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So the legendary GTA badge is back at Alfa Romeo. That's a cause for huge celebration here at *Auto Italia* and most reactions I've seen and heard have been overwhelmingly positive. As you can read on page 18, the Giulia GTA not only boosts the Quadrifoglio's already mighty power output but it also reduces weight, sharpens up the handling, ups the carbon count and introduces launch control for the first time.

The GTA is a mouthwatering machine if ever I saw one, and I really can't wait to experience how it drives. But I also can't help feeling a small pang of regret in one regard. The hardcore GTAm is easily the most exciting version, with its stripped-out ethos and two-seater cabin, by dint of removing the rear seats (making it one of very few four-door road cars with only two seats). However, it seems like the Giulia GTV two-door coupe that Alfa promised us has been abandoned. What a shame – wouldn't that have made an even more spectacular base for these GTA models?

Equally sadly, I didn't get a chance to see the new GTA in the flesh, as had been planned, at the March 2020 Geneva Motor show. That's because the show was cancelled due to COVID-19 concerns. As I write this, many Italian factories are operating at reduced capacity, and many events in Italy have been cancelled or postponed as the virus has brought about a national lockdown. Just one example: the first round of Ferrari Challenge Europe, due to take place at Mugello in April, has been postponed. While we all hope that the effects of COVID-19 in the UK can be minimised, the fact that the Ferrari Challenge UK prologue event at Donington has also been postponed doesn't bode well. Fingers crossed for everyone.

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ISSUE 291

MAY 2020



18

FEATURES

- 14 **FIAT 500 ELECTRIC**
It's here: the all-new battery-powered Fiat 500
- 18 **ALFA ROMEO GIULIA GTA**
A legendary badge makes a welcome comeback
- 22 **ALFA GIULIA GTC V LANCIA FLAVIA CONVERTIBLE**
Open-topped 1960s four-seaters back-to-back
- 30 **BARGAIN MODERN CLASSICS**
Italian starter classics for under £10,000
- 38 **LANCIA AURELIA AT 70**
Celebrating Lancia's pioneering V6 masterpiece
- 44 **ITALIAN-DESIGNED CARS ABROAD**
How Italian design conquered the world
- 50 **FERRARI BB 512 BY KOENIG**
In action in a period-tuned supercar
- 60 **ALFA SPIDERS THAT COULD HAVE BEEN**
Open-roof Alfas that never made production
- 66 **TEAM CARS**
Welcoming new Alfa Giulia QV and Fiat Punto
- 70 **AUTOMOTORETRO 2020**
Turin's superb classic and motorsport show
- 74 **ITALIANS IN AMERICA**
Review of the 2019 US show scene
- 80 **BOOKSHELF**
Latest Italian car titles reviewed



22



30

SUBSCRIPTIONS
SAVE! SEE PAGE 58 FOR DETAILS



38



44



50

REGULARS

- 06 **NEWS**
How Giugiaro is helping to revive Bandini
- 92 **CLASSIFIEDS**
Find your perfect Italian car here
- 98 **OBSCURATI**
Fantuzzi's racing-style Ferrari 250 GT special



60

ITALIAN CAR NEWS

Giugiaro's Bandini revival



GFG Style – the design company run by Giorgetto and Fabrizio Giugiaro – is helping to revive the historic Bandini brand with a new concept car. The Bandini Dora is a fully electric all-wheel drive 'barchetta' sports car using a spaceframe aluminium chassis and carbonfibre bodywork.

It's described as "a hedonistic, open, two-seater car, designed for outdoor leisure". Its most striking feature is the A-pillar design that sweeps from the front wings right to the back of the car. Giugiaro says: "Inspired by the Halo of Formula 1, we thought about creating a car that had a clean windshield as it used to be used with no reinforcements, thus being as linear and light as possible."

The low-cut windscreen passes under the protective pillars, while behind the cabin is a roll bar that doubles up as a spoiler. 'Lightning bolt' shapes appear on the lights both front and rear, with very long headlights that incorporate indicators

reaching right up to the windscreen.

Access to the cabin is via electric scissor doors. A substantial structural beam divides the driver from the passenger, while the driving position is adjusted by moving the steering column and pedal set. The completely switchless interior features a steering wheel with a touchscreen monitor.

