incidents and virtually no hanging around, the action was pretty much continuous, except for a short lunch break.

The Alfa Romeo races provided plenty of action, including Simon Hampton bringing all proceedings to a premature halt in qualifying when his oil filter came loose and the liquid reached his tyres, sending him off track. After a quick rearrangement of the schedule, the oil was cleared up during lunch

and Simon's Alfetta was restored to full health. Result: very little inconvenience experienced by anyone – especially not Simon, as he managed to finish ninth and sixth in the two Alfa races.

Winner of both, though, was the immaculate GT Junior Bertone of Richard Merrell, which he drove quickly and smoothly. For me, the noise of the twin-cam as he accelerated down the start-finish straight made the whole visit worthwhile.

Second places were taken by Chris Snowdon in the Alfetta GTV 2000, built in period to European Touring Car regulations. Another of these cars, with bodywork to Autodelta works 1975 rally specification, was driven by Jeff Byloos. In addition, Chris Whelan pedalled his Napolina Alfasud Ti quickly round the tight little circuit, almost as a remembrance to Jon Dooley, the ex-BTCC Alfa Romeo driver who sadly died just before the event.



BELOW: Richard Melvin's Group 2 Alfetta driven well by Chris Snowdon evoking wonderful TT memories



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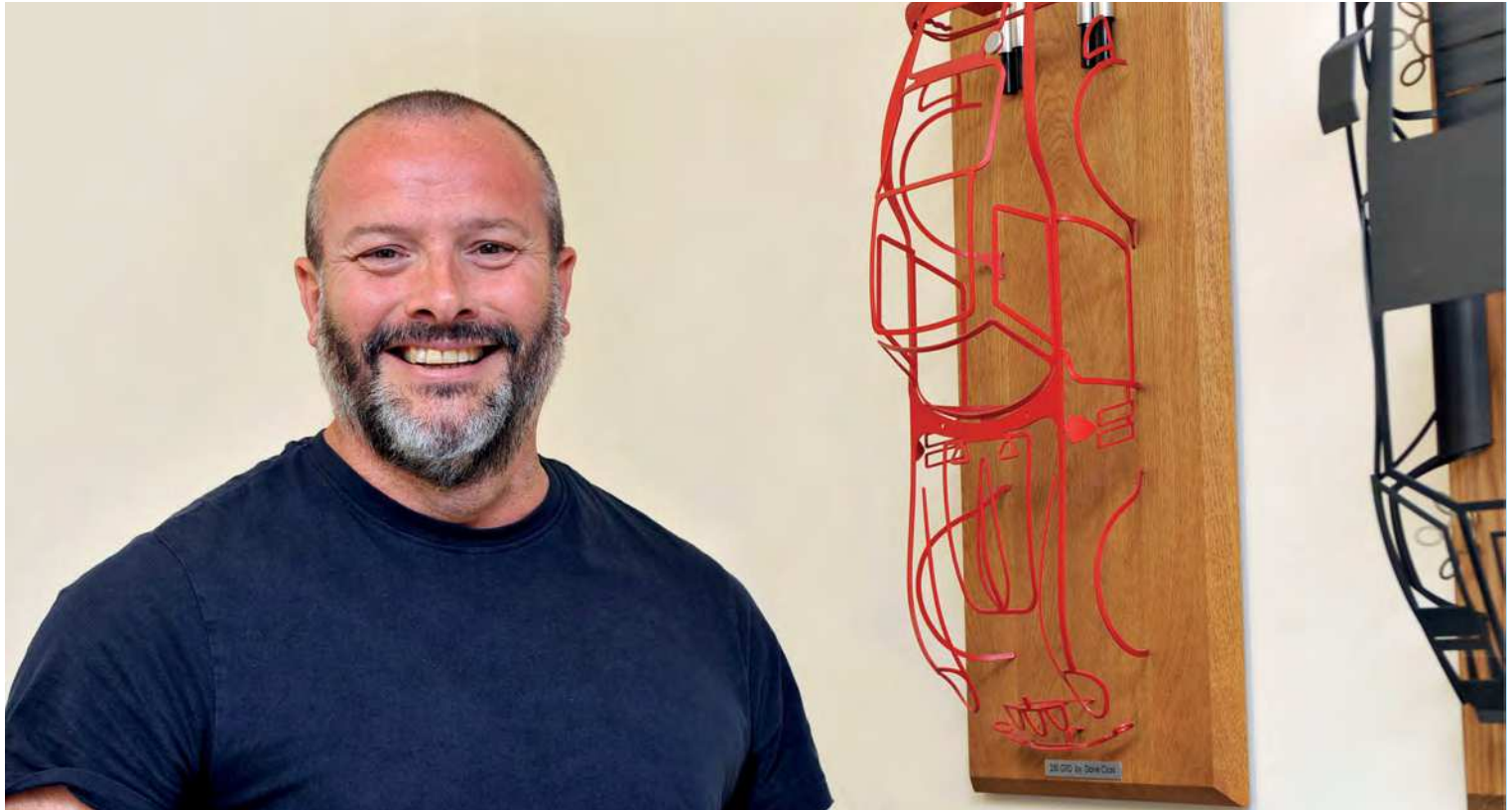
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DAVE CLARK DESIGNS

Interview by Chris Rees
Photography by Michael Ward



What's your background?
I started as an apprentice toolmaker, then moved into product design. I've always been arty farty, so 10 years ago with absolutely nothing behind me, I started to work for myself making furniture.

You're obviously a big car guy.
Yeah, massive. I'm a Ferrari

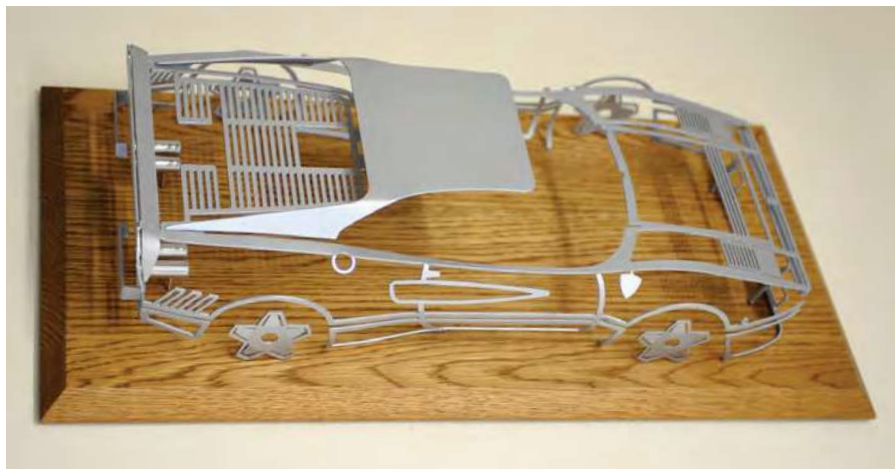
fan through and through. I fell in love with the 308 as a Magnum fan at 10 years old. I sold a house to buy one! I'm now on my fifth Alfa - 156, two Giuliettas and two Julias.

We can see film memorabilia all over your office. What's the story?
I also design action vehicles for films. I did

Terminator a couple of years ago. Last year we tore seven Testarossas apart to modify for a film called *Infinite*. We built seven up for various different scenes with racing cages, LS3 engines and Porsche Boxster gearboxes. When my last film finished, I moved into this new unit in Bedfordshire and decided

to concentrate on sculptures.

How did the sculptures come about?
Pure fluke! A customer asked if I could do anything with a Ferrari F430 wheel and a Gallardo clutch, so I turned the clutch into a clock and the wheel into a bar stool. Then I started making outlines of cars. A



COMPANY PROFILE



Ferrari 458 racer then asked whether I could do a more three-dimensional sculpture of his car. That was in 2012.

What's the process?

Everything starts on a 3D CAD programme. I'm interpreting each car design, trying to grab the essence of it, the key lines, so you can look at it and

say, oh yeah, that's a Countach.

Some cars are really simple – two or three bits of metal sum up the whole car – but others are more complicated. An F40 has a lot of flat surfaces, but a fabulous 250 GTO is all curves. I try and highlight the tops of the panels where the light reflects off. The idea is that your eye

then fills in the gaps.

Everything is done here at our Bedfordshire workshop. My colleague Paul formats the steel sheets, each one hand-formed through rollers – proper artisan techniques. We're very anal because we work to thousandths of an inch tolerances.

Is there a particular car you really like doing?

I've done maybe 40 different manufacturers, and probably over 100 different cars. I really love the Countach but the 288 GTO is my favourite car of all time.

How long does it take you to do a full sculpture?

Our waiting list is currently three to four weeks on cars we've already designed but you could be looking at 10 weeks for a new car from scratch.

I do all sizes. I've done a LaFerrari and a 458 at quarter-size and we're even working on half-scale. I also want to do smaller-scale cars – Alfa Spider, SZ, RZ, things like that – that aren't £500 commissions, they're £50, £60, £70 pieces that people can buy at shows.

I also do sliced designs, which are popular as there's not so much work involved, so the price is around £250. That started off because somebody commissioned a Miura, which is very curvy, and it made sense to do it sliced.

It's nice that every job is different and I get to meet fellow petrolheads, as I always deliver my sculptures personally.

CONTACT

www.daveclarkdesigns.com



WHAT'S ON YOUR DRIVE?

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

ALFA ROMEO 164S

JOHN PALUMBO,
PENNSYLVANIA, USA



I think we all can recall when one or other parent said to us: “Kid, you’re not old enough”, and asking ourselves, “When am I gonna be old enough?”

Life goes on and you’re in a hurry to get old enough to accomplish life goals. Then you get responsibilities and all of a sudden you wish you were young again. But one thing car enthusiasts have done since childhood is dream of the day they would own their favourite car!

As children, we would pretend that I had an Alfa and my brother had a Porsche, and we would race down the Muslanne straight. These rivalries and passions from childhood I think stayed with us throughout the years.

Which leads me to my Alfa 164. The story behind the car is that it belonged to an Italian friend of mine who was returning back to Italy. The car wasn’t being used and had been left outside for several years. He offered it to me because he knew what I had

accomplished with my GTV 6, a model that I am more familiar with fixing and restoring. I knew nothing about the 164, however.

This car, I learned, was a 1991 164S model, pretty rare I assume because I don’t recall seeing one in person here in the States. This one is in Arctic White, again rare as 164s mostly seem to be black or red.

Over the past year, I have been able to sort out many problems and have taken the car on several road trips and to Alfa club events. It’s proven to be an impressive car so far, and for a 1991 car to have survived all these years is amazing to me. It’s completely original, all the bells and whistles work and it’s a very competent highway cruiser.

Recently I was out in my Alfa 164S for a weekend cruise, and I was passed by a BMW M6. I knew this car had some oomph but had no idea what horsepower he was boasting. I stayed with him, deftly touching my accelerator, keeping up with the

German monster. By the time it came for him to exit, I was more or less accommodating his exit. When I returned home, I googled the specifications of the M6 and to my amazement, he was at 600hp and I was at a measly 200hp! Not to mention my car being 30 years his senior. Something about those few moments on the turnpike made me feel good.

I recently asked my brother if his 16-year old son was excited about getting his driver’s licence. He replied, he doesn’t want to drive or get a licence! Reflecting on my youth and my desire to grow up quickly, to learn how to drive, and to buy my first Alfa Romeo, I’m putting into perspective the dreams and passions we all try to accomplish in this game we call life. I feel we could all use a better understanding our own existence and our own life struggles, especially now during this global pandemic. My point is, passion that starts in childhood stays with us forever!



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RIGHT SIDE OF ENZO'S RITMO

I would like to point out a few inaccuracies that appeared in the article about the Fiat Ritmo 85 S given to Enzo Ferrari (*Auto Italia* October 2020). The 2.0-litre engine was in fact a 134 AS OCO unit derived from the Lancia Scorpion. Changes included new cams and pistons, lightened conrods, uprated crankshaft, Ritmo Abarth exhaust, lighter flywheel and a bigger aluminium sump. The gearbox was also replaced, adapted to the bigger driveshafts.

This was all done by Abarth in Corso Marche in Turin, at the request of Enzo Ferrari. Homologation was obtained as a one-off on 18 February 1986, after

which the car was delivered to Enzo as an 88th birthday present by Bottoni and Navoni of Fiat.

The correct spec should read: 143hp at 6800rpm, compression ratio of 10.3:1; twin Weber 40DCNF carburettors and disc brakes both front and rear.

Luciano Matteucci

HOW MUCH IS TOO MUCH?

For a little while now I have been getting slightly nonplussed by the whole quest for more and more power in our supercars. With the advent of electric power and its supposed benefits over and above turbocharging, you have to ask: when is enough enough?

After digesting the

write-up of the new 1000hp Ferrari SF90 (*Auto Italia* September 2020) and the ease with which one can reach 62mph in 2.5 seconds and 124mph in around six seconds, you have to ask: are we going too far?

Now don't get me wrong, I am the first to appreciate supercars and the sense of occasion that they imbue, but when a normal family hatchback can achieve 100mph without the occupants even feeling a sense of speed or drama, are we in real danger when unleashing 1000hp? Is doing 80mph in a Panda bouncing off the rev limiter and feeling every sensation of the speed more or less dangerous than having *no* drama or sense of speed?

Surely we all remember

Group B rallying and the quest for more and more ludicrous speeds and power, and we all know the tragic events which led to its downfall. Also bear in mind that the people driving these things were probably the most skilled and talented drivers on the planet, and they still got bitten hard.

I work with a lot of guys who have served in the RAF and been around some of the fastest things on our planet, including Lightnings. One story revolves around a Lightning which had various issues (they all did!) and a senior officer inexperienced in anything as fast as a Lightning decided to strap himself into the cockpit and inadvertently gave it too much. The afterburners kicked in and he was just a passenger as he was fired into the air. He eventually wrestled the aircraft back to the ground visibly shaken, and the lovely dark hair he began with had instantly turned white!

The moral is never underestimate speed or kid yourself that just because you have the ability to purchase something capable of

ludicrous speeds you are equally capable of controlling it. 'Galbrig'

MODDING ALFA'S GTV

Adding to the subject of Alfa Romeo GTV 'restomods' (*Auto Italia* October 2020), I attach a picture of the engine compartment of my 1984 GTV 6. Apart from the bodywork, which is immaculate and untouched, the car is modified in every conceivable way, including the interior, drivetrain, exhaust system, injection, brakes and transmission. I have also fitted electrically adjustable power steering, which makes all the difference.

Håkan Sandler



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Fiat 124 Spider & Pininfarina Azzura Spider - (AS-DS) 1966 to 1985
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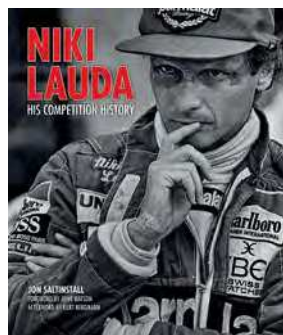
There is no shortage of books on the Fiat 124 Sport Spider – including another recently reviewed Veloce book, *Fiat & Abarth 124 Spider & Coupé* – but if you're looking for a simple introduction to buying and owning this iconic Italian sports car, this new tome in the Essential Buyer's Guide series is a good start.

We shouldn't need to extol the virtues of the Tom Tjaarda/Pininfarina-styled 124 Sport Spider to *Auto Italia* readers. Launched in 1966 and lasting all the way until 1985 (latterly with Pininfarina badging), it was offered in a wide variety of forms, something that the book's cover references in its 'AS to DS' subtitle. Note that the book only covers the Fiat road cars, not the Abarth CSA rally homologation cars.

The author is a clearly knowledgeable New Zealander called Campbell Robertson, who guides you through a lot of practical information about what to look out for when buying, as well as the real-world practicalities of owning and living with a Spider. There's even guidance on what to pay for cars,

parts and servicing.

Some of the information is a bit generic but mostly it's well targeted to the 124 Spider enthusiast. Particularly good is the detailed "60 minute evaluation" chapter, offering a points-based system to score a potential purchase. Useful contact details for owners' clubs and parts suppliers are also provided. Although only A5-sized and 96 pages long, this is a good value little publication that certainly packs a lot in.



Niki Lauda: His Competition History
By Jon Saltinstall
Evro Publishing
£60

Here is a chunky comprehensive, in-depth book about Niki Lauda, written over the course of nine years by a keen enthusiast, and completed only a matter of weeks before Niki's tragic death in 2019. It's large in format and boasts 376 pages and 500 photos, mainly colour.