Power comes from two electric motors with a total output of 400kW and torque of 680Nm. Drive is to all four wheels and the

performance claims are 0-62mph in 3.3 seconds and a limited top speed of 155mph. The range is 280 miles.

As for the Bandini name, it revives Ilario Bandini's racing marque, which originally made some 75 cars from 1946 until 1992. Ilario's great grandson, Michele, has rekindled Bandini Automobili to make cars in limited series. The picture below shows Michele with an original 1950s Bandini 750 Sport Barchetta from the Mille Miglia Museum.



MUSSOLINI'S ALFA 6C TO BE RESTORED

UK-based specialist Thornley Kelham has begun a restoration to concours standard of a rare Mussolini-owned Alfa Romeo 6C 1750 Super Sport (3rd Series). Chassis Number 6C0312898 was delivered on 13 January 1930 to Supremo Eccellenza Benito Mussolini, for a price of 60,000 lire.

Research by Thornley Kelham has uncovered period images of this car taken on 29 April 1931, showing Mussolini driving it. He famously piloted it on the Radio Auto-Raduno rally from Rome to Ostia. The car changed owners a number of times before being shipped to Asmara in Eritrea in 1937.

Following a period of intensive research, the Thornley Kelham team has now begun restoring this rare Alfa Romeo back to its original condition. It established that the Alfa was originally bodied by Stabilimenti Farina, but at some point in its life the body was modified with a more racing-focused body, which it wears today.

Over the all-original chassis, rear axle and gearbox, Thornley Kelham will now recreate the original 1930 bodywork, a task that will involve thousand of hours of work. Simon Thornley commented: "This Alfa Romeo presents us with perhaps our greatest test to date. Our challenge now is to restore it to the condition it first left Stabilimenti Farina's carrozzeria. Automotive history like this has to be preserved."



Photos: Ashley Border

VIGNALE & ZAGATO RARITIES AT AUCTION

Two extremely rare Italian coachbuilt cars from the Elkhart Collection are due to be auctioned. A 1952 Ferrari 225 S Berlinetta by Vignale is the fifth of some 21 examples built and was competitive in racing in period, finishing second overall at the 1952 12 Hours of Casablanca, fourth overall at the 1952 Monaco Grand Prix and tenth overall at the 1952 Mille Miglia. The auction estimate is \$2.5 to \$3 million.

Also on sale is a 2010 Alfa Romeo TZ3 Stradale Zagato, the sixth of nine examples built by Zagato to commemorate 100 years of Alfa Romeo. Powered by a 600hp V10 engine, it's one of very few examples ever to be sold publicly, and is estimated to make \$400,000 to \$600,000. Both cars are to be offered without reserve at the RM Sotheby's Indiana sale on 1-2 May 2020.



MICROLINO 2.0 REBOOTS ISETTA

A new version of the Italian-made revival of the Isetta bubble car has been unveiled. Called Microlino 2.0, it is a major reworking of the original electric car prototype first seen in 2016.

Revisions include the car's structure, which is beefed up to meet quality, safety and handling targets. The chassis is now in pressed steel and aluminium, rather than a tubular structure. The rear axle is widened by 50% and is now independently suspended. The revised electric motor is claimed to be more efficient and more powerful, while the batteries are changed for higher energy density items. Extra passenger space has been achieved and narrower A-pillars improves visibility.

Other changes include increased height, a steering column no longer connected to the front-opening door, revised seating and a digital dashboard display. The range of 124 miles (200km) and the price of 12,000 euros remain unchanged. Production of the Microlino is scheduled to start in 2021 in collaboration with the Italian company CECOMP.



MC20

MASERATI UNVEILS 'MC20' NAME

Maserati has revealed what it will call its forthcoming mid-engined supercar: MC20. Short for 'Maserati Corse 2020', it celebrates the fact that the brand will soon return to racing with the new model. The MC20 name also references the MC12, which in 2004 marked Maserati's return to racing after 37 years. The MC12 won 22 races and 14 championships in FIA GT from 2004 to 2010. The MC20 supercar will debut at the end of May 2020 in Modena and go into production at Maserati's Viale Ciro Menotti factory.



TOURING TEASES MYSTERY 'BERLINETTA AERO'



Carrozzeria Touring has teased an all-new project that it will be launching this year. The Milanese coachbuilder says: "Following in the tracks of the magnificent Alfa Romeo 8C 2900 B Speciale Tipo Le Mans coupé at Goodwood Festival of Speed in 2010, the new Touring Berlinetta Aero is being prepared for its inaugural run up the Hill at the Goodwood Festival of Speed on 9-12 July 2020." There's no further detail on what form the new Berlinetta Aero may take, but all eyes will be on Goodwood come the summer.

PAGANI UNLEASHES £5.2M IMOLA

A new limited "racing character" Huayra edition, the Imola, has been unveiled by Pagani. Aerodynamics play a big part in the new Imola, with wings that can move, even when braking. The suspension geometry is new, transferring the 6.0-litre V12 engine's 827hp and 1100Nm of torque to the ground more effectively and reducing dive and sway under braking. The spec also includes revised Brembo brakes.

Revised materials for the central monocoque reduces weight while increasing torsional and bending stiffness, while 'Acquarello Light' paint reduces weight by 5kg (overall weight is 1246kg). Just five Imolas will be built, all pre-sold at a price of £5.2 million each.



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BATTISTA ANNIVERSARIO LIMITED EDITION

Pininfarina is making a special Battista 'Anniversario' edition to celebrate 90 years of the design house – even before the regular Battista is launched.

The Battista Anniversario comes with the 'Furiosa' package as standard – it's an optional on the regular Battista – comprising a revised carbonfibre front splitter, side blades and rear diffuser. The limited edition also boasts a bespoke rear wing, rear aero fins and other details.

The Anniversario has a heritage-inspired livery featuring stripes in white, grey and blue. Other unique features include special leather-and-Alcantara seats, engraved ID plates, headlight engraving, 'Anniversario' script on the side wings, door plaques and 'Pininfarina 90' logos.

Almost 10kg of weight is saved by new centre-lock forged aluminium wheels, which at the rear grow from 20 to 21 inches. As a result, a higher top speed of 217mph (350km/h) is quoted.

Just five cars are to be built, priced from €2.6 million. The all-electric Battista range will enter production by the end of 2020, says Pininfarina.



FERRARI OPENS 'GRAND TOUR'

A new exhibition called *Ferrari Grand Tour, a Journey Through Beauty and Passion* has opened at the Enzo Ferrari Museum in Modena. The featured displays are Ferrari's grand tourers, themed to various world cities. The Paris area celebrates cars launched at the Paris Salon, such as the 1949 166 Inter Touring and 1954 Ferrari 375 MM. In the United Kingdom area are such cars as the 330 GT 2+2. The United States area features the 1959 250 GT Berlinetta SWB, while Shanghai has a 2006 599 GTB Fiorano with bodywork decorated by the artist Lu Hao and a 612 Scaglietti that completed a 15,000-mile tour of China at its launch. Abu Dhabi is represented by the Ferrari FF, while Italy hosts the new Ferrari Roma.



FERRARI F355 'BARNFIND' RESTORED IN UK

Following more than 12 years neglected in storage in Macau, a 'barnfind' Ferrari F355 has just finished being recommissioned by HR Owen. The 1995 example is in rare Verde Silverstone paint with a manual gearbox and unusual carbonfibre racing bucket seats.

The car was shipped to London, needing "serious mechanical work" according to HR Owen, rodents having chewed through wiring components, lubricants having dried up and corrosion having affected many components. The engine, gearbox, exhaust, electrics, air conditioning system, wheels, brakes and suspension were all refreshed ahead of a Ferrari Classiche certification.

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NEW UK FCA DEALERS

Fiat Chrysler Automobiles has expanded its UK retailer network in East Anglia and Surrey. A new Motorvogue showroom has opened in Cromer Road, Norwich, to deal in Abarth, Alfa Romeo, Fiat, Fiat Professional and Jeep brands. Meanwhile, family dealer group Wilsons of Epsom in Surrey has added Alfa Romeo and Jeep to its portfolio. Having represented the Abarth and Fiat marques in Surrey and South West London for years, it has now expanded to four brands, all housed under one roof.

ITALIAN PASSION FOR SPEED 2020

The fifth annual Italian Passion for Speed event is to be held in Cardiff on 30 May. Starting at noon and lasting until 4.00pm, all Italian performance machines are welcomed, whether cars or motorcycles. Redline 247 will be staging a cross-country road run over the Brecon Beacons and into Cardiff Bay on the day. Entry is £10 per vehicle, with all proceeds going to help the Dreams and Wishes charity (www.dreamsandwishescharity.org). To enter, go to www.italianpassionforspeed.co.uk or contact Paul Talbot on 07753 683930.