The Austrian racer's story is a fascinating one indeed, and his full career is meticulously recounted in this book. While the Brabham-Alfa Formula 1 years will be of interest to readers of this magazine, the main focus is surely the undoubted peak of Lauda's career: his time with Ferrari. In his four seasons racing for Maranello, he won the F1 World Championship twice



(1975 and 1977). The latter remains one of the great achievements in F1, coming as it did following Lauda's horrific conflagration at the Nürburgring in 1976.

The account of Lauda's 1976 season, with his return to the track to battle James Hunt for the championship just six weeks after his accident, has been told many times, but the rest of Lauda's racing has received less attention. The author's account of all Lauda's 316 races from 1968 to 1985 is detailed, precisely recounted and profusely illustrated. In fact it even goes beyond this, even detailing latter-year classic car races, right down to Niki piloting a 1957 Ferrari Testa Rossa in an Austrian regularity event in 1995. The foreword by John Watson and preface by Doug Nye are welcome additions.



Talacrest Classic Ferrari: Dealing in Dreams
By John Collins
Talacrest £100

The Ferrari enthusiast is more than well catered for on the book front, but here's something a bit

different to the usual coffee table experience. It's an insider's view of dealing in Ferraris, written by classic car dealer John Collins of Talacrest.

This book could easily



be called "The F Word" – not only because of its subject, classic Ferraris, but also because of the candidly fruity language. That reflects perfectly the character of its author, classic car dealer John Collins, who has made waves and a fortune in the classic Ferrari market over the last 30 years. From humble origins (Collins grew up in Glasgow and started his business by borrowing money from local pub mates), he has become a classic car colossus – included, for instance, in the *Sunday Times* Rich List. Over 30 years, he has bought and

sold more than 1600 Ferraris, valued in excess of £1 billion.

Over 350 beautifully laid out pages, there are fascinating insights into the cars' histories, what they're like to drive and, above all, how the deals were done. On that score, anecdotes abound, such as bidding for a 250 GTO thinking it was at £1 million when in fact it was £10 million. Or the very start of the business, funding the purchase of a 365 Daytona with 'shares'.

Part of the book's

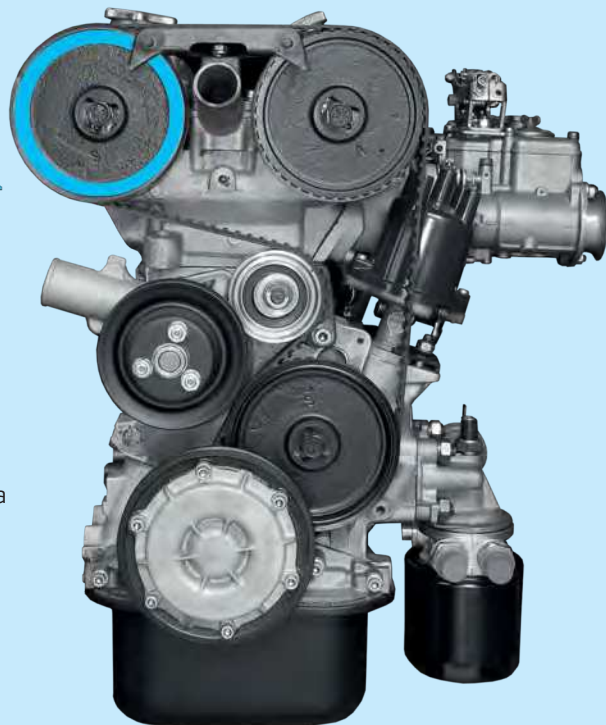
appeal is that it's a catalogue of top-end Ferrari cars – and we do mean 'top'. You won't find many mainstream models, but there's loads on the rare stuff.

The story of the mythical 250 P5 Berlinetta Speciale is especially fascinating, while racing rarities abound.

The book is prolifically illustrated with vast numbers of images (from *Auto Italia* and Marcel Massini, among others). All profits are being split between two charities: The Thames Valley Air Ambulance and The Racehorse Sanctuary.



BIALBERO



All the cars powered by the legendary twin cam engine by Phil & Michael Ward

Coming soon! A new book based on all the Fiats, Lancias and Alfa Romeos that are powered by Aurelio Lampredi's superb twin cam engine. While some elements of the book are an expansion of the earlier works by the same author, the early chapters now include extracts from road tests by Auto Italia's writers. Also included in the first part of the book are one-offs and concepts like the Stola Dedicata, Lancia Magia and Grama 2 'Puntograle', while modified cars include at 200bhp twin cam-engined Lada '124' and an 'Abarthised' Fiat 850 Saloon.

The second half of the book is dedicated to hands-on maintenance and restoration advice of a selection of popular classic twin cams. There is also the added bonus of invaluable, expert tuning information by the renowned twin cam race engine preparer, Guy Croft.

This quality publication is prolifically illustrated throughout with Michael Ward's photography of real world cars from collections and dynamic images from Auto Italia's archives. Many of the featured cars are owned by the magazine's readers, in addition there is also a gallery of restored twin cams from around the world.

Bialbero will be available exclusively via Auto Italia and www.bialbero.co.uk
To pre-order contact claire@auto-italia.co.uk

FIAT 131

The Force Awakens

FIAT 131 INTRODUCTION: The Fiat 131 is a car that has been around for a long time, and it's still going strong. It's a car that has been loved by many people, and it's a car that has been used in many different ways. It's a car that has been a part of many lives, and it's a car that has been a part of many stories. It's a car that has been a part of many memories, and it's a car that has been a part of many dreams. It's a car that has been a part of many lives, and it's a car that has been a part of many stories. It's a car that has been a part of many memories, and it's a car that has been a part of many dreams.

Lancia Delta

Unintentional Supercar

When you think of a Lancia Delta, you think of a car that is fast, agile, and fun to drive. It's a car that has been a part of many lives, and it's a car that has been a part of many stories. It's a car that has been a part of many memories, and it's a car that has been a part of many dreams. It's a car that has been a part of many lives, and it's a car that has been a part of many stories. It's a car that has been a part of many memories, and it's a car that has been a part of many dreams.

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Part 2: Special Twin Cams

Concepts & Customs

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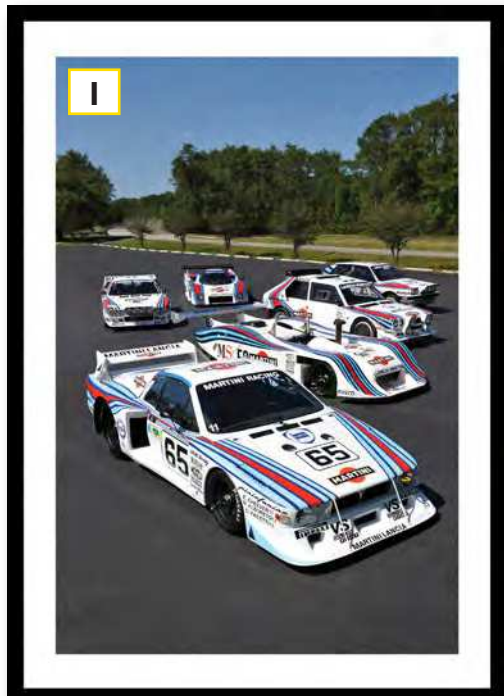
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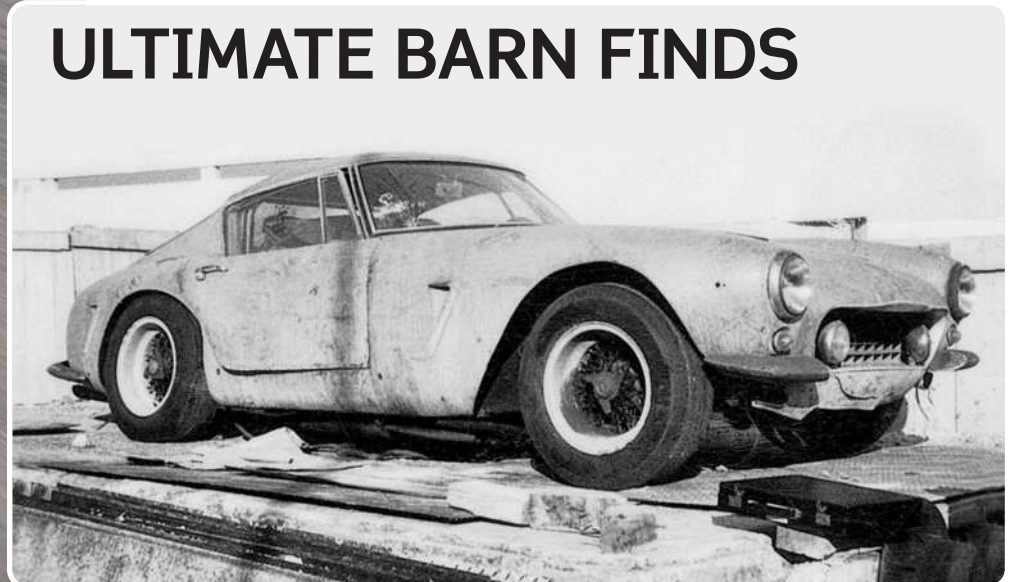
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FIAT DINO V ALFA MONTREAL



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Some features may appear in a later issue