FERRARI CHALLENGE UK 2020

The Ferrari Challenge UK Series – the only national championship operated by Ferrari – is returning in 2020 following a very successful inaugural season in 2019. The new season will consist of four weekends of Ferrari 488 Challenge racing. For the first time, Donington Circuit and Brands Hatch GP Circuit will be used, with the season finale once again at Silverstone.

Many 2019 drivers are back this year, joining several novices. Ferrari reports that many Challenge UK racers have progressed to compete in the Ferrari Challenge Europe this season. The full calendar for the Ferrari Challenge UK Series 2020 is:

- Races 1 & 2 - 18-19 April, Snetterton
- Races 3 & 4 - 16-17 May, Donington
- Races 5 & 6 - 4-5 July, Brands Hatch
- Races 7 & 8 - 19-20 September, Silverstone



LEGO FIAT 500

Fiat and Lego have joined forces to create a new Fiat 500 model set. The Lego Creator Expert set is inspired by the Fiat 500F of the 1960s, and consists of 960 pieces, including a functioning sunroof, detailed interior, spare wheel, rear luggage rack and an opening bonnet. The set also includes a folding easel, palette and painting of the car in front of the Roman Coliseum. The official launch took place alongside a life-size model of the Fiat 500 built from 189,032 Lego bricks. The new model is available now at £74.99.



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BRIGHT SPARK

It's finally here! The all-new Fiat 500 marks a revolution as FCA's first fully electric car, promising perky performance, more space inside and an upmarket feel

Story by Chris Rees

A “pocket-size Tesla” is how Fiat's boss, Olivier Francois, describes the all-new electric Fiat 500. That's a hint not just about its perky performance but also its market positioning: the new 500 is very much pitched as a high-end choice, with elevated prices to match. But this is not out of keeping with Fiat 500 buyers, says Francois: “Around 33% of current Fiat 500 sales are high-end models like the Riva, Gucci and 500C, all priced above £20,000. The new 500 will take on this high-end mantle.”

The existing pop-bang internal combustion Fiat 500 will continue to be sold alongside the

new 500 for the time being, in both petrol and hybrid forms (the latter tested in last month's issue). Despite being 13 years old this year, the 500 is selling super-strongly, shifting 193,000 units in 2019, just shy of its best-ever year in 2018 (197,000 sales).

But it's the new 500 we're here to talk about: an exclusively electric, all-new platform. Fiat says there will never be an internal combustion version of the new 500. Let's start with how it looks. “If it ain't broke, don't fix it” is definitely the phrase here: the profile is pure 500. There are changes, though: it's both longer and wider by 60mm, although it remains a small car at under 3.7

metres long. The wheelbase has grown by 20mm, allowing for more cabin space, while the wheels now sit further out – so although the new 500 is 20mm taller than before, it has a squatter stance which Fiat describes as “more assertive”.

The oval-shaped headlights are now split in two, giving the impression that the car has ‘eyelashes’ on the bonnet. While Fiat claims it's “a car with a smile”, some observers see a faint scowl or even a leer in the new face. The front end has been designed to be grille-less, and therefore more aerodynamic, while the door handles are now flush, too. Look for a Fiat badge on the front and you won't find





one – it's been replaced by a '500' badge – while the rear has a '500e' badge.

The new Fiat 500 is debuting in convertible form only to start, claimed to be the world's first open-topped four-seater with zero emissions. A hatchback version will follow in July and there is also talk of a Giardiniera estate model.

The space inside is described by Fiat's boss, Oliver Franco, as "incredible", with shoulder room and legroom notably improved. Since the batteries are housed low down, they don't compromise luggage capacity (which remains unchanged at 185 litres) and allow for a completely flat floor.

The cabin has far fewer buttons than before, since most of the functions are now grouped within a new 10.25-inch infotainment console, which controls music, navigation and other systems, and is compatible with Apple

CarPlay and Android Auto. The air conditioning is still operated by separate buttons, though. A seven-inch digital TFT instrument display sits ahead of the driver. There's also wi-fi on board and Alexa-style natural speech recognition.