ABARTH

Allemano 2400 and 2200	19	Grande Punto Italy launch	138	Nardi-Danese 6C2500	31	Montreal v Dino v Citroen SM	14	2000 Berlina / Alfetta 1.8 /	
Abarths at Monza 1998	19	Grande Punto Abarth Sanremo	141	8C 2300 Tim Birkin	27	Montreals	47	Giulietta 2.0	188
Abarths at Silver Flag	85	Grande Punto Abarth Belgium	143	8C 2300 (Spitzley)	56	Montreal (Modified on carbs)	81	Giulietta Turbo	123
Radbourne Abarth 1300	21	Grande Punto Abarth SS UK	149	8C 2300	244	Montreal v Dino V Biturbo	159	Giulietta (Time Machine)	171
595SS	118	Grande Punto Abarth SS	162	2900A	83	Montreal Buyers' Guide	174	Alfetta 2.0 Saloon	231
595SS Classiche Kit	287	Grande Punto Abarth v 130TC	158	8C 2900B	25	Montreal V8 Engine Feature	187	Alfetta GTV 2.0 Racer	115
750 Zagato Dubble Bubble	60	Grande Punto Abarth v Mito	171	8C 2900B Le Mans	267	Montreal Group 4 Autodelta	263	Alfetta GT/GTVs	14/41
750 Zagato Record Monza	196	Grande Punto Abarth v Mito CL	177	8C 2900B Spider	248	1900 Matta Jeep	47/126	Alfetta GT 3 car test	95
750 Zagato Record Monza + 750		Grande Punto Abarth EVO	173	8C 2600 at Spa	114	1900 Matta Jeep 'AR51'	246	Alfetta GT Racers 3 car test	266
Zagato Dubble Bubble	258	Grande Punto Abarth Guide	267	8C 2600 (Simon Moore)	142	2300 R10	106	Alfetta GTV6 + integrale 'Ring	101
850 Allemano Spider	50	500C Abarth	173	8C Tipo B/Montreal/8C Comp	149	Alfa 90 and Alfa 6	62/162	Alfetta Turbodelta	107
Abarth 1000 SP	37	500C Abarth/Punto Abarth EVO	175	8C 2300 v 8C Competizione	163	Alfa 6	97	Alfetta GTV6 (Ron Simons)	135
Abarth 2000 SP	165/250	Abarth Grande Punto EVO	197	8C 2300 v 8C Comp Spider	283	Alfa 90	102	Alfetta Review	232
Abarth Osella PA1	30	Abarth Grande Punto EVO Scorpione	224	8C Engine Feature	151	B.A.T 11 Bertone	146	Giulietta, Giulia Super,	
Abarth Osella PA2	89	500 Abarth 2008 Italy launch	148	8C Tipo B 'P3'	253	Gransport Quattroruote	241	2000 Berlina, Alfetta, Alfa 90	16
Abarth Osella PA2 Nordschleife	144	500 Abarth 2008 UK launch	156	Alfetta 159 meets Maserati 8CL	14	Berlinas	48	Alfetta / Autodelta	198
Abarth 1300 OT	43	500 Abarth Trofeo Brands (VBH)	166	Alfetta 159	24	Alfa Saloons: Giulietta, Giulia Super,		Alfetta Turbodelta v 75 Turbo	
Abarth OT 1300	93	500 Abarth Trofeo Cadwell	170	Alfetta 159 Track Test	87	90, Alfetta, 2000 Berlina	16	EVO v 155 Q4	237
Abarth Simca 1050 Corsa	222	500 Abarth Trofeo GB Race 1	171	Alfetta 12C	101	Giulia Super Dutch Trofeo	35	Alfetta GTS	270
Abarth Simca 1300	119	500 Abarth Trofeo GB (CBH)	175	Bimotore	95	Giulia Super "Carabinieri"	129	Alfetta Buyers' Guide '72-'84	266
Abarth Simca 1300 OT	143	500 Abarth Trofeo GB Roundup	181	Clemar Bucci 2500SS	19	Giulia Ti Super Racer	98	Alfetta Racers (Jupe)	285
204A Cisitalia Abarth	199	500 Abarth (Forge)	179	1900CSS	15	Giulia Super	34	Alfetta v Lancia Beta Saloon	287
205A	220	500 Abarth SS Hillclimb UK	182	Tipo 33 Stradale	40/164	Giulia Super, TI & Nuova Super	76	GTV6 Readers View	31
207A Boano	48	500 Abarth 'Polizia'	204	Tipo 33/3	56/111/188	Giulia TI Super (Factory car)	196	GTV6 "Rare" 550bhp	52
1000 Bialbero	50	500 Buyers' Guide	218	Tipo 33/2	194	Giulia Coupes	82	GTV6 (Lindsay)	66
1000 TCR	106	500 595 695 Buyers' Guide	271	Tipo 33 Daytona	109	Giulia Dossier (105)	235	GTV6 South Africa	126
1000 TC	145/264	Abarth 595 by Oakley Design	213	Tipo 33 TT12	113/258	Bertone GTV	36	GTV6 /33/156 Club Racers	133
1000 TC v 600 Modified	238	Abarth 595 by Oakley/TMC	218	Tipo 33 Concepts	124	Giulia Sprint GT Tripletest	65	GTV6 2.5 V6 (Time Machine)	176
Abarth Tipo 139	197	Abarth 595 SS (2019)	281/287	Tipo 33 Elvio Deganello	204	Giulia 105 Series 3 car test	208	GTV6 Buyers' Guide	178/284
Abarth Tipo 140	201	Abarth 595 New V Old	216	1900SS Ghia Coupe	22	Giulia (105) GTC	53	GTV6 3 car test (Jupe)	210
1500S	217	Abarth 695 Biposto	229	1900 SSZ	80	Giulia GTC v Flavia Convertible	291	GTV6 x2 Restomods	296
2200 Allemano Spider	147	Abarth 695 New V Old	251	1900 SSZ 'Lopresto'	217	GTAm/BMW 2002 Replicas	25	GTV6 v SZ v GTV (916)	238
2400 Allemano (Carlo's car)	288	Abarth 695 Rivale	273	1900 Golden Oldie	115	GTAm 1750	39	GTV6 3.0 V6	249
850, 1000 OTR	55	Abarth 695/SS/Biposto/Tributo	283	1900 C SS	15	GTAm Turbo (Giordanelli)	44	75 Driver's Choice	2
1000 Berlina Corsa /Abarth Simca		Abarth Classics at Franciacorte	181	1900 C SS BOANO 1955	266	GTAm 1300 Peter Crutch	55	75 Owners View x 2	19
2000 / 500 Esse Esse	167	Abarth Classics at Franciacorte	191	1900 SS	176	GTA (Track Test)	70	75 'Progetto Cinque'	22
750 GT Zagato / 500 Trofeo / 124		Abarths 124 MY2017	248	1900 Ti (Pininfarina)	202	GTA vs Lotus Cortina	77	75 1.8, Tipo, Dedra	25
Stradale / 1000TC (VBH)	168	Abarths 124 R-GT v		1900 Disco Volante	64	GTA (Tipler)	159	75 Turbo Evo Presley's Car	36
850TC Nürburgring	103	Ex-works 124 Group 4	259	1900 Disco Volante	230	GTA Stradale Portugal	289	75 AROC Enzo's car "Rare"	48
850 Allemano	58	Abarth Classiche	255	1900 Pinin Farina x 2	236	GTA 105 through to 155	197	75 Turbo Humphrey's car	58
OT 1600 (rep)	235	Abarth MY2017 range test	257	1900 Berlina	272	GTA 105 Giulia Sprint GT	203	75 Turbo Road car	58
Scorpione Corsa Prototipo	141	Abarth 124 Spider	265	2000 Sportiva	125	GTA-R 290 (Alfaholics)	252	75 Classic Choice	84
Lombardi Grand Prix	265	Abarth 124 Spider Buyers' Guide	275	2000 Sprint	212	GT Junior/Fulvia/124 Coupe	147	75 At the 'Ring (Ron Simons)	93
Abarths at Monza	58	Abarth 124 GT	268/278	Alfa Twincam engine feature	137	GT Junior with 75 Engine	247	75 3.0 V6 twin test (EMC)	139
Autobianchi A112	75/270/217	Abarth at 70 (Castle-Miller)	279	Alfa Twinspark engine feature	145	Junior Zagato	45/128/271	75 3.0 V6 vs 3.5 GTV6	157
Ritmo (Alitalia)	90	Abarth 15 best road cars	279	1750 GT Prototipo	132	Spider Duetto/ S3 vs Fiat 124	116	75 Buyers' Guide	167
Ritmo Group 2	229	Abarth 70 years of Racing	281	Giulia Sprint Veloce Zagato	36	Spider Duetto	272	75 Turbo IMSA (Arese)	175
Formula Italia	90	Abarth Days Milan	286	Giulia Sprint Veloce Zagato	195	Spider Duetto 1750 racer	295	75 V6 Twin Test (Jupe)	219
Formula Abarth 033	138	ALFA ROMEO		Giulietta Sprint Veloce 'Goccia'	94	Giulia Spider (105 Prototype)	121	75 3 car Test	239
124 Abarth Rally	67	100 Years of Alfa Romeo. Pt1	167	Giulietta Sprint Veloce v GT Q2	147	Giulia Spider 105 (Time Machine)	193	75 3.0 v Giulietta V6(Jupe)	262
124 Abarth Grp 4 Rally x2	73	100 Years of Alfa Romeo. Pt2	168	Giulietta Sprint Barn Find	223	Alfa Spider 105 series	11	75 VS GTV 3.0 VS Giulietta	266
124 Abarths x3	145	100 Years of Alfa Romeo. Pt3	169	Giulietta Sprint Bertone	228	Alfa Spider Group test	79	75 3.2 24V Track Day (Porter)	266
124 Abarth Rally	196	100 Years of Alfa Romeo. Pt4	170	Giulietta Sprint Zagato	50/295	Alfa Spider Group test		75 3.2 24V Track Day (Porter)	278
124 Abarth Rally Group 4	214	Autodelta	209	Giulietta Sprint Zagato (Turin)	282	S4/916/Brera Spider	186	75 LE	273
124 Abarth Rally Targa Florio	257	Autodelta at 50 GTA/TZ1 test	214	Giulietta Spider	28	Alfa Spider (Unleaded conv)	25	Alfa SZ + Zagato Story	13
124 Abarth/Fulvia/Alpine	32	Alfa Romeo prototypes (TZ3)	171	Giulietta 50th Birthday	97	Alfa Spiders concept designs	291	Alfa RZ vs 3.0 Spider	26
Polish/124 Group 4 Abarth	38	Alfa Romeo Commercials	192	Giulietta Ti	233	Alfa F1 179 vs Tornado etc	28	Alfa SZ/RZ Guide	41
San Remo Rally 124 Abarth	47	Alfa Romeo F12 van	261	SZ Coda Tronca	268	Alfa INDY car	207	Alfa SZ 3 car test	100
124 Abarth Stradale	280	Alfa Romeo at Balocco P3/1300GTA		LDS Formula One	69	Alfasuds	42/72	Alfa SZ 24v Supercharged	136
131 Abarth Stradale	43	/155DTM/Disco Volante	173	Giulietta Sprint Speciale	205	Alfasud (Golden Oldie)	110	Alfa SZ Buyers' Guide	167
131 Abarth	53	SE048 (Group C racer)	106	Giulietta Sprint Speciale	274	Alfasud V6 Alitalia (Colvil)	150	Alfa SZ (Time Machine)	191
131 Abarth/integrale/Coupe	58	G1	264	Giulia SS	18/140	Alfasud 7 car test	151	Alfa SZ vs Stelvio (Zagato)	198
131 Abarth Alitalia	68	Giulia Spider (B&W)	167	Giulia Spider	167	Alfasud Engine Feature	177	Alfa SZ VS RZ	266
131 Abarth (San Remo)	81	Giulia Spider (Concours)	253	Giulietta Ti	233	Alfasud Trofeo	219	Alfa SZ v K Coupe v Shamal	274
131 Abarths x 3	178	Giulia Spider Veloce Racer	259	Alfa F1 179 vs Tornado etc	268	Alfasud Trofeo (Pearson)	292	145 1.7 16v	2
131 Prototypes	215	Giulia or Giulietta?	24	Alfa INDY car	207	Alfasud 1.2 Ti	226	145 CL vs BMW 318Ti	12
131 Abarth Diesel	231	2600 Sprint	16	Alfasuds	42/72	Alfasud Buyers' Guide	259	145 1.8TS	19
131 Stradale v Group 2	251	2600 Spiders	51	Alfasud (Golden Oldie)	110	Alfasud - Giugiaro	265	146 145 Team Cars	116
131 Alitalia v Stratos v Fulvia	273	2600 Spider v Lancia Flaminia	255	Alfasud V6 Alitalia (Colvil)	150	Alfasud Club Racer	279	146 + 145 Buyers' Guide	103
131 (Martin Holmes)	284	2600 SZ	56	Alfasud 7 car test	151	Sudsprint (Time Machine)	185	145 Cloverleaf/Bravo HGT	42
131 Story	292	2600 Berlina	286	Alfasud 7 car test	151	Sudsprint Buyers' Guide	37	145 Cloverleaf/Bravo HGT	180
X1/9 Prototipo	130	TI Supers	38	Alfasud 7 car test	151	Sudsprint Racer (Lewis)	86	145 CL Fleet report	54
Abarth Rally Range 2004		Disco Volante 2012	198	Alfasud 7 car test	151	Sudsprint 3 car test	138	145 vs 33 vs Mito	160
Panda/Stilo/S1600	96	2005	205	Alfasud 7 car test	151	Sudsprint 1.5 Veloce	275	145 Buyers' Guide	198
Panda Rally EVO 2007	136	Canguro	43	Alfasud 7 car test	151	33 Buyers' Guide	28	145 Turbo by Autodelta	249
Stilo WRGB 2005 /2006	101/129	TZ2 1966	62	Alfasud 7 car test	151	33 AKK Motorsport	38	146 1.6 Junior	32
Stilo Trofeo Abarth	193	TZ1&1/2	276	Alfasud 7 car test	151	33 Turbo Alfa Aid	41	146 Ti vs Audi A3	30
Grande Punto S1600	183	TZ1&1/2 History + Prototypes	276	Alfasud 7 car test	151	33 Buyers' Guide	111	146 2.0 Racer	76
Grande Punto S2000	134/253	TZ1	179	Alfasud 7 car test	151	33 P4 (Time Machine)	173	147 Pre-launch test	51
		TZ2	135	Alfasud 7 car test	151	Classic Saloons: Giulia Super 1.6 /		147 Italy launch	55
		TZ3	185	Alfasud 7 car test	151				

147 5-door + 2.0 Manual	59	156 Superturismo	25	GT 1.9 jtd 16v Novitec	141	Alfa Buyers' Guide Special Issue.	195 + 196	21
147 Selespeed vs BMW 316	63	156 ETCC track test	91	GT Q2 v Giulietta Sprint Veloce.	147	Giulietta, Mito, Brera, 159Ti,	Dino 196SP	284
147 5-door 1.6 + 2.0	68	The Range 164 / 75 & GTV	26	GT Cloverleaf + 147 Ducati.	150	147, GT, 156 GTA, 156 Ti,	195S Coupe by Ghia	143
147 GTA	76	156 2.5	27	GT 3 car test.	168	GTV 3.2, 166, SZ.	156 F1 Sharknose	93
147 GTA Road Test	79	156 JTD vs 156 1.8TS	28	GT Buyers' Guide.	176	Alfa Buyers' Guide	166 Fangio's first	51
147 GTA Road Test (Steve Berry)	87	156 Group N	29	GT 3.7 v 3.2.	233	Classics Special Issue. 1750 GTV,	166 F2/FL	240
147 GTA x 2 Autodelta	102	156 Group N (Powermods)	69	GT 3.2 v GTV v Coupe v 3200	265	Montreal, GTV6, 75, 155, GTV 916,	166 Mille Miglia	153
147 GTA Cup Track Test	92	156 Selespeed	33	Brera (Ital Design Concept)	91	147 GTA, 156 GTA,	166 Mille Miglia Ch.0066	180
147 GTA Modified	253	156 2.0 Selespeed (SW)	70	Brera Italian launch 2005	113	Giulia Special. 101/750 Series, 105	166 Mille Miglia Ch.0314M	183
147 GTA/Integrale/Coupe 20vT	164	156 vs Audi A4 Quattro	33	Brera / GT / 159 JTD-M	120	Berlina, SS, 105 Bertone, GTA, TZ1,	166 MM Fontana Ch.024	255
147/156 Monza Sport	70	156 Q system/Selespeed	34	Brera UK Launch 2006	119	TZ2, MY2017 Giulia QV	212 Export Mille Miglia 2010	169
147 1.6 Turbo (Autodelta)	78	156 1.9 JTD	41	Brera Spider Launch Italy.	123	Giulia 2015 Museum Launch	212 Inter Coupe. Ch.0257	219
147 Rally Car SS1600	86	156 2.4 JTD	67	Brera Spider Launch Morocco.	132	Giulia 2015 Balocco Test	212 Inter Coupe. Ch.0137E	229
147 1.9 jtd 16v	90	156 Buyers' Guide	44	Brera Spider J6 by Autodelta.	144	Giulia Super	212 F1	216
147 Range test 2005	101	156 Buyers' Guide (Soper)	138	Brera V6 Q4.	124	Giulia 2016 UK Drive	225 S	292
147 Facelift 2005	105	156 Sportwagon	45	Brera 2.2 at MBW.	130	Giulia 2017 Veloce	340 America	10/45/158
147 Buyers' Guide (Soper)	114	156 Corsa	46	Brera Q Tronic.	133	Giulia Veloce	340 / 375 MM Ch.0320	207
147 + GT Q2	127	156 Sportwagon JTD	47	Brera S Prodrive.	146	Giulia Veloce Ti	335 S Ch.0674	241
147 JTD 24hr racer	131	156 Sportwagon JTD 16v	175	Brera S Buyers' Guide.	165	Giulia Buyers' Guide	500 Mondial	12/239
147 Collezione	132	156 Sportwagon	48	Brera 3.2 V6 Vs GTV6 3.2.	181	Giulia 2017 QV by Celtic Tuning	250 California/Mistral	30
147 Collezione + GT Blackline	145	156 Group N Racer	49	Brera 3 car group test.	227	Giulia GTA	250 California Guide	47
147 Sport + GT Q2	137	156 Superturismo Track Test	81	Brera V 8C. (Ray Hutton)	280	Giulia GTAM Fabio Migliavacca	250 California Spyder	128
147 JTD-M by Janspeed	149	156 + GTV (Autodelta)	50	159 (John Simister)	105	Stelvio Italian Pre-Launch.	250 California Spyder x 2	148
147 Buyers' Guide	150	156 Sportwagon 1.6	53	159 V6 (John Simister)	108	Stelvio Italian Launch.	250 California Concours Winner	215
147 5 car group test	184	156 Tarox & Zender	52	159 V6 Range Test	109	Stelvio UK Launch.	250 GT Boano	34
155 ITC	11	156 Red Dot brake test	53	159 2.4 JTD-M 2.2 JTS	117	Stelvio on the Stelvio.	250 GT Boano x 3	243
155 ITC (Arese)	143	156 / 147 Monza Sport	70	159 Sportwagon Italy Launch	118	Stelvio Quadrifoglio	250 GT prototypes	2
155 2.5 V6 ti (Martini)	213	156 GTA Launch	69	159 Sportwagon 2.2 V6 Q4	122	Stelvio QV V Giulia QV	250 GT/GTO	92
155 Buyers' Guide	24/68/201	156 GTA Sportwagon	71	159 Ti	139	Stelvio QV V Giulia QV	250 Europa Ch.0313	238
155 Q4/Dedra integrale	32	156 GTA Saloon	79	159 V6 Q4 (Nordschleife)	141	Stelvio 2020 + Giulia 2020	Dino 246 Tasman	174
155 Q4/Delta integrale EVO	284	156 GTA Bridgestone tyres	82	159 2.2 J4 Supercharged	153	Giulia Sprint	Dino 246S	60
155 4 car group test	150	156 GTA Monzasport	112	159 2.0 JTD-M	166	Police Cars last 60 years.	Dino 246S Ch.0784	144
155 / 156 / 159 Saloons	183	156 GTA Buyers' Guide	160	159 1750 Tbi	167	Alfa Romeo F12 van	250 GT Pininfarina Coupe	38
155 BTCC	231/283	156 JTS Sportwagon (Selespeed)	73	159 1750 Tbi SW	182	Alfa Romeo F1 group test	250 GT Pininfarina (Bowtie)	270
155 DTM Drive at Goodwood	260	156 JTS S/Charged Autodelta	124	159 1750 Tbi v Giulia Veloce Ti	286	Alfa Romeo 8cyl group test	250 GT Pininfarina	
155 GTA	271	156 V6 vs 2.4 JTD (OBD tuning)	82	159 5 car group test	190	Tonale (News)	Collectors' Guide	255
164 3.0 V6 v Thema 16v Turbo	17	156 2.0 JTS (2002)	83	Brera S Supercharged /GT 3.7/159	166	Alfa Romeo 110 years	250 GT Cabriolet	220
164 Twin Spark	22	156 Giugiaro Facelifted (1.9jtd)	84	3.2. Autodelta (UK)	166	Alfa Romeo Taillights	250 GT Drogo	69
164 Guide	49	156 Drivedata remaps	89	8c Competizione	139		250 GT Nembo Spider.	137
164 Racer (Soper)	78	156 20v M-Jet (2003)	93	8c Competizione Spider	161		250 GTE	101
164 Buyers' Guide (Soper)	105	156 2.4 M-Jet (Tunit)	97	8c Disco Volante Spyder	248		250 GTE Collectors' Guide	263
164 Bimotore	107	156 GTA AM (Autodelta)	100	8c Disco Volante Spyder/Coupe	290		250 GTE Police Car	293
164 Procar	142/288	156 Buyers' Guide	102	Alfa Range Test 2008	140		250 MM Mille Miglia 2010	174
164 v Cromia v Thema v Saab	153	156 2.0 TS HBE Suspension	103	4x4 33,155,159,164,Brera.	256		250 SWB replica	52
164 (Time Machine)	188	156 3.7 South Africa	128	Alfa Cloverleaf 5 car test	178		250 SWB Stirling Moss	56
GTVs Modified (Autodelta 1997)	17	156 GTA /Tspark/V6 24v/JTD	172	MiTo Italian launch	147		250 SWB at Spa	104
GTV 2.0 16v J10 (Autodelta)	22	156 GTA 4 car test	199	MiTo UK launch	155		250 SWB Ch.2335	238
GTV 3.0	20	156 GTA 3.7 by Autodelta	215	MiTo M430 by Marangoni	155		250 GT Sperimentale Ch.2653	20
3.0 GTV Spider vs RZ	26	156/166/147/GT Range 2005	103	MiTo Multiair	164		250 GT TDF Ch.1309	14
24v V6 GTV	14/29	156 Ti Buyers' Guide	182	MiTo Multiair Cloverleaf	171		250 GT TDF	151
24v GTV vs Lotus Elise	43	156 Buyers' Guide Twinsparks	203	MiTo 1.4 TB vs Abarth Punto	171		250 GT TDF Ch.0585 (Disney).	227
Spiders New & Old	35	156 GTA (Supercharged)	281	MiTo CL vs Grande Punto Abarth	177		250 GT Lusso (Fyshe)	42
Spider Duetto vs 939	152	156 GTA V 164 Cloverleaf (Berry)	284	MiTo Buyers' Guide.	189		250 GT Lusso	94/97
Spider 2.0 TS Fleet Report	209	156 Auto / GT /156 GTA	240	MiTo Carbonio (Monzasport).	191		250 GT Lusso (4.0)	121
Spider 105 S4/916 2.0/939 JTS	221	156 2.5 V6 SW Auto Jap Import	276	MiTo 5 car group test.	193/257		250 GT Lusso Concours Winner	193
Spider group test 916	256	166 News pages	24	MiTo TwinAir.	200		250 GT Lusso Ch.4713	264
V6 Coupes Alfetta/916/Brera	153	166 International Launch	27	Alfa Giulietta Italian Launch.	170		250 GT Coupe Speciale (PF)	277
V6 Engine Feature	153	166 UK Launch	32	Alfa Giulietta UK Launch.	175		250 Testarossa/206 SP (Fiorano)	90
Busso V6 Profile	284	166 3.0 V6 24v	37	Alfa Giulietta + Mito MY2014	215		250 Testarossa Ch.0714	161
GTV Cup	39	166 2.0 Twin Spark	49/71	Giulietta Marangoni G430	183		250 Testarossa Ch.0738	173
GTV Cup (Road Car)	65	166 Let's go to Italy	52	Giulietta TCT Launch	194/196		250 Testarossa	237
GTV Cup v Fiat 20v Turbo	224	166 3.0 24v V6 Super	54	Giulietta 3 car group test	197		206 SP Track test	133
GTV Cup v Fiat Coupe v Brera	275	166 Germany Launch	88	Giulietta Buyers' Guide	216		206 SP Maranello	197
GTV (Autodelta)	50	166 TI (2.0 TS Lusso)	94	Giulietta + Mito QV	223/229		206 P Berlinetta Ch.0834	251
GTV LMA/AROC Racers	85	166 Supercharged by Autodelta	134	Giulietta Sprint New and Old	227		206 Spider	220
GTV6 LMA Racer (Soper)	112	166 Buyers' Guide	148	Giulietta 4 car test (mod)	263		290 MM Ch.0626	170
GTV6 3.2 V6 in Italy	90	166 Dossier	251	4C	184/211/214/220		290 MM Ch.0626(News)	239
GTV6 (916 V6 + 2.0TS facelift)	92	V6 Saloons 164/166/159.	158	4C (Jamie Porter)	230		290 MM Ch.0628	275
GTV (916 Buying Advice)	96/143	V6 Saloons Group Test		4C Modified (Jamie Porter)	246/282		410 S	32
GTV (916 3.0 Team Cars)	119	155/156/164/166/159.	218	4C v 8C	223		410 Superamerica Ch.0671S	193
GTV (3.0 Supercharged)	122	1997 Scighera	33	4C SBK	236		410 Carrera Messicana Ch.0594	199
GTV6 3.2 Buyers' Guide	152	Science Museum Exhibition	67	4C Spider (News)	229		268 SP Ch.0798	17
GTV6 v integrale v Coupe 20vT	155	Gippo Salvetti (Blue Team)	72	4C Spider	234		330 P	124
GTV6 916 Series Group Test	244	New Alfa Imports	81	4C Spider RHD	241		330 P Ch.0818	230
GTV6 916 3.2 facelift twin test	284	GT (2004)	89	4C Spider Buyers' Guide	265		330 LMB track test	24
155 2.0 + V6 SZ & 33	20	GT (2004) JTS	94	Alfa Club Racers 2012	200		330 LMB	232
156 Supercharged (Engstler)	23	GT (2004) 1.9 jtd 16v	95	Alfa Club Racers 2015	234		330 GTO at Monza	67
156 Launch	18	GT 3.2 V6 Novitec	110	Alfa Museum Revival 2014.	229		250 GTO/Daytona Replicas	12
156 in Spain	20	GT Novitec 1.9 16v M-jet	99	Alfa Museum Visit 2017.	262		250 GTO (#3505GT)	16
156 Hormann	25	GT 3.2 V6 (Autodelta)	106	Alfa Museum Visit 2020.	293		250 GTO vs Jag E-Type	37