The dashboard is wide and slender, with modular storage between the two front seats where the gear lever console used to be. Used to be? Yes: there's no longer a gear lever at all, just 'PRND' buttons in the dashboard to select the gears.

The new Fiat 500 will be offered, in some trim levels, with seats made of Seaqual yarn, which is partially derived from plastic recovered from the sea, while other trim levels will use eco-leather rather than real leather. Another novelty: the 500's key fob looks and feels like a pebble.

What about the electric powertrain? The

lithium-ion batteries have a capacity of 42kWh, giving a 'real world' range of 199 miles (substantially better than most competitors). Fiat also says that, in mainly urban use, the range could go as high as 250 miles. Fiat hints that other battery sizes will be offered in time, with less range and a cheaper price.

The 42kWh punch should provide what Fiat describes as "rocket-like" performance for a city car: 0-31mph in 3.0 seconds and 0-62mph in 9.0 seconds – better than any electric city car rival. Fiat also says the handling will be fun because the centre of gravity is so low.

The recharging socket sits on the offside rear panel. It can be recharged via an on-board 85kW fast charger, giving the battery 30 miles' worth of travel in only five minutes, or reach 80% charge in 35 minutes. A 'Wallbox' home charging system comes as



TECHNICAL SPECIFICATIONS

FIAT 500 ELECTRIC

ENGINE:	Electric motor
POWER:	87kW (116hp)
BATTERY CAPACITY:	42kWh
TRANSMISSION:	Single-speed automatic, front-wheel drive
LENGTH/WIDTH/HEIGHT:	3631mm/1687mm/1508mm
TOP SPEED:	93mph (electronically limited)
0-62MPH:	9.0 sec
RANGE:	199 miles



standard, either 3kW or, at extra cost, 7.4kW. The latter can perform a full charge from zero in just over six hours. It can also be activated using Bluetooth.

You can select one of three driving modes. 'Normal' is for everyday use. 'Sherpa' mode saves electricity by limiting your top speed to 50mph and making the accelerator less responsive. 'Range' mode maximises the 500's regenerative braking power, so you can effectively drive the car using just the accelerator pedal.

Fiat has developed a novel Acoustic Vehicle Alert System (AVAS), an acoustic warning for pedestrians (which is soon to be mandatory at speeds up to 12mph). Fiat has avoided making it sound like a fake engine but instead it plays a tune – *Amarcord* by Nino Rota. Other tunes can be downloaded, too.

Also a big step up on the old 500 are much more advanced driver assistance systems,


including adaptive cruise control, lane-keep assistance, blind spot monitoring, driver attention monitor and 360-degree camera.

Fiat has built a new production line in Mirafiori, Turin specifically to build up to 80,000 electric 500s per year. There will be limited availability in 2020, so Fiat is initially only offering a plush 'Prima' launch edition. This is a convertible only, with just 500 individually numbered cars for each country. To start, you have a choice of just three colours: Mineral Grey metallic, Ocean Green pearlescent and Celestial Blue triple-layer. The Prima also features LED headlights, eco-leather upholstery, 17-inch diamond-cut wheels and chrome-plated inserts on the windows and side panels, as well as a 'Fiat' monogrammed roof and '1 of 500' badging.

Since a pure electric car with a 200-mile range still doesn't meet 100% of drivers'

needs, buyers can access 'My Dream Garage', a subscription service that allows you to book any other FCA Group car, be that an Alfa Romeo, Jeep, Maserati or whatever.

So how about pricing? It's distinctly upmarket. The sole spec at launch is the 500 La Prima Convertible, priced at €37,900. That means a UK price, after the government plug-in grant, of £29,500. That's roughly on a par with the Honda e, which the Fiat also beats on range. You can make a refundable deposit of 500 euros right now to reserve yours. Full production will start in June ahead of an official launch date of 4 July – the day on which the original Fiat 500 debuted in 1957.

By the way, if you're wondering what has become of Fiat's Centoventi EV concept, that continues to be worked on: it will morph into Fiat's new Panda – a minimalist, budget electric car proposition, in contrast to the pricier, 'high status' 500. 



PLUSH ONE-OFFS

Fiat has asked three Italian luxury brands to create their own 500s, each of which will be auctioned off to benefit Leonardo Di Caprio's environmental charities. There's the 500 Giorgio Armani (matt green paint) the B.500 Mai Troppo ('Never Too Much') by Bulgari (orange paint) and the 500 Kartell (blue paint). Fiat hints that such plush interpretations serve to show the direction that the 500 is heading in, as a high-end status symbol.



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STAR REBORN

Alfa's legendary Giulia GTA and GTAm badges are back on two new limited-production models with an extra 30hp, less weight, handling upgrades and launch control

Story by Chris Rees





Heavens be praised: the 'Gran Turismo Alleggerita' is back at Alfa Romeo. After a gap of 15 years since the 147 GTA and 156 GTA were retired, the GTA badge makes its return on an Alfa – and it's a very special one, being based on Alfa's greatest car of the last decade, the Giulia Quadrifoglio.

The new Giulia GTA does, to some extent, invoke the spirit of the original 1965 Giulia GTA; an extra dose of power (540hp) and a weight loss programme (100kg off) make it consistent with its classic forebear's *raison d'être*.

There are in fact not one but two new GTAs: regular and GTAm. Both share the same mechanical and chassis upgrades but the GTAm is even more extreme, with just two seats, a roll bar, six-point harnesses, Lexan windows and lots of carbon extras.

MORE POWER

Let's start with the power boost. Rumours had been circulating that the GTA might get a mighty increase, perhaps up to over 600hp – after all, independent companies like Celtic Tuning have been extracting an easy 590hp from Alfa's 2.9-litre V6 for some time – but in fact the GTA's tweak is a more modest 30hp over the standard Quadrifoglio's 510hp.

Still, 540hp is a not inconsiderable amount. How the extra power has been extracted isn't yet clear ("meticulous development and calibration work" is all Alfa is saying so far). Doubtless the new Akrapovič exhaust system has had an effect. It's made of titanium, has twin centre-exit pipes integrated into an all-new carbonfibre rear diffuser, and is said to provide "an unmistakable sound" – something borne out by Alfa's online video footage.

WEIGHT LOSS & LAUNCH CONTROL

Alfa is claiming a weight saving of 100kg compared to the Giulia Quadrifoglio but only in the case of the GTAm. A lot of this comes from a severe interior strip-out exercise (more on which below). The GTAm also features polycarbonate Lexan side and rear windows to save weight. The GTAm's quoted figure is 1520kg, compared to 1620kg for the regular QV auto.

We weren't able to get clarification on what the weight savings may be on the 'normal' GTA version but since it boasts a carbon front splitter and carbon front wheelarches, as well as revised suspension, there



might be weight savings for the GTA, too.

Alfa says the GTA has a best-in-class power-to-weight ratio of 2.82kg/hp (or 355hp per tonne). Performance is therefore improved: 0-62mph takes 3.6 seconds, some 0.3 faster than the regular QV – but that's partly down to a first for a Giulia: a completely new Launch Control system.

AERO & AESTHETICS

Aerodynamics have been tweaked to increase downforce, with technical know-how borrowed from Formula 1. Sauber Engineering has devised a new 'Sauber Aerokit', which consists of aero side skirts that kick up towards the rear wheelarch, as well as an altered active front splitter and new carbon winglets that overlap the air dams. The bulging rear track is covered by carbon wheelarch extensions.

On the GTA, the carbon rear spoiler is slightly larger than the regular QV's, but the GTA boasts a huge Sauber-designed carbonfibre rear wing, which is claimed to offer better balance at high speeds. To us, the GTA rear spoiler is distinctly reminiscent of the one developed by Zagato for its Alfa 155 TI-Z of 1994. Other cosmetic changes on both versions include a black roof, Italian flags on the mirror caps and Autodelta badges on the front wings.

Work has also been done to improve the Giulia's already excellent handling. All-new 20-inch wheels with a single centre-lock nut make their debut. Both front and rear wheel tracks have been widened by 50mm to improve handling at high speeds, while there's also a new set of springs, dampers and bushes. Carbon-ceramic Brembo brakes with gold callipers are also standard.

Hardcore GTA has only two (racing type) seats, roll cage, six-point harnesses and fire extinguisher. Yum!





TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA GTAm

ENGINE:	2891cc V6 twin-turbo
POWER:	540hp
TRANSMISSION:	8-speed auto, rear-wheel drive
BRAKES:	Carbon ceramic discs
WHEELS:	20in centre-nut alloys
WEIGHT:	1520kg
MAX SPEED:	191mph
0-62MPH:	3.6 sec



Some 100kg is saved in all on the GTAm. Note the bare door pull straps and unique carbon shell seats

CABIN FEVER

The regular GTA's interior is largely the same as the Quadrifoglio's. The only significant upgrade is Alcantara trim for the dashboard, door panels, glove compartment, side pillars and seat centres.

The GTAm version is much more radical. The rear seats are ditched completely, replaced by an Alcantara-upholstered tub which incorporates moulded cut-outs to house a pair of helmets and a fire extinguisher. There are no rear door panels, either.

The GTAm's rear cabin also has a rollcage structure fitted, on which there are mounting points for new six-point Sabelt seat belts. Special new Sabelt monocoque racing seats with carbon shells also grace the GTAm.

The GTAm's front doors are opened with a lightweight red belt in place of a handle. New matt carbonfibre inserts give the interior a distinctive appearance, while red 'GTAm' logos make several

appearances. Finally, the number of each individual car appears on the centre console.

LIMITED TO 500

The GTA/GTAm will be built in a limited edition of only 500 units in total, each one numbered and certified. Customers will be free to choose which version they want, but we have no doubt the GTAm will cost quite a bit more. Speaking of money, there's no indication yet on price but the expectation is that it will be in six figures. Pre-orders are being accepted now (both left- and right-hand drive are available), and Alfa Romeo says that all 500 cars will be delivered by mid-2021.

Customers will also get a special "customer experience" package, consisting of a Bell open-face helmet with GTA livery, Alpinestars racewear (suit, gloves and shoes) and a personalised Goodwool car cover. A specific driving course will also be run by the Alfa Romeo Driving Academy. 🇮🇹

INSPIRATION

The original Giulia GTA debuted 55 years ago, in 1965, as the Gran Turismo Alleggerita ('lightened') version of the Tipo 105 Sprint GT, whose aluminium bodywork reduced weight from 950kg to 820kg. Power was boosted, too, from 103hp to 115hp, but as much as 170hp was possible in Autodelta-tweaked race spec. Only around 500 1.6-litre GTAs were made. As for the 'GTAm' badge used on the late-1960s 2.0-litre racer, some suggested the 'm' stood for *maggiorata* (or 'increased') but Alfa Romeo itself said 'Am' stood for 'America', since it was based on the US-spec fuel-injected model.







Fresh Princes

Given the choice, which four-seat convertible should young mid-1960s Italian families have chosen to travel in? We pitch Alfa's GTC against Lancia's Vignale-built Flavia Convertible to decide

Story by Simon Park
Photography by Michael Ward

Back in the mid-1960s, when the arrival of progeny rendered his sporty, wind-in-the-hair two-seater no longer viable as family transport, your patriotic young Englishman with a penchant for *al fresco* motoring might well have been drawn to a Sunbeam Rapier or Triumph Vitesse. Both had four seats, sporting pretensions and were available as ragtops; and unless he could stump up for an Alvis, Aston or coachbuilt Roller or Bentley (unlikely), that was about it.

His equally patriotic Italian counterpart

may well have faced a similar dilemma. But in his case the equivalent choices were one or other of the two protagonists you see here, and the recipients of his hard-earned *lire* either Alfa Romeo or Lancia. Both are chop-top versions of four-seater (at a pinch) coupes, with room for *bambini* in the back, and both epitomise the nuances of style and character which define and divide these two much-revered rival marques.

Whilst Vignale built the Lancia – and

grabbed the bragging rights – the Flavia Convertible was actually designed by Giovanni Michelotti (who also, oddly enough, drew the Triumph Vitesse). The basic platform was shared with Pininfarina's Flavia coupe – so we have three design houses that can claim a piece of the pie. The convertible first appeared in 1962, sharing an upgraded, 90hp version of the coupe's 1.5-litre horizontally-opposed OHV 'four'. The following year, increases to both bore and stroke took the engine to 1.8 litres; and although power

terms of size and weight, Alfa's 105-series Giulia range is generally speaking closer, model for model, to Lancia's Fulvias than to the Flavias. The classic Bertone-badged Sprint GT (penned by a young Giorgetto Giugiaro) made its debut in 1963, and the short-lived GTC drophead followed two years later. Sharing the Sprint's immortal 1570cc four-pot twin-cam, it didn't live to share the upgrade to 1779cc (and the equally immortal '1750' moniker) and was dropped in 1966, after just one year in production. Just under