CISITALIA

Cisitalia 202	92	250 GTE Collectors' Guide	263
Cisitalia 202 Nuvolari Spider	241	250 GTE Police Car	293
Cisitalia Voloradente	202	250 MM Mille Miglia 2010	174
Cisitalia 360 Grand Prix	225	250 SWB replica	52
Cisitalia Automobili	226	250 SWB Stirling Moss	56

DE TOMASO

Mangusta	78	250 GT Sperimentale Ch.2653	20
Valllunga	20/113	250 GT TDF Ch.1309	14
Deauville	98	250 GT TDF	151
Deauville (2011)	183	250 GT TDF Ch.0585 (Disney).	227
King Cobra	136	250 GT Lusso (Fyshe)	42
Pantera Racer	10/41	250 GT Lusso	94/97
Racing Pantera vs Testarossa	26	250 GT Lusso (4.0)	121
Pantera owners view	44	250 GT Lusso Concours Winner	193
Pantera Restoration	68	250 GT Lusso Ch.4713	264
Pantera Si	100	250 GT Coupe Speciale (PF)	277
Pantera	228	250 Testarossa/206 SP (Fiorano)	90
Guara	28	250 Testarossa Ch.0714	161
Guara Spider	40	250 Testarossa Ch.0738	173
Guara Coupe	60	250 Testarossa	237
Guara Barchetta	60	206 SP Track test	133
Guara Switzerland	103	206 SP Maranello	197
Mangusta/Qvale	47	206 P Berlinetta Ch.0834	251
Mangusta/Pantera/Guarà.	164	206 Spider	220
Mangusta, Guarà, Pantera 2000	261	290 MM Ch.0626	170
Mangusta + Pantera	289	290 MM Ch.0626(News)	239
Mangusta (Ex Freddy Moss)	202	290 MM Ch.0628	275
Longchamp vs Kyalami	64	410 S	32
Factory Collection	72	410 Superamerica Ch.0671S	193
P72	284	410 Carrera Messicana Ch.0594	199
Panther by ARES	289	268 SP Ch.0798	17
		330 P	124
		330 P Ch.0818	230
Auto Avio 815	208	330 LMB track test	24
125 S	266	330 LMB	232
Ferrari V12 Engine Feature	150	330 GTO at Monza	67
Supersqualo	24	250 GTO/Daytona Replicas	12
Ferrari 246 vs 250F	172	250 GTO (#3505GT)	16
196S (rep)	91	250 GTO vs Jag E-Type	37

250 GTO vs 250 LM (Nord)	102	312 T5	66	355 vs Cobra vs 200NSX	26	F430 GTC Team Modena.	156	P80/C	280
250 GTO Goodwood Revival '09	165	312 T3	80	355/Diablo/ AR F1/Tornado	28	F430 Scuderia 16M.	164	SF90 Stradale	282
250 GTO Ch.4675	169	312 B3 "Spazzaneve"	129	355 Spider F1	29	F430 (Vicki Butler Henderson)	165	SF90 Stradale	295
250 GTO x 2	200	312 B2 F1	149	355 Challenge car	54	F430/360/355/348/328.	205	F8 Tributo	285
250 GTO (#3505GT)	231	330 P4 Can Am	161	355 Challenge (Rockingham)	70	F430 Buyers' Guide.	242	F8 Spider	285
250 GTO (#3387GT)	252	330 P4 Ch.0858	218	355 + 360 by Imola Racing	90	Enzo	83/101/295	488 Pista Spider	288
250 LM	27/84/195	P3/4	54	355 / 360 / 430 V8s	115	Enzo vs Maserati MC12	158	812 GTS	285
250 LM Ch.6045	195	P3 at Spa	118	355 Buyers' Guide	154/232	Ferrari/FIA GT Championship 03	87	Universo Ferrari	285
250 MM Ch.0344MM	22	712 Can-AM	76	F355 Collectors' Guide	268	Ferrari Club Racers 208/355/360	94	Ferrari Roma	285
250 MM Ch.0352MM	184	712 Can-AM	254	F355 25 years on	279	599 GTB Fiorano	120/142	Ferrari Roma	296
250 MM Ch.0276	268	512 M 'Sunoco'	13	365 Iding (355)	20	599 vs Daytona	150	Ferrari Collection (Korecky)	294
250 Monza Ch.0432M	23	512 M 'Tergal' Ch.1002	246	456 GTA	14	599 Drive Story	156		
500 MD/TR	101	512 S	55	456 M GT	25	599 HGTE	159/166		
500 TRC	137	512 S/M 712	228	456 Estate/Spider/FX	58	599 Hybrid	172	Mephistopheles	186
500 F2	139	512 S vs Porsche 917	163	456 M GT vs Daytona	66	599 GTO	178	1899-1999 4hp	42
500 Mondial / Mille Miglia '08	160	512 BBLM	40/155	456 M GTA Buyers' Guide	183/230	599 Tribute Mille Miglia	188	1905 60hp	226
625 TRC Ch.0680	196	365 Boxer vs Bora 4.7	78	456 M Racer	195	599 XX	217	1906 Fiat Heavyweights	16
750 Monza Ch.0552	20	512 Boxer	23/114/254	F50	10	599 Buyers' Guide	245	803 Corsa	44
750 Monza (ice racer)	89	512 BBi Buyers' Guide	62	F50 Track Test (Donington)	28	Ferrari Technology (Dron)	139	501	86
750 Monza Ch.0492M	187	512 BB Buyers' Guide	236	F50 Track Test (Rockingham)	68	California GT 2008	151	503 Spider	188
750 Monza	234	512 BBi v Pantera v Bora.	154	550 Maranello	11	California GT 2010	177	505	46
212E Montagna (Hillclimber)	73	512 BB by Koenig	291	550 Maranello vs Vantage	22	California HS	197	509	140
Dino Formula 2 Ralt	79	500 Superfast	228	550 Maranello vs Aircraft	40	California T	223/242	510S	173
275 GTS vs Nanchang	43	365 GT4 BB Buyers' Guide	179	550 Maranello (Prodrive)	75	California T HS	244	521C	98
275 GTS/Aston Martin DB6	49	365 GT4 BB 512 BB Testarossa	180	550 Maranello Buyers' Guide.	209	California Buyer's Guide	282	525SS	273
275 GTB/C Ch.09079	227	365 GT4 GT4 Targa (Eastwood)	267	550 Maranello Buyers' Guide.	237	Ferrari at Palm Beach 2009.	157	514 Spider	133
275 GTB/C	44	512 Testarossa Reader's Car	209	550 Barchetta (News)	54	Ferrari at Le Mans 1998.	18	8V	37/157/239
275 GTB (Celebration)	98	512 TR + 512 M Buyers' Guide	277	550 Barchetta Track Test	65	Ferrari at Le Mans 2009.	160	8V mega 8 car test	290
275 Tour	100	Pinin - Four Door Concept	289	575M (John Simister)	70	458 Italian Launch.	167	2800 State Phaeton	115
275 GTB/4	130/134	Ferrari V8 Engine Feature	157	575M Manual (Steve Berry)	86	458 Italia Sebring 12h.	187	1800	120
275 GTB/4 (Ex McQueen)	223	308 GT4	18/26	575M Novitec	112	458 ISpa 24h (2015).	238	1900 Granluce	195
275 GTB/4C	235	308 GT4 vs Merak SS	50	575GTC	98	458 by Oakley Design.	184	2300	117
275 GTB/4C Ch.06885	260	308 GT4 vs Urraco vs Merak	149	575GTZ	133	458 vs Gallardo Superleggera	186	2300S Coupe	235
275 'NART Spyder'	145	308 GT4 LM (NART)	194	612 Scaglietti	88/97	458 Spider	191	Balilla 508S	26
275 GTS/4 'NART Spyder'	211	308 Buyers' Guide	43	612 Scaglietti (John Simister)	93	458 Italia (EVO 2)	192	Balilla Taxi	131
275 GTB Collectors' Guide	258	308 GT4 Buyers' Guide.	219/234	612 Scaglietti/456/400	111	458 Italia Buyers' Guide	248	Topolino (Hotrod)	75
275 GTS Collectors' Guide	272	308 GTB/GTS Buyers' Guide.	241	612 Scaglietti Road Trip	123	458 Spider vs Gallardo Spyder	204	Topolino Variations (Sparrow)	69
365P	64	308 GTB	126	612 Scaglietti HGTC	129	458 Speciale	216	Topolinos	80
375 Plus Ch.0384	105	308 GTB Michelotto	181	612 Scaglietti Buyers' Guide.	246	458 Speciale on Silverflag '14.	225	Topolino 500B	106
375 Plus	218	308 GTB Michelotto (Olio Fiat).	187	Ferrari V12 Buyers' Guide.	260	458 Speciale v 430 Scuderia v 360		Topolino Mare	204
375 Ch.0388	181	308 IMSA Track Test	87	Ferrari by Alcan	30	Challenge Stradale	237	500 (Modified)	27
375 MM Ch.0490	182	308 Carma FF	201	Ferrari at Le Mans	18/26	Ferrari Finales 2005 Monza	103	500 (Sparrow)	58
375 S Ch.0030	232	308 GTS vs Urraco	65	Ferrari at Le Mans (Historic)	80	Ferrari 60th at Silverstone	135	500 Variations (Sparrow)	62
330 P	273	308 GTS vs Jalpa.	162	Ferrari at Imola	32	Ferrari Racing days Silverstone	264	500 Jolly (Sparrow)	66
330 & 365GTC	31	308 4 car test.	171	Ferrari at Monza	69	Ferrari 60th at Fiorano	136	500 50th Birthday	134
330 GTS & 330 GTC	140	308 Collectors' Guide	266	Ferrari at Shelsley Walsh	78	Ferrari Superamerica	109	500 Coccinella	136
330 GTC	231	308E (EV)	281	Ferrari at Fiorano	113	Ferrari Tribute Mille Miglia 2010.	176	500 Engine Feature	156
330 GTC Collectors' Guide	253	328 GTS v Porsche 911	19	Ferrari Supercars at Mugello	115	Maranello Rosso Collection	182	500 Buyer's Guide	173
330 GT 2+2 Vignale	276	328 and 348 Buyers' Guide	46	Ferrari F1	13/18/47	Ferrari Mondiali at Mugello	219	500 Based Spada Zanzara.	212
365 GTS	85/278	328 Buyers' Guide	147/231	Ferrari F1 2000	78	Ferrari Mondiali at Mugello '19	288	500 L Readers' Car	217
365 GT 2+2 Bora vs Jensen	35	328 Racer (Barkaways)	281	Ferrari F1 126C4 Track test.	168	Ferrari by Pininfarina 60 years	203	500 The Coachbuilt cars	243
365 GT 2+2 Collectors' Guide	270	328, 348, 355, 360	82	F1 Ferrari/Minardi Test	27	Ferrari by Bertone	221	500 Sixty Years	257
365 GT 2+2	290	348 GTC/GTS	32	F1 Today and Tomorrow	32	Museo Casa Enzo Ferrari	196	500 Ferves Ranger	259
365 GTC4 vs Espada	36	348 Spider/Mondial	58	F1 Season Round-up	53	Maranello Concessionaires	244	500 (EV)	281
365 GTC/4	274	348 tb+ts Buyers' Guide	243	Maranello Concessionaires	49	FF	183/202	600 (Modified)	18
365 GT 4 BB (Elton John)	280	348 + 348 Challenge	274	50 years of Ferrari Poster	38	FF by Oakley Design	219	600s	29/82
365 GTC/4 Spider	288	400 Buyers' Guide	39	Coys Historic Festival	41	FF Buyers' Guide	292	600GT (Tornado Lotus engine)	193
Pinin (Four door prototype)	144	400 Buyers' Guide (Hackett).	112	333 SP (Derek Bell)	15	F12 Berlinetta	201/212/222	600 Prototype	205
Daytona Spider	36	400 Cabrio by Straman.	138	333 SP	45	F12 TDF	241	600	234
Daytona Spider by Straman	250	412 Buyers' Guide.	190	360 Modena	37	LaFerrari	207/221	600 Jolly	246
Daytona Group 5	107	400/412 Buyers' Guide.	233	360 Spider	45/52	LaFerrari vs Bugatti Veyron vs		Fiat 1100S Millecento	52
Daytona by Michelotti	146	412 Reader's Car	206	360 Spider (Digitec)	75	F35 Lightning	249	Fiat 1100S Millecento MM.	162
Daytona vs Ferrari 599	150	Mondial 3.2/3.4	29	360 Club Fiorano Test	59	488 GTB	237	Fiat 1100D Millecento	123
Daytona 'Pozzi' V Road Car.	236	Mondial Buyers' Guide	197/235	360 Spider (Hamann)	63	488 GTB v Huracán	247	Fiat 1100 EZ Millecento	198
Ferrari 365 GTB/4 Daytona	261	Testarossa/Pantera (Racers)	26	360 Challenge Stradale	85	488 Spider	239/251	1100 TV	128
NART Panther.	256	Testarossa vs Countach	33	360 Manual vs Ducati 999	88	488 Pista	268/270	1100 103 TV	225
246 Racer (Goodwood T Dron)	88	Testarossa Buyers' Guide	244	360 Bi-Kompressor (Novitec) 96/100		GTC4 Lusso	247/267	1100 Padmini	119
246 GT/GTS	11	288 GTO Evoluzione 2/89/105/233		360 Racers x 2	104	GTC4 Lusso T	256/271	1200+1500 Cabriolets	233
246 GT	48	288 GTO v Porsche 959	18	360 Modena (Manual v Gallardo)	182	70 Years of Ferrari A-Z Pt1	256	Formula Juniors	28
246 GT vs Stratos	81	288 GTO (Simon Park)	95	360 Modena Buyers' Guide	240	70 Years of Ferrari A-Z Pt2	257	1500L	176
246 GT Buyers' Guide	163/238	288 GTO V 488 GTB	257	360 Modena v Gallardo	278	70 Years of Ferrari Top Racers	260	1600S Coupe	96
246 GT Classic Feature	205	F40LM vs Bugatti EB110SS vs Diablo		F430	99	812 Superfast	259/273/289	OSCA 1500S Coupe	41
246 GT/GTS Collectors' Guide.	252	SV Roadster	176	F430 Spider	106	Under 50k Buyers' Guide	271	1400B Junior	215
246 GT/GTS	237	F40 vs Bugatti EB110SS	15	F430 Spider (Phil Ward)	119	V8 Buyers' Guide: 308GT4/GTB/328		850 Buyers' Guide	53
Dino V6 Engine Feature	180	F40 vs Porsche 959	34	F430 by Novitec	116	/348/Mondial/355/360 Modena	259	850 Bertone Race Team	221
246 Dino vs Urraco vs Merak.	190	F40 vs Ducati 996SP	41	F430 Vs Gallardo SE	122	Ferrari Portofino Italy Launch	266	850 Coupe v Spider	245
246 Dino vs Lancia Stratos.	265	F40 Michelotto	76/214	F430 Challenge Corse Clienti	125	Ferrari Portofino UK	278	850T Camper	286
246 Dino vs 308 GTB 50th.	273	F40 LM	189	F430 Whisky Trail	128	Ferrari Monza SP1/SP2	275	Dino Coupe vs Spider	118/250
312 P	63	F40 Buyers' Guide	247	F430 Bi-Kompressor (Novitec).	132	Ferrari Monza SP2 (Goodwood)283		Dino Spider / Biturbo/Montreal	159
312 F1	30	F40 at 30	262	F430 Scuderia	138/153	F80 Tributo	280	Dino 2400 Buyers' Guide	175

FIAT

Dino 2400 Buyers' Guide	239	Panda Nuova (launch)	86	Grande Punto Sporting Novitec	125	500L MY2017	258	ISO	
Dino Coupe (Fuel Injected)	264	Panda 2004	91	Grande Punto 120 Eleganza	123	500L MY2018	265	Iso Story Pt1	12
124 Saloons	215	Panda in Dozza	94	Grande Punto T-Jet	141	500 + 500L MY'14 Range Test	219	Iso Story Pt2	15
124 Special	252	Panda 1.2	97	Grande Punto 1.4 T-Jet + 1.9.	146	500x Italian Launch	228	Iso Grifo A3/C	31/109
Fiat Twin Cam Engine	149/279	Panda 4x4 MK1 Buyers' Guide	185	Grande Punto EVO.	165	500x Vs Renegade on Snow	232	Iso Grifo IR8	124
124 Spider vs Barchetta	18	Panda 4x4 (2004)	99	Grande Punto EVO. (VBH)	168	500x Vs Renegade	249	Iso Grifo S	236
124 Spiders	50	Panda 4x4 (2005)	104	Grande Punto Buyer's Guide	184	500x UK	233	Iso Grifo GL 365	246
124 Spider vs Fiat Barchetta	148	Panda 4x4 Cross	224	Grande Punto Buyer's Guide	221	500x MY2018	273	Iso Fidia	160
124 Spider vs Alfa Duetto	116	Panda 4x4 Cross (UK)	226	Grande Punto TwinAir	195	500x Sport	285	Iso Rivolta GT	216
124 Spider Buyers' Guide	164	Panda 4x4 Buyers' Guide	294	Grande Punto 3 car group test	201	500 MY2015	236/237	Iso Rivolta Racer	216
124 Spider + Tom Tjaada	203	Panda MK1 (Time Machine)	172	Coupe 20v/Turbo	13	500 Anniversario	260	Isotta Fraschini	90
124 Spidereuropa 2000	290	Panda MK1 4x4 (Time Machine)	192	Coupe 20v/Punto ELX	25	500 Collezione	275		
124 Coupes	52	Panda MK1 4x4 v MK v MK3	262	Coupe 20v Turbo LE	28	500 on the North Coast 500	286		
124 Coupe/GT Junior/Fulvia 1.3	147	Panda Cross 4x4 / Monster	129	Coupe 16v Buyers' Guide	30	500e	291	LAMBORGHINI	
124 AC Coupe / 124 Spider	222	Panda 100hp Italy Launch	126	Coupe 16v vs Integrale	68	500 Hybrid	297	Miura V12 Engine Feature	147
124 AC Coupe	293	Panda 100hp UK	136	Coupe 16v Turbo Prototype	259	500 Coupe by Zagato	292	Miura S (Twiggy)	18
Fiat 124 Sport Coupe AC/BC/CC	261	Panda 100hp 3 car test	213	Coupe/Honda/Pug 306	31	Multipla + Vignale Gamine	130	Miura (Shah of Iran)	39
Fiat 124 Coupe v 124 Spider	296	Panda 100hp v 500S	232	Coupe 20v	39	Multipla	36/44	Miura (Giordanelli Rebuild)	106
125	49/95/220	Panda Buyer's Guide	149	Coupe 20v Turbo (Modified)	40	Multipla Eco versions	45	Miura (3 car test)	111
125 S	161	Panda Group Test	179	Coupe 20v Turbo Plus	43	Multipla 1.9 JTD	50/66	Miura Jota (Piet Pulford)	120
125 Group 1	211	Panda 160hp (Turbo)	184	Coupe 20v Fleet report	45	Multipla 1.9 JTD (Modified)	79	Miura Jota (Italian Job Feature)	283
125 Samantha	105	Panda MK3 Italian Launch	193	Coupe 20v Fleet report	143	Multipla Facelift 2004/2006	96/127	Miura P400	145
125 Samantha Ireland	210	Panda MK3 UK Launch	195	Coupe 20v Turbo Fleet report.	209	Multipla Buyer's Guide	113/202	Miura SV (Jean Todt)	281
Superchargers 124 and Argenta	30	Panda MK3 4x4 Italy	202	Coupe Buyers' Guide	48	Doblo MPV and Van	62	Miura Millecchioli	297
Fiat the Seat Years	35	Panda TwinAir Rally Phil Young	205	Coupe Buyers' Guide (Soper)	109	Doblo and Iveco Truck	63	350 GT	152
Seat Rally Years	42	Panda MK3 4x4 UK	206	Coupe Buyers' Guide	137	Doblo 1.9 JTD MPV	73	400 GT	11
127 Sport 1050cc	76	Panda 40 years	289	Coupe x 3 Modified	126	Doblo Italian Launch 2006	114	400 GT Monza	113
127 Group Test	129	Uno	10	Coupe 20v Turbo 185bhp	55	Doblo Family MY2009	171	Espada vs Ferrari 365GTC4	36
Fiat 127 'Stradale' (Restomod)	266	Uno 45 (Time Machine)	179	Coupe 20v Turbo Buyers' Guide	153	Ducato 160 Multijet	121	Espada	119
Fiat 127 Rustica (Obscurati)	268	Uno Racer (Bailey)	29	Coupe 20vT/GTV6/integrale	155	Ducato MY14	223	Espada Restoration Parts 1-7	
128 Racer (Giovanni's)	22	Uno Racer (Neil Smith)	79	Coupe 20v Turbo 3 x modified	200	Marea HLX	17	197/199/200/201/203/206/210	
128 1100 CL Fleet report	45	Uno Turbo MKII	23	Coupe 20v Turbo v GTV Cup	224	Marea 20v Weekend	42	Espada 3 car test	239
128 Golden Oldie	109	Uno Turbo MKI vs MKII	125	Coupe 20v Turbo 3 car test	242	Marea Weekend 2.4 Team Cars	124	Silhouette	13
128 Rally (Michael Ward)	110	Uno Turbo MKI vs Cromo Turbo	224	Postert Fiats	13	Marea Buyers' Guide	115	Jarama GTS	141
128 Rally	227	Uno Turbo MKI vs MKII	247	Coupe + Barchetta by Novitec	19	Importing Italian Cars	40	Jaipa	35
128 Rally, Estate, Coupe, Turbo	280	Uno Turbo Buyers' Guide	274	Coupe v 3200 v GT 3.2 v GTV	265	Ecobasic (News)	49	Islero	96
128 Saloon (Michael Ward)	209	Tipo, Alfa 75 1.8, and Dedra	25	Coupe v Brera v GTV Cup	275	Stilo (Launch)	62/67	Islero S	177
128 5 car test	163	Tipo 2.0 16v	54	Flying Fiats (Irish Racers)	113	Stilo Multiwagon (Launch)	80	Urraco vs Ferrari 308 GTS	65
128 MK1 4 door Restoration	248	Tipo 2.0 16v v Delta v Alfa 33	297	Barchetta Buyers' Guide	22/71	Stilo 1.8 16v	71	Urraco vs Merak vs 308GT4	149
128 3P Buyers' Guide	177	Tempra (Best Buys)	31	Stola Monotipo/Barchetta	25	Stilo 1.9 JTD	72/79	Urraco vs Merak vs 246 Dino	190
128 3P Montecarlo Historic	195	Croma IE Turbo(Time Machine)	178	Barchetta (Auto Haven)	25	Stilo 2.4 Abarth	92	Urraco vs Gallardo Balboni vs LM002	133/264
128 Sport Coupe (Seinfeld)	265	Cinquecento Sporting	2	Barchetta/Alfa 156/GTV	27	Stilo Schumacher	108	Countach LP400	17
130 (Steve Berry)	108	Cinquecento Abarth	12	Barchetta/Punto (Modified)	31	Stilo Schumacher Buyers' Guide	208	Countach LP400 v LP560-4.	156
130 vs Gamma	151	Cinquecentos (Modified)	17	Barchetta Turbo (Novitec)	33	Stilo Buyers' Guide	145	Countach vs Testarossa	33
130 Saloon (Buckley)	282	Cinquecento Buyer's Guide	26	Barchetta (Revisited)	54	Idea Launch	88	Countach Pagani's own car	271
131 Mirafiori	15	Cinq Sporting Buyer's Guide	187	Barchetta Facelift	97	Idea (Steve Berry)	93	Countach Prototype & Espada	286
131 Sport (Golden Oldie)	118	Cinquecento Sporting	41	Fiat Barchetta vs 124 Spider	148	Idea Fleet report	107	Diablo SV	24
131 Mirafiori (Abarth by RSD)	227	Cinquecento Sport x2 Modified.	258	Fiat Barchetta Buyers' Guide	151	MPV multitest Doblo/Idea/		Diablo/355/F1/ Tornado	28
131 Volumetrico V Argenta VX	288	Cinquecento Trofeo 120bhp	66	Fiat Barchetta Buyers' Guide	254	Multipla/Ulysse	102	Diablo SVR Track Test	14
132 + Argenta VX	127	Hormann Cinquecento SX	42	Bravo/Brava	10	Croma Turbo vs Uno Turbo MKI	224	Diablo GT/SV/SE30	42
132 Flares by Michelotti	81	Seicento (Launch)	23	Bravo/Brava/Marea	59	Croma (2005)	107	Diablo GT	46
The Collectors 124/500/128	39	Seicento Turbo (Novitec)	40	Bravo/Brava Buyers' Guide	69	Croma (UK Steve Berry)	111	Diablo 6.0 VT	50
X1/9	12/23	Seicento Sporting	44	Bravo SX	34	Croma in Ireland	118	Diablo GTR (Reiter Eng)	137
X1/9 Best Buy	33	Seicento Sporting and S	56	Bravo HGT & Marea	15	Croma 2.4 20v Multijet	122	Murcielago	63/64
X1/9 Buyers' Guide (Soper)	106	Seicento (UAD Motorsport)	70	Bravo HGT	17/36/41	Croma Buyers' Guide	210	Murcielago (Road Test)	72
X1/9 Buyers' Guide (Dredge)	287	Punto Sporting MK1 (Launch	16/21	Bravo HGT vs Alfa 145 CL	42/180	Sedici 4x4 Italy Launch	115	Murcielago (Track Test)	83
X1/9 Buyers' Guide	157	Punto (Buyers' Guide)	56	Brava 105 JTD	41	Sedici 4x4 UK Launch	120	Murcielago Vs Porsche 996	86
X1/9 (Modified)	41	Punto 1.2, 1.9 JTD, HGT	82	Brava 100 16v	53	Sedici 4x4 1.9 Multijet	131	Murcielago Roadster	106
X1/9 x 2 (Modified)	150	Punto MK2 Group test	120	Bravo 1.4 T-Jet (Launch 2007)	130	Scudo	129	Murcielago Roadster (Batman).	117
X1/9 Dallara (Val Savioire)	103	Maggiore - Puntograle	31	Bravo 1.4 T-Jet (Launch 2008)	140	Fiorino	142	Murcielago LP640	121
X1/9 Abarth Prototipo (Rep)	104	Modified Punto GT Turbos	39/64	Bravo (UK Launch 2007)	135	Linea	144	Murcielago LP640 vs Typhoon.	136
X1/9 Club Racer	115	Punto Mk2 - Turin launch	37	Bravo ECO	148	Qubo	151/157	Murcielago R-GT (GT1 racer)	129
X1/9 (Time Machine)	181	Punto LS design	46	Bravo 1.4 T-Jet + 1.6 M-Jet	202	Dualogic Panda/Punto/500	186	Murcielago R-GT (GT1 racer)	142
X1/9 VX (Modified)	202	Punto - Sicily launch	40	Bravo Buyers' Guide	207	Freemont 4x4	197	Murcielago LP670-SV	165
X1/9 (Heseltine)	219	Punto Rally Super 1600	42/56/78	Ulysse	10/80	Freemont 4x4 Cross	224/231	Gallardo	81
X1/9 2 car test (Modified)	226	Punto HGT/HGT (Jtd)	45/98	500 2007 Launch	135	124 Spider MY2016	240/246	Gallardo (Track Test)	84
Strada 130TC vs Beta VX	35	Punto HGT 2005	104	500 2007 1.3 Diesel	139	124 Spider MY2016 UK	250	Gallardo (Road Test Italy)	93
Strada 130TC/105TC	26	Punto HGT Buyers' Guide	166	500 2007 1.3 Diesel (remap)	144	124 Spider Spa Road Trip	270	Gallardo Police Car	108
Strada 130TC/105TC	132	Punto HGT Fleet report (M.Ward)	210	500 2008 1.4 Lounge	140	Tipo / Spider MY2016	245/250	Gallardo Spyder	116
130TC v Grande Punto Abarth	158	Punto Speedgear Launch	47/60	500 2008 UK launch	142	Tipo S Design	280	Gallardo By Hamann	118
Strada 130TC	187	Punto JTD	51	500 2008 1.4 Sport	159	Fullback/Fullback Cross	257/273	Gallardo (IMSA)	126
Strada/Ritmo 85S Abarth (Enzo)	296	Punto 1.9 JTD	67	500C	161	Million Sellers	272	Gallardo GT3 vs Reiter Eng.	130
Strada/Ritmo 40 years	267	Punto Sporting Turbo R&A	59	500 TwinAir	174/178	Global Unusual Feisty Fiats	276	Gallardo by Reiter Eng.	139
330bhp Strada Cabrio	34	Punto/Seicento Abarth	60	500 3 car test	174	Centovinti (News)	280	Gallardo GT3 Adria Track test.	145
BMW V8 Strada Cabrio	63	Punto Facelifted	83	500 3 car test	214	Fiat Heritage Hub	280/287/293	Gallardo Superleggera	132/143
Strada (Time Machine)	197	Punto Facelifted Driven (Berry)	85	500 4 car test	192	Fiat Panda & 500 Hybrid	290	Gallardo LP570-4 Superleggera	171
Strada 130TC/Tipo16v/Bravo	285	Punto GT/ HGT/ Scorpione	276	500 Buyers' Guide	181	Fiat Panda Hybrid	295	Gallardo LP570-4 Superleggera	199
Modified Pandas (MK1)	20	Grande Punto Launch	112	500L Launch (Turin)	198	Fiat Turbos		Gallardo Superleggera v 458	186
Panda Buyers' Guide	75	Grande Punto UK Launch	116	500L Launch	207	Uno/Punto/Coupe/Croma	293	Gallardo LP560-4	146
Panda MK1 (Time Machine)	172	Grande Punto Sporting (1.9).	117	500L Trekking	211/212			Gallardo LP560-4 v Countach.	156

Gallardo LP560-4 Spyder.	162	Astura	88/241	LC2 Track Test	96	Centenary Celebrations	126	Bora 4.7 vs 365 Boxer	78
Gallardo Super Trofeo	159/166	Astura by Pinin Farina	185	037 Rally Stradale	67/245/287	Centenary Celebrations (Collins)	127	Bora v 512 BBi v Pantera	154
Gallardo Balboni	163	Astura by Castanga (Villa Deste)	95	037 Rally Martini (Volta)	62	Thema / Chrysler 300C	199	Bora 4.7(Park)	194
Gallardo Spyder Performante.	194	Astura + Appia	111	037 Rally Olio Fiat (Grifone)	144	Kennedy Collection	263	Merak	33
Gallardo 5-95 by Zagato.	263	Astura MM Sport	203	037 Rally Olio Fiat (Grifone)	199	MASERATI		Merak vs Ferrari 308GT4	50
40 years of Lamborghini	83	Flaminia	39	037 Rally Wurth	230	250F	11	Merak vs 308GT4 vs Urraco	149
Countach/Diablo/ Murcielago.	135	Flaminia Sport	42	037 Rally Olio Fiat V Martini	287	250F (CM9)	63	Merak Turbo Prototype	67
4 car test: Urraco/Silhouette/		Flaminia GTL	76	Delta HF Turbo	29	250F (CM5)	215	Merak vs 246 Dino vs Urraco.	190
Jalpa/Gallardo	94	Flaminia 3 car test	172	Delta S4	31	250F (Fangio's Car)	73	Kyalami vs Longchamp	64
Jalpa vs Ferrari 308 GTS	162	Flaminia 2.5 3C Zagato.	258	Delta S4 Cesare Fiorio's	72	250F vs Ferrari 246	172	Karif	90
Aventador	185/195	Flaminia Coupe (Pinin Farina)	290	Delta S4 ride (Val Savioire)	78	Cooper Maserati	72	Indy	68
Aventador + Typhoon	225	Flaminia 3c Speciale (Lopresto).	218	Delta S4 ECV1	179	8CL	24	Indy Collectors' Guide	286
Aventador/Murcielago/Diablo	198	Lancia Flaminia Convertible vs		Delta S4 ECV2	295	8CM + 6CM	82	Biturbo Spyder	76/225
Aventador LP760-2 by Oakley	200	Alfa 2600 Spider.	255	Delta S4 Martini	210	8CM	222	Biturbo (Heywood)	107
Aventador vs Abarth 595 by		Flavia Coupe	17	Delta S4 Stradale	222	4CS	54	Biturbo V8 Engine Feature	171
Oakley Design	213	Flavia Coupe (Golden Oldie)	123	Delta 40th Anniversary	161	Bugatti-Maserati (1937)	245	Biturbo (Time Machine)	190
Aventador LP750-4 SV	235	Flavia Zagato + Convertible	170	Delta 4HF 4WD	169	V4 Sport	229	Biturbo Buyers' Guide	251
Aventador S	256	Flavia S2	285	Delta 4HF Turbo	277	Eldorado	29	Ghibli Cup GT racer	34
Aventador Roadster	207	Fulvia Zagato x 2	19	Delta 4HF Turbo v 33 Tipo 16v	297	Alfieri Collection (pre Panini)	16	Ghibli GTvs BMW M3	13
Aventador Buyers' Guide	293	Fulvia Zagato Historic racer	60	Delta integrale 8v Team Cars	198	Heritage 450S	26	Ghibli Cup	40
Lamborghini Aventador SVJ	274	Fulvia Zagato twin test	213	integrale Special Editions	21	150S + Maria Luisa IV Boat	234	Ghibli Buyers' Guide	51
Lamborghini Aventador SVJ	280	Fulvia/Abarth/124/Alpine	32	integrale v Escort Cosworth	15	150 GT Spyder	267	Ghibli Primatist	65
Huracán LP610-4	222/236	Fulvia Spotters' Guide	33	integrale 8v/Nissan Skyline	23	300S (Spa)	110	Barchetta + Parmisan	38
Huracán HM680-4 (Oakley)	230	Fulvia Classic Choice	83	integrale vs Caterham	44	300S	209	Barchetta (Bone)	42/217
Huracán Spyder	242/262	Fulvia F&M Specials	90/232	integrale Buyers' Guide	49	450S (Recreation)	84	Shamal	18/238
Huracán Performante	258	Fulvia 1.6 HF	92	integrale/Coupe/131 Abarth	58	450S (Spa)	91	Shamal v Alfa SZ v K Coupe	274
Huracán Performante Spyder	277	Fulvia S05	98	integrale Evos (Modified)	63	Tipo 63	36	Quattroporte Series I (Antas)	134
Huracán EVO / Spyder	287	Fulvia 2C (racer)	103	integrale vs Coupe 16v	68	Tipo 63 (Panini)	102	Quattroporte Series I	66/121
Urus	264/266/272/276	Fulvia Zagato Club Racer	115	integrale 8v, 16v, EVO	93	Tipo 61	89	Quattroporte by Frua	233
Lost Lamborghini Prototypes	292	Fulvia 1600 HF (Simister)	121	integrale Track test (Drivedata)	95	Tipo 61 Birdcage Ch.2461	211	Quattroporte by Frua Aga Khan	271
		Fulvia V4 Engine Feature	146	integrale Repsol Group A	105	A6GCM	47	Quattroporte Series II	122
LANCIA		Fulvia 1.3/124 Coupe/GT Junior	147	integrale 5 car test (Modded)	127	A6G2000 Zagato	34	Quattroporte Series II v SM	265
Lancia Collection K Sport	175	Fulvia Marlboro (Munari)	192	integrale/Coupe 20vT/147 GTA	164	A6GCS Pininfarina Coupe	49	Quattroporte Series III	46/123
Lancia Reunion (Miki Biasion)	180	Fulvia 1.6 HF v Delta integrale	181	integrale Buyers' Guide	156	A6GCS	245	Quattroporte Series IV v BMW	21
Lancia Theta 35hp	102	Fulvia 50th Anniversary	212	integrale/Coupe 20vT/GTV6	155	A6G 2000 by Frua	49	Quattroporte Series IV Evo	38
Lancia Tipo 55 Corsa	78	Fulvia v 131 Alitalia v Stratos	273	integrale Group A Martini	182	A6G Frua Coupe	72	Quattroporte Series IV	124
Lancia D25	242	Fulvia Montecarlo / Safari	286	integrale Group A Martini	228	A6 1500	63	Quattroporte Series V	91
Lancia D50 (Track Test)	71	Fulvietta Concept Heritage Hub	286	integrale Martini Safari	212	A6GCS (Blue)	132	Quattroporte Series V (2004)	96
Lancia D50	240	Fulvia Competizione Prototype	204	integrale Evo V Coupe 20v T	278	A6GCS (2053)	211	Quattroporte Series V (Yellow)	103
90 Years of Lancia	12	Gamma	101	integrale Race car (Walkers)	282	A6G 54 Zagato	202	Quattroporte V Sport GT	119/125
Lambda	11/53	Gamma vs Fiat 130	151	integrale 3 car test	226	A6G 54 Frua	203	Quattroporte V Auto 2007	130
Lambda Airway	32	Gamma 4 car test	189	integrale 30th-48 page Special	262	A6G 2000 (Baillon)	270	Quattroporte V + P1 Boats.	142
Lambda 7th Series Torpedo	186	Gamma Coupe (Time Machine)	206	integrale Futurista	275	Race Transporter	112	Quattroporte V v QP IV.	256
Lambda 3 car test	211	Gamma Saloon, Trevi, Kappa	289	integrale Evo V Coupe 20v T	278	Ceggia (Hillclimber)	48	Quattroporte S.	149
Dilambda S2 Carlton DHC	143	Sibilo by Bertone	206	Hyena	64/275	Mistral/250 California Spider	30	Quattroporte Sport GT S	156/172
Dilambda S2 Offroad Cabriolet	184	Stratos Alitalia/Prototype	2	Magia "Concept"	22	Mistral vs AC 428	56	Quattroporte Bellagio Touring	196
Lancia/Alfa Ghia Coupes	22	Stratos Replicas vs Original	10	Dedra/Alfa 75/Fiat Tipo	25	Mistral Coupe	70	Quattroporte Bellagio + QP6 SB	288
Lancia Commercial	66	Stratos (San Remo 1974)	47	Dedra	27	Mistral 3.7 Spyder	144	Quattroporte Evo Superstar.	196
Augusta	240	Stratos GTO/GT car	51	Dedra integrale /Alfa Q4	32	Mistral + Speedboat	210	Quattroporte VI Launch	204
Augusta (Cabriolet)	281	Stratos vs Dino 246 GT	81/265	Thema 8.32	12	Mistral Collectors' Guide	264	Quattroporte VI GTS in Venice	214
Ardea	96	Stratos - 30 years of	85	Thema 16v Turbo vs 164 3.0	17	Sebring	45/279	Quattroporte VI S	241
Appia	36	Stratos World Meeting 2007	140	Thema 8.32 vs 16v Turbo	35	3500GT	43	Quattroporte VI MY2018	247
Appia Vignale	63	Stratos Stradale + Group 4	117	Thema 8.32	220	3500GT Special Body	58	3200GT	27/36/53
Appia meets Ypsilon	113	Stratos Prototype.	152	Thema 8.32 Buyers' Guide	247	3500GT Replica Body	75	3200GT vs Porsche C4	48
Appia Zagato	138	Stratos (Heseltine)	233	Thema Buyers' Guide	110	3500GT Spyder Vignale	80/167	3200GT Club Fiorano	59
Appia Furgoncino	180	Stratos Chequered Flag Story	243	Thema v Saab v Cromia v 164.	153	Collectors' Guide	254	3200GT vs Aston Zagato	62
Appia Convertible	194	Stratos Group 4 x 2	244	Thema Plus	240	3500GT (Giordanelli)	201	3200GT Buyers' Guide Heywood	140
Lancia Appia S1,2,3	261	Stratos Group 4 Track Test	249	Delta HPE HF Turbo	37	3500GT (25CLO)	249	3200GT Gransport Spyder/GT	157
Aurelia V6 Engine Feature	148	Stratos - 2005	103	Delta HPE Evo 500	54	5000GT	59/99	3200GT Buyers' Guide Heywood	162
Aurelia	43	Stratos New 2010	179	Delta HPE Turbo Buyers' Guide	169	5000GT (Variations)	81	3200GT Buyers' Guide Heywood	250
Aurelia B20 Series 1	107	Rally multi car feature	99/255	Delta HPE Turbo (Imports)	71	5000GT	48	Spyder	64/69
Aurelia B20 Pichon Parat	125	Betas / Modified	13/32	Delta (New) 2008	147	5000GT (Joe Walsh)	191	4200 Coupe	66/71
Aurelia B20 Pichon Parat	294	Betas Coupe/HPE/Saloon	55	Delta vs Ypsilon	174	5000GT (Allemano)	93	4200 Gransport	100/108/126/220
Aurelia B20 (S2+S3)	200	Beta VX vs Strada Abarth	35	Delta vs Ypsilon (Chrysler)	190	5000GT (Ypsilon)	24	Coupe/Spyder Cambiocorsa	79
Aurelia B20 Irish Racer	213	Beta Coupe/Saloon/Montecarlo	139	Ypsilon	89	5000GT (Ghia)	284	Coupe/Spyder Ice Driving	105
Aurelia B20 'Outlaw' TK	242	Beta Coupe (Alitalia (Colvil)	150	Ypsilon 2004 1.4	185	5000GT Khamzin	154	Spyder Cambiocorsa	94
Aurelia B24S	23	Beta HPE (Time Machine)	177	Ypsilon 2011	11	5000GT Khamzin Collectors' Guide.	257	Spyder (Jodie Kidd)	86
Aurelia B24 Spider	46/127	Beta HPE (Steve Berry)	293	HPE & Y	175	124 GT Prototype	60	Coupe Trofeo (Monza)	106
Aurelia B24 Spider		Beta Volumex x 2	260	Y10 (Time Machine)	223	Simun Prototype	60	Coupe Trofeo (Silverstone)	111
+ B52 Rosa d'Oro	154	Beta Coupe (Studio)	284	Y10 + Turbo	38	Ghibli SS	52/200	Gransport Trofeo (Silverstone).	120
Aurelia B24S Convertible	87	Beta Saloon v Alfetta	287	Lybra	65	Ghibli v Ferrari Daytona	127	GS Zagato.	133
Aurelia GT 2500 Spider	190	Trevi Bimotore	237	Lybra 2.4 JTD SW	20	Ghibli 3 car test new v old	222	GT Masterclass 2003/200	88/154
Aurelia B24 Spider B20 Coupe	282	Montecarlo	16/297	Kappa	54	Ghibli Collectors' Guide.	261	90 Years of Maserati	102
Aurelia B24 Spider + Flavia	249	Montecarlo V6 Alfa engine	34	Kappa Coupe	58	V8 Engine Feature	152	Maserati at Silverflag 2005	104
Aprilia + Aurelia	100	Montecarlo Buyers' Guide	161	Kappa 3.0 Saloon	274	Bora	12	MC12 Stradale	105
Aurelia B50 Cabriolet Farina	274	Montecarlo Turbo (Martini)	206	Kappa Coupe v Shamal v SZ	80	Bora 4.7	35	MC12 Corse	141
Aurelia at 70	291	Martini LC1	207	Thesis (Launch)	65			Maserati MC12 vs Enzo	158
Aprilia Langenthal	108	Martini LC2	208	Thesis 2.4 JTD (San Remo)	80				
Aprilia	166	Martini Special (John Campion)	272	Musa 1.9	105				
Aprilia (Fred Gallagher)	188								

GranTurismo Italy Launch	137	Aldo Brovarone	162	Bertone (Inc Stratos Zero)	92	Le Mitiche Sport Bassano	213	Salon Prive London 2013	214
GranTurismo (Giordanelli)	144	Edgardo Michelotti	164	Bertone Suagna + GT Cabrio.	121	Le Mitiche Sport Bassano	237	Salon Prive Blenheim 2017	261
GranTurismo S	146/177	Gianni Rogliatti	165	Bertone Mantide.	161	Le Mans Classic 2006	124	Serenissima 538 Jet Coupe	121
GranTurismo S Auto	160	Terry Hoyle	172	Bertone Sale of Collection.	233	Le Mans Classic 2009	162	Serenissima F1	140
GranTurismo MC	161	Tom Tjaarda	173	Best of Italy Race 2017.	253	Le Mans Classic 2014	224	Serenissima GT/Agena/Torpedo	276
GranTurismo MC Trofeo	172/177	Franco Zagari	174	Bianchi S5 Torpedo.	137	Ligier JS2	236	SCAT 22hp	201
GranTurismo MC Trofeo (Donington 2011 race) Giordanelli	188	Eugenio Alzati	175	Boneschi	108	LIFE F1 track test	162	Siata 750 Gran Sport	28
GranTurismo MC Trofeo (Silverstone 2015 race) Giordanelli	230	Graham Warner	176	Bologna Motor Show '15.	231	Lincoln Dual-Ghia	214	Siata/Fiat 750 Spider Corsa	253
GranTurismo Trofeo/Stradale	176	Derek Bell	177	Bizzarrini 5300GT Strada	55	Martini Story Pt1	205	Siata Sportscars	54
GranTurismo	189	Lincoln Small	180	Bugatti EB110S vs F40	15	Mallorca Classic Rally	184	Siata Spring	111
GranTurismo Whisky Tour	195	Francesco Stanguellini	182	Bugatti EB110SS	107	Minardi (team) / Subaru F	12/39	Siata 1300/1500	114
GranTurismo Sport	198	Miki Biasion	268/187	Bugatti EB110 IMSA + LM	294	Monteverdi 375S	71	Stola Monotipo/Barchetta	25
GranTurismo Sport / GranCabrio		Vittorio Jano	206	Bugatti Brabus	37	Michelotti 132 Flares	81	Stola Stratos (Concept)	53
Sport + Monaco Yacht	203	Gianni Regiani	208	Bugatti Dauer	70	Mille Miglia '06/'08	122/152	Stanguellini 1100S	35
GranTurismo Buyers' Guide	249	Agnelli's Cars	210	Bugatti Veyron Oakley Design	243	Mitomachina 2006	128	Sunbeam Venezia	60/214
Grand Tour with QP5 S & GT	150	Giorgio Pianta	221	BMW M1	92	Moretti 850 Sportiva S1	24	Stab. Farina Jowett Jupiter	101
MC Stradale	183/221	Luigi Chinetti	221	Bristol 400 by Pininfarina	207	Moretti 850 Sportiva S2	54	Silverflag	114
MC Stradale (Lago d'Iseo)	224	Piero Stroppa	248	Cavallino Classic 2012	198	Moretti 850 Sportiva S2	112	Silverflag 2006	128
GranCabrio	169/180	Paolo Stanzani	255	Cavallino Classic 2013	209	Moretti 850 Sportiva S2	118	Silverflag 2007	138
GranCabrio Sport	188/194	Andrea Zagato	262	Cavallino Classic 2015	232	Moretti 750 Tour Du Monde	41	Silverflag 2009	163
GranCabrio Sport + Yacht	198	Paolo Pininfarina	277	Cavallino Classic 2016	245	Moretti 750 Gran Sport	109	Silverflag 2010	176
GranCabrio/GranTurismo S/		Luigi Colani	286	Cascais Classic 2017	262	Moretti Event Switzerland	191	Silverflag 2011	190
Quattroporte GTS	175	Roberto Giolito	287	Ceirano 150S Tipo Roma	125	Moretti + Dany Brawand	204	Silverflag 2012	202
GranCabrio/GranTurismo/MY18	260	Klaus Busse	290	CFM 750 Sport	218	Maggiore - Puntograle	31	Silverflag 2013	213
GranCabrio/GranTurismo S MC				Concept Cars, the top 50	290	Modena Tour	79	Silverflag 2014	225
Sportline / GranTurismo S Auto	186	CARROZZERIE		CNH Basildon	225	Modena Terra di Motori	122	Silverflag 2015	236
Maserati Museum (100years)	224	Allemano	198	CNH European Tour	238	Modena Experience	194/204	Silverflag 2016	250
Maserati Centennial	227	Balbo	230	Cizeta V16T	21	Monterey 2011/14	189/226	Silverflag 2017	261
Maserati Ice Driving	193	Bandini	251	Cizeta	49	Monte Carlo Historique 2006.	119	Silverflag 2018 + Merzario	272
Maserati Trofeo 2013	209	Bertone	200	Coppa Milano-Sanremo	107	Monte Carlo Historique 2007.	131	Silverflag 2019	284
Maserati Trofeo World Series	212	Boano	205	Circuito di Piacenza	235	Monte Carlo Historique 2009.	157	Shooting Brakes (Italian)	293
Ghibli MY2013	211	Boneschi	225	Dallara	20	Monte Carlo Historique 2010.	178	Talacrest	226
Ghibli Group Test + MY2014	217	Castanga	199	Dallara BMS 191 Formula	279	Monte Carlo Historique 2016.	244	Targa Florio (Recreation)	71
Ghibli MY2017	253	Colli	226	Dallara Stradale (News)	264	Monte Carlo Historique 2017.	255	Targa Florio Centenary	118
Ghibli S MY2018	264	Ermioni	220	Dallara Stradale Track Test	287	Monte Carlo Historique 2018.	267	Targa Florio Giro di Sicilia	123
Ghibli Buyers' Guide	284	Ellena	231	De Sanctis SP1000	262	Monte Carlo Historique 2019.	292	Targa Florio In a Fiat 1100 ('11)	192
Levante	243/252/272	Farina	212	Diatto Ottovu	133	Monaco Grand Prix Historique	122	Targa Florio Classic 2012	206
Levante Q4 Ice Driving	255	Fantuzzi	224	Dream Garage top tens	285	Monaco Grand Prix Historique	177	Targa Florio Retrospective	278
Levante S in Dubai	263	Fissore	202	Edonis Supercar	73	Monaco Grand Prix Historique	220	Turin: Fiat City	119
Levante S + GranTurismo MY18	265	Frua	203	FCA Heritage Hub Visit	287	Motor valley	80/84/168/222	Tour Auto 2006	121
Levante 350hp	277	Francis Lombardi	219	Formula Juniors	28/73	Mostro Scambio Imola 2011	192	Tecno Lola T290	128
Levante Trofeo V8	283	Ghia	209	Formula One Benetton	73	Museo Nicolis	143	Tecno PA123 Formula 1	116
Mid Engine Maseratis	296	Giugiaro	234	Ford Anglia Torino	141	Museo Enzo Ferrari	295	Triumph Italia	178
MC20	297	Italdesign	232	Frankfurt Show 2003 (Berry)	87	Mugello Historic	146	TVR by Fissore	78
		Moretti	213	Francis Lombardi 850 GP	231	Marcello Gandini Show	278	Ultima Alfa	123
		Motto	221	Festival Italia / Abarth 70th	285	Nazzaro Tipo 3	159/239	Uniques Concours	180/206
		Monterosa	229	Lombardi 850 GP	231	Nash Healey Roadster	205	Villa d'Este Concours	83
		Michelotti	210	Ghia Coupes Alfa/Lancia	22	NSU Sport Prinz	223	Villa d'Este Concours	108
OSCA		OSI	215	Giannini Story pt1/pt2	45/56	OM 665 SSMM Superba	224	Villa d'Este Ferraris	109
OSCA 1500S Coupe	41	Pinin Farina	216	Giannini 750 Sport	277	OSI Ford Taunus 20M	130	Villa d'Este Ferraris	122
OSCA Story	29	Pininfarina	217	Giugiaro	87	OSI 1200 Spider	216	Villa d'Este Ferraris	135
OSCA 2500GT	32	Riva	228	Gordon Keeble	250	OZ Alloy Factory Visit	160	Villa d'Este 2006	120
OSCA MT4	59	Savio	223	Goodwood Revival 2005	113	Padova Show 2005	116	Villa d'Este 2007	134
OSCA Tipo 4	203	Scaglietti	211	Goodwood Revival 2010	179	Padova Show 2006	129	Villa d'Este 2008	148
OSCA 1600 Coupe	102	Scioneri	218	Goodwood Revival 2012	193	Padova Show 2008	142	Villa d'Este 2009	161
OSCA V12 F1	257	Sibona & Basano	227	Goodwood Revival 2012	204	Padova Show 2009	155	Villa d'Este 2010	174
OSCA 1600GT	266/279	Scaglione	252	Goodwood Revival 2013	215	Padova Show 2010	169	Villa d'Este 2011	187
		Siata	195/208	Goodwood Revival 2015	227	Padova Show 2011	182	Villa d'Este Ferrari 2011	189
PAGANI		Stanguellini	254	Goodwood Revival 2016	253	Padova Show 2012	193	Villa d'Este Alfa 2012	199
Pagani Zonda C12	38	Touring Superleggera	206	Goodwood Revival 2017	262	Padova Show 2014	218	Villa d'Este 2012	212
Pagani Zonda C12/C12S	53	Vignale	204	Goodwood Revival 2018	274	Padova Show 2015	231	Villa d'Este 2014	224
Pagani Zonda S 7.3	95	Viotti	222	Goodwood 75th/76th	256/268	Padova Show 2016	241	Villa d'Este 2015	233
Pagani Zonda S 7.3 Roadster	104	Zagato	207	Gran Premio Nuvolari	155/274	Padova Show 2017	263	Villa d'Este 2015	238
Pagani Zonda F	115			Harvey Bailey Suspension test	104	Padova Show 2018	276	Villa d'Este 2016	247
Pagani Zonda R	157			Innocenti 950 Spider / Coupe	157	Padova Show report	252	Val Savioire 2005	103
Pagani Huayra	201			Innocenti 186 GT	227	Pininfarina at 75	114	Val Savioire Classic	110
Pagani Huayra Roadster	270			Innocenti Mini Cooper	267	Pininfarina at 80	178	Val Savioire Classic	125
				Intermeccanica Italia	206	Pininfarina at 90	292	Val Savioire Classic 2008	125
THE VISIONARIES				Intermeccanica Indra	268	Pininfarina Peugeot 540 Cab	235	Val Camonica 2008	153
Adolfo Orsi	147			Isotta P1 Powerboats	121/124/125	Police Cars	208	Val Camonica Adamello 2012	194
Brenda Verner	148			Isotta Fraschini 8A SS	158	Rally Legends 2010	170	Val Camonica Adamello	201
Giulio Borsari	149			Isotta Fraschini revival	295	Rally Legends 2011	183	Zender 'Progetto Cinque'	22
Valentino Balboni	150			Italian designed cars	291	Rally Legends 2012	207	Zagato Bristol	44
Ermanno Cozza	151			Italian cars in films	155	Rally Club Valpantena	210	Zagato Hillman Imp	51
Stephan Winklemann	152			Italian Carrozzeria Revival	280	Renault Dauphine by Alfa	141	Zagato Story P1/P2	
Giorgetto Giugiaro	154/274			Italian Survivors	294	Retromobile	219/243/255/268	53/54 Zagato 85th Birthday	97
Jack Sears	155			Italy's greatest living designers	295	Replica P4s	38/51/54	Zastava 750 Fiat 600	191
Chris Rea	156			Italdesign Aztec	163	Riva Factory Visit	144	Zagato Mostro	234
Ercole Spada	158/266			Lada Riva Fiat Twin Cam	215	Riva Ferrari 32	242	Zagato 100th Anniversary	278
Sergio Scaglietti	159			Le Mitiche Sport Bassano	112	Ruote Borrani	225	Zagato Zele	279
Stirling Moss	160								

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ALFA ROMEO



1969 Alfa Romeo Spider Veloce 1750 105. 125,000 miles, red, imported from the USA in 1989, owned by present owner since. Fully restored and in beautiful rust free condition, full engine rebuild and new gearbox by Jamie Porter at 103,500 miles (currently reading 125,613), Alfaholics fast road kit, Koni dampers and springs, anti-roll bar and LSD. 5 new Pirelli Cinturatos, body rebuild and bare metal respray in 1993, second full respray in 2007, undersealed. Video of rust free underside on request, huge history file, £40,000. Tel: Robin Howe, 07778 593606. A298/012



1991 Alfa Romeo S4 Spider. 75,000km, beautiful LHD spider, drives faultlessly (inc trips to Italy), dry use only. AROC member owner since 2013, bodywork is excellent, the car was resprayed in original Alfa Red in 2011, and maintained by Alfa restoration specialist DTR Racing. 2017 engine rebuild, interior trim work including new seat covers, brake calipers, suspension bushes etc. Some earlier paper history, original sale into Germany 1992 and UK imported 1997, £15,000. Tel: 07874 997458. Email: m10pjp@hotmail.co.uk (car garaged in Caterham, Surrey). A298/015



1990 Alfa Romeo 164 2.0 Twin Spark Lusso. 94,000 miles, red/grey, early Phase 1 'H664 YHR' (private plate will come off this month). 1962cc pre-cat, 8v twin spark engine. Virtually no rust, original paint, front subframe replaced about 5 years ago, stainless steel exhaust (including downpipes). All electrics still work, black leather interior, 17" Zender Milanos. Spares including headlamps, original 15" Lusso alloys, passed MOT in July 2020 with no advisories. Ring for full history and description, £2900 ono. Tel: Alec, 07872 391880 (Liverpool area). A298/027



1985 Alfetta GTV 2000. 71,000 miles, red, featured in Classic Motoring magazine in September 2018. Mechanically sound with good engine and gearbox, serviced by Italia Speed, MOT until September 2021 and old MOTs dating back to 1991. Excellent original interior, good wheels and tyres but body requires some work. Original manuals and keys, fantastic project and genuine reason for sale, £4500, please call for full details. Tel: Dave, 07767 880990. A298/025



1989 Alfa 75 3.0 V6 Veloce. 99,600 miles, red, reluctantly selling my cherished 75 due to loss of storage, partially stripped for track day use but easily reversible for everyday road use. No corrosion, MOT until July 2021, exhaust and suspension upgrades by Chris Snowden, £6250. Please contact for more information and photos. Tel: Chris, 07774 850019. Email: chris@bmsecurity.co.uk. A298/024



Alfa Romeo SZ no.382. 86,218 miles, red. It has been well loved and a joy to drive (when dry) during my 27 years ownership, been maintained regularly by Ferdi. Rear calipers overhauled 2019, cambelt service, MOT June 2020. Low mileage Avons, stainless steel exhaust, 2 keys, all tools, handbooks and history file, not concured but cosseted and much admired, £37,750. Quantity of spare parts available to purchase separately. Tel: Peter, 07774 694964. A298/018



2000 Alfa Romeo 156 2.0 T Spark. 135,600 miles, black. New car forces sale of our 156 that has been in the family since 2004. Bodywork requires some attention, no rust and generally in good condition for age, new cambelt at 109,000 miles, new battery 2018, drives well, all electrics working, MOT till February 2021, very nice red leather interior, £500. Tel: Adrian, 07709 951943 (Worcestershire). A298/020



Alfa Romeo 156 Sportwagon Facelift. '04 2.4 JTD M-Jet Veloce, professionally remapped to 210bhp, 400Nm torque, new battery, recent clutch and flywheel, 4 Michelin Pilot Sport 4s, water pump and cambelt 20K, 84,000 miles only, oil changed every 5000 miles, Alfa Red, £4250. Tel: 07788 422678. Email: pgregory275@gmail.com (Coventry). A298/023

1997 Alfa Romeo GTV Phase 1 2.0 TS. 96,477 miles, 12 months' MOT, no advisories, Vela Blue/tan leather. Owned 5 years, brilliant, reliable drive, has never let me down. Not perfect paint but amazing from ten feet, two spots of corrosion but controlled and not visible, £2000 ono, ring Calvin for more details. Tel: 07811 461207. A298/019



2008 Alfa Romeo 159 Sportwagon 1.9JTD Lusso diesel auto. 38,000 miles, Grigio, full service history, major service and cambelt in Nov 2019. Outstanding condition with unmarked beautiful black leather interior, some paintwork undertaken in 2019 to maintain the showroom appearance. Extremely rare for a 159 with this mileage and condition, £4500. Tel: David, 07799 417607 (location East Sussex). A298/017



Alfa Romeo 159 Ti JTDm 2011. Immaculate condition, 58K, twelve months' MOT, beautiful stitched leather seats, 'extras', Alfa carpets plus four Ti wheels, hands free Parrot, £10,295 ovno. Tel: 07816 335474 (Torquay). A298/010



2005 Alfa Romeo GT 3.2 V6. 93,500 miles, 130 B/B Rosso Alfa, extensive service history and original manual. With tan leather, 2 keys, GTA clutch, flywheel and Q2 LSD. Suspension: Bilstein dampers and Eibach springs, wheels: 17" fins with Pirelli P7 tyres, brakes: 330mm Brembos, exhaust: Alfaholics full system, Bose speaker system CD player, factory fitted alarm, £6750 ono. Email: richardmorrill@gmail.com. A298/028



2004 Alfa Romeo GTV Phase 3 1970cc JTS Lusso. 45,500 miles, Grigio, owned since Oct 2016. MOT until 26.02.21, full service history, recent interim service in July 2020 at 44,487, had brake fluid changed along with air and oil filters. Serviced in Feb 2019 at 41,756 had cam belt, timing belt, water pump, auxiliary belt and tensioners changed along with nearside lower suspension arm replaced, Waxoyl to underside and washer arm replaced. New battery fitted Jan 2020, 16-in alloy wheels, front Pirelli P7s fitted at 41K in Aug 2018. 10 CD multi changer, garaged overnight, 3 keys, £5850, offers welcomed and considered. Tel: Luke, 07467 147032 (located in west Berkshire area). A298/013



1998 Alfa Romeo 916 GTV 2.0L Twin Spark. 67K miles, MOT until June 2021, FSH. Cambelt changed at 62K/2018, new spark plugs at 63K, extensive paintwork restoration in 2015. Very good condition, no rust, a few minor chips. Owned since 2012 and still a joy to drive, downsizing hence reluctant sale, £2750 ono. Tel: Rob, 07526 746388. A298/006



2002 Alfa Romeo GTV 2.0TS. Metallic silver GTV Lusso, red leather interior, very low mileage, Cup alloys, good Eagle tyres, MOT'd Aug 2021, 2 owners, selling with heavy heart, would suit collector/enthusiast, only 12,500 miles, comes with all the keys, vgc, good service history for any further details, please contact, might consider p/ex for petrol/diesel Giulietta, £9800 ono. Tel: Robin, 07939 260080. A298/026



2003 Alfa Romeo 916 Spider 2.0L Twin Spark. 57,000 miles, Safire Blue metallic, 5 owners from new, tan unmarked leather seats, 12 months' MOT, it has just been serviced by experts at Autolusso, Ferndown, Dorset at a cost of £3376. New cambelt, completely overhauled rear suspension, 4 new tyres, £7000. Tel: John, 01202 876272. A298/030



2007 Alfa Romeo Spider 939 3.2 JTS V6 Q4 QTronic. 30,200 miles, Alfa Red, MOT 15 August 2021. Frau Pieno Fiore black leather seats, adjustable heated seats and wing mirrors, graphite alloy dash multifunction sports steering wheel with shift paddles. 18" graphite wire spoke design wheels, new Avon 235/45 tyres at front. Dual climate control, cruise/traction control, bi-Xenon headlights with headlight washers, satellite navigation system with Bose sound system and CD autochanger, two electronic keys, £10,850, maintained with regular services by Turin Motors Leeds. Tel: Michael Johnson, 07939 035186 (West Yorkshire). A298/014

Alfa Romeo Brera 2.2 JTS. 1/12/2006, red, 61,000 miles, MOT to 11/9/2021, sat nav, Bluetooth, electric seat adjustment, climate control, 16-inch alloy wheels, new timing chains and front subframe 500 miles ago, new battery, £5350. Tel: 01252 715781 after 6.30pm (Surrey). A298/004



2004 Alfa Romeo GT 3.2 V6. 105,000 miles, black, three owners from new, originally supplied by SGT, serviced by Monza 2008-2015. Spent lots on her during my four years. Full size spare, never welded, new cambelt fitted 2016, windscreen chip repaired 2019, radio could do with updating. Good unmodified example, MOT February 2021, £4750 ovno. Tel: Mark, 01579 347290 (Cornwall). A298/029



2008 Alfa Romeo Spider JTDM. 46,500 miles, red, 2 previous owners, full service history by Jamie Porter. Full service and cambelt kit April 2019, recently under-sealed, great condition, few stone chips as expected. Electric roof in good condition, rubs on roll-loops, apparently a common issue, alloy wheels good condition, HPI clear, £7500. Tel: Franco, 01480 384776. A298/022



2007 Alfa Romeo Spider 939 2.2 JTS. 29,150 miles, red. Excellent condition, all usual spec, leather seats, 6 gears, cruise control, climate control etc, service history, £8500. Tel: 07753 422271. A298/021

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2008 Alfa Romeo Brera SV JTS. Rosso Red very low mileage SV JTS, 2 previous owners including Alfa Romeo, only 14,500 miles from new, FSH, all the MOTs. Full panoramic sunroof with electric blind, ABS brakes, dual zone climate conditioning, electric windows (one touch), front fog lights, leather covered steering wheel, remote central locking, two keys, cruise control, adjustable steering column, heated door mirrors with powerfold facility, spacesaver spare wheel, black/grey leather trim, £11,500, more photos available on request. Tel: P.Wignall, 01969 623585 or 07715 377340. Email: pwignall@icloud.com. A298/016



Alfa Brera 3.2 JTS SV. Owned and maintained by an enthusiast and ARUK member for over 4 years. Full blue and tobacco leather interior. Factory sat nav unit with Bose sound system, panoramic sunroof with electric sun blind, parking sensors, part stainless steel exhaust system. Alloy wheels have been refurbished and are unmarked, body has been undersealed. Dual zone climate control, electric seat backs, 10 disc CD changer in boot. Full service history, includes 3 keys with manual pack, next MOT due 01/03/2021, service history, £5850. Tel: 07900 492354. Email: cooper1997@hotmail.co.uk. A298/051



2008 Alfa Romeo 3.2 JTS V6 Q4 petrol. 67,000 miles, black Sv Q-Tronic automatic. Immaculate, 1 careful lady owner, garaged from new. FSH, Alfa specialist maintained, full spec, new tyres, new battery. MOT, taxed, the best Brera around, £8150 ono. Tel: Julia, 07801 947783 (W.London). A298/050

FERRARI

Ferrari 458 Spider. 2013 in Rosso Corsa, FSH, 10,500 mls. Full carbon fibre, has £60K extras from new, owned three and a half years, well retired owner who uses very little and wants to stay with Ferrari so will consider exchange for red 430 Spider. Tel 07785 277780 (north east). A298/031



Ferrari 308 GT4 Dino. 1977, 4 new tyres, exhaust, stainless steel, blue, owned from January 2007, lovely car, always garaged, bad health forces sale, £45,000 ono. Tel: 01869 242683 (Oxon). A298/005



Ferrari California 2014. In Tour de France Blue. Outstanding spec with full service history, just 32,150 miles, MOT July '21, free service to June '21, new tyres, new Pioneer audio system. Special handling pack, 20" forged diamond rims, ceramic brakes with yellow brake calipers, parking camera, front and rear sensors, carbon fibre spoiler. Carbon fibre drive zone, electric heated Daytona seats, £80,000 ono. Email: klein682842@gmail.com. A298/054



Ferrari 456. Great condition 456 in silver Argento Nurburging with blue hide and light blue carpets. This car has been meticulously maintained, having 20 stamps in the service book, an extensive file of invoices and old MOT certificates accompanies the car, and it is complete with the original tan hide tool case, leather owner's wallet and all of the original factory books and car cover. I am more than happy to put you in touch with the garage who have looked after it, who are well known in Ferrari circles. Email: ajcleeds@gmail.com. A298/057



2009 Ferrari 599 GTB. Stunning example is finished in one of the most desirable colour combinations, ordered with the addition of an extensive options list that include: fully electric Recaro seats, leather headlining, leather rear parcel shelf, leather sill kicks, carbon fibre interior trim, front and rear parking sensors, Scuderia shields, Rosso Corsa brake calipers, Bose hi-fi system, electrochromic inner mirror and Bluetooth connectivity. Presented in 'as new' condition throughout. Email: james@okanelavers.com. A298/059



2008 Ferrari 612 Sessanta Coupé. Coachwork by Pininfarina, VIN/chassis no: ZFFJY 54B000157955. Engine no: 128351 / 5.7L V12, 7300km (4500 miles), LHD. Two tone Rubino Micalizzato (ruby red mica)/Nero Daytona (metallic black) with Rubino Micalizzato side line. Date of purchase : 15 April 2008. Fully serviced by Ferrari with all books. Dedicated to Michael Schumacher and Ferrari's 2000 F1 Championship (2000 Schumacher Ferrari F1 Champions). Email: clink.robert@gmail.com. A298/055



Ferrari 360 Michelloto. Factory built 360 Challenge on 22/12/2000, assembly number 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had £80,000 spent over the last 6/7 years, including a new Stradale engine (invoices on file), and lightly used since then. Full air jack system, Ohlins fully adjustable dampers, Autotel Comms system, slicks and wets, plus a spares package. Always maintained to the highest of standards, £149,950, happy to p/x a road car. Tel: Robert, 07802 638618. A298/052



1997 Ferrari 355 Berlinetta. RHD, 6 speed manual, one owner for last 16/17 years. Full dealer service history with all upgrades and maintenance carried out with no expense spared, including a recent engine out cam belt service. Extensive history file, all factory tools and accessories are present and correct. Some main features include, at the rear: stainless steel Fabspeed headers with Challenge exhaust system, Challenge rear grille, carbon fibre air boxes with rear window intakes, SS flexi brake lines, upper and lower arms re-bushed and painted, cooling fans upgraded and extra radiator fitted for better cooling, all hoses upgraded to silicone. At the front: new shocks, springs, brake lines, upper and lower arms re-bushed, headlights refurbished, all brackets and bolts replaced, new master cylinder. Interior: all handles and switches de-rubbered, carbon fibre door sills. The car is in excellent condition inside and out, and because of the upgrades it has, and a manual gearbox, it's the one to have. For further information email: tom@tbmotorsportlogistics.com or paul.goodge@sclconsulting.co.uk. A298/058



Ferrari 612 Scaglietti F1. 2005, in Grigio Silverstone/black leather, 56,500 miles with full service history including recent cambelts, 4 new tyres and battery etc, and always maintained regardless of cost. Please contact for further information, £49,950, p/x considered. Tel: Robert, 07802 638618. A298/053



Ferrari F12 Berlinetta 2015. Grigio Silverstone, 14 months balance Ferrari warranty, full Topaz PPF, yellow calipers, yellow dial, black/Bordeaux Daytona comfort seats, Bordeaux carpets, carbon driver's zone and bridge, front lift, f&r parking cameras. A strongly specced car in top condition purchased from Meridian Modena, £175,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A298/056



Ferrari 599 GTB Fiorano F1. 2007, Nero Daytona metallic black, Bordeaux leather/grey stitch interior. Carbon racing seats, dashboard inserts, centre console, steering wheel, door trims, sill covers, red calipers, yellow rev counter, Scuderia shields and unmarked polished Challenge wheels, V12 VFF, car cover and charger included in asking price. Full Ferrari service history, with JCT600 Leeds now for annual service, handbrake adjustment and factory flickering dashboard repair, £96,500. Tel: Jon, 07758 936009. A298/048



Ferrari 308 GTB Vetroresina for sale. The car has been left in a garage since 1987 with 69,441 miles. It is now in storage with a performance car specialist, they have got the engine running and it is holding good oil pressure. The car will need fully restoring, £65,000. Tel: 07957 752217. A298/049



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Ferrari F355 wheels. The 1996 F355 was sold last year, going through the garage I have 2 wheels I found, 1 front and 1 rear. Both have light scratches and/or some kerb rash but are not bent from what I can see. Email: carlobetr@gmail.com. A298/074



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Panerai Ferrari watch. Excellent condition, only worn a few times. Inner box, outer box, all paperwork and manuals are all available. Watch is stainless steel, black dial with yellow accents, black leather strap, 45mm. Email: dwatsonnorman@gmail.com. A298/064

FIAT



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PARTS

Ferrari F40 body panels. Ferrari F40 body panels, email for details. Email: david.potter@live.com. A298/032



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Ferrari F40 rear screen. Good used condition, sensible offers. Email: david.potter@live.com. A298/072



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Ferrari F430 wheel bolts. Here is a set of genuine and original boxed Ferrari F430 wheel bolts x20. There is no corrosion on any of them. Email: michaelcarr1965@gmail.com. A298/034

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Ferrari 365 rolling chassis. Includes wheels, suspension, 5spd gearbox, diff, driveshafts, torque tube and shaft + ZF power steering. Tel: John Lewis, 07879 810707. A298/037

Ferrari 550 Barchetta caps. 2 caps supplied as original equipment with my 550 Barchetta which I sold in 2005. In original plastic bag unworn and as new, £550 the pair. Email: jmj550@gmail.com. A298/038



GT4 doors. Ferrari GT4 panels, new old stock. One pair of door frames and skins, £3000. Email: david.potter@live.com. A298/073
googlemail.com. A298/039

MISCELLANEOUS

1958 Ferrari Testarossa scale model 1:18. Mint condition, as new, box never opened, £100. Email: Jessica-paul@sky.com. A298/040

Ferrari 328 items. Original Ferrari supplied car mats in black with leather inserts in tan, £150. Fitted luggage by Schedoni, 4 bags with cloth interior, embossed logo, protective bags, key fobs, keys and tags, £3500. 12 FOC windscreen badges 95, 96, 97, 98, 99, 2000, 02, 04, 05, 06, 07, 08, any offers. Please email for photos and information. Email: jmj550@gmail.com. A298/041

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OBSCURATI

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Biagini Passo

ITALY MADE THE WORLD'S FIRST EVER SOFT-TOP CROSSOVER BY COMBINING BITS OF VW GOLF AND FIAT PANDA

Story by Gary Axon



As every red-blooded car enthusiast knows, when it comes to fun, affordable, stylish sporting soft-tops, the Italians have always taken some beating. The classic Italian recipe traditionally involves taking a mainstream family car and topping it off with a splash of Latin flair by the likes of Pininfarina, Bertone and Vignale.

The Italian cabriolet you see pictured here, though, doesn't play by these rules. Instead it

relies on Teutonic engineering and functionality. Look closely beyond the first-generation Fiat Panda headlamps and front indicators, plus the Fiat Strada side repeaters, and you might just be able to make out the profile of a Volkswagen Golf Mk1 Cabriolet, raised up on stilts and smattered with off-road accessories.

The snappily-named Biagini Passo 4WD was a bizarre combination of not just one but two VW Golf models, built by Italy's distributor of the

Romanian ARO 4x4 range, ACM Automobili. The lightly disguised exterior was that of the Giugiaro-styled Golf MK1 Cabriolet, but it hid the underpinnings of a Mk2 Golf, namely the short-lived Country model equipped with the Steyr-Puch-developed Syncro four-wheel drive system.

Also inherited from the Golf Country Syncro was its lofty suspension, as well as a skid plate to protect the engine and a special subframe to protect the rear Syncro differential and propshaft. You could choose between Golf Country 1.8 and 2.0-litre four-cylinder petrol engines.

For that authentic off-road look, the Biagini Passo boasted large tubular 'roo bars' front and rear, plus big plastic wheelarch extensions and that all-important externally-mounted rear spare wheel.

Two rounds of Golf for the price of one may have seemed like a bargain but the Biagini Passo was not cheap. The build process was complex and labour-intensive, involving stripping down a new Golf MkII Country to use its chassis, transmission and

engine; then a Golf Mk1 Cabriolet body was placed over it, including its soft-top (although the original VW glass rear window was replaced by a zip-down Perspex item).

ACM extensively modified the Golf's bodywork. At the front, the Golf's wings, bonnet and grille were all discarded for unique ACM parts, while the Panda headlamps made it look more Fiat than VW. A wider flip-down tailgate replaced the VW's small upwardly-hinged boot lid, flanked by narrower Vauxhall Astra tail lights. The Golf Mk1 interior was retained, the only addition being a large passenger grab handle on the dashboard.

Designed for mild 'soft-roading', the Passo was the world's first crossover SUV convertible when launched in 1990, predating the Suzuki X90, Range Rover Evoque Convertible and, somewhat ironically, VW's own new T-Roc Cabriolet. But the Passo's high price, questionable build quality and virtually non-existent rust protection saw it flutter out of existence by 1993, after only 65 examples had been built.



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