1000 GTCs had been made, a mere 99 of them with RHD.

Next to the Vignale, the GTC appears slimmer and

“ Next to the Vignale, the GTC appears slimmer and more athletic, but that's not to decry the Lancia's elegance ”

only increased marginally (to 92hp), torque soared from a puny 85lb ft at 4500rpm to a far lustier 108lb ft at 3000rpm. Production ended in 1964, after 877 1.8-litre cars had been built (including 43 with Kugelfischer fuel injection and 102hp). Our test car is by no means the only one (of about 40 RHD examples) to have been first registered in the UK three or four years *after* that – in this case, on 19 June 1968. (Better not to ask...)

The GTC has a much simpler history. In

more athletic, Giugiaro's iconic shape still virtually intact with the hood up, and barely less lovely with it down. The coupe's decapitation was delegated to the venerable, but by then ailing, Carrozzeria Touring of Milan, and a fine job it made of it. But that's not to decry the Lancia's rather chunkier elegance, which is evident from every angle. Both are fine exemplars of contemporary Italian automotive artisans' skills.

This Flavia has apparently had seven



previous owners and has a history file which makes *War And Peace* look like a mere pamphlet. Just about every classic Lancia specialist in the UK has had a hand in its upkeep at some point, most recently our friends Thornley Kelham in Gloucestershire. I stopped totting up the total expenditure on maintenance and restoration when my eyeballs started to swivel; but apparently £45k is not a fanciful estimate.

It's perhaps not surprising, therefore, that this is one beautifully sorted and presented Lancia. Mid-range Italian cars from this period

were never what you'd call luxurious, in the sybaritic Jaguar sense; but both the Lancia and Alfa have comfortable, practical interiors. The Lancia's seats are soft and don't offer much lateral grip, but they'd cosset you on a long journey. The 'wooden' dashboard (which looks suspiciously like Formica) contains a strip speedometer which maxes out at 120mph (although this one actually went on strike about 100mph short of that). It's matched by small rectangular minor gauges underneath, whilst a conventionally circular 6000rpm rev counter sits alongside it. The

man-size gear lever is a lot more precise than you might expect, and all four ratios are easy to access. The steering is beyond reproach – nicely positive, with minimal free play around the centre position – whilst the dual circuit servo-assisted disc brakes are simply phenomenal; immensely powerful and controlled by a pedal whose progressive feel wouldn't disgrace a 21st century machine.

The engine, with its characteristic flat-four throb, is something of a stolid plodder by comparison with the Alfa's twin-cam. It's an altogether less racy unit which, despite its



ALFA ROMEO GIULIA GTC V LANCIA FLAVIA CONVERTIBLE



extra 230cc, is giving away power to its Milanese rival. And even-tempered and willing though it is, 92hp and 1150kg (14bhp less and 200kg more respectively than the Alfa) is not a recipe for startling performance. As an easy-going cruiser, however, the Flavia is a delightful companion. It rides superbly, any trace of bounciness in the semi-elliptic leaf springs kept firmly under control by excellent damping. This, in turn, inspires confidence in the car's handling, which is very neutral, with no FWD vices. A natural understeerer, it's safe and predictable; but, as with its straight-

line performance, you need to accept the Flavia on its own terms – it's no racer, but none the worse for that. And like all Lancias of the period, it feels exceptionally well put together. Scuttle shake? Forget it – Vignale knew how to turn a factory coupe into a cabriolet which would not rattle itself to pieces or fold up in the middle over the first pothole it encountered.

For all that, I still felt a bit of a tingle as I approached the Alfa. It had been a while since I'd driven a 'Bertie', but they are cars which embed themselves on your mental

hard drive – I still have fond, clear memories of the 2000 GTV I sold 47 years ago, when this GTC was eight years old. Originally dark green with tan trim, and number 43 of the 99 RHD cars built, it emerged from a two-year restoration in the early 1980s painted red with a black interior. Since then it has covered just 15,000 miles, but it was treated to yet another bare metal respray and some comprehensive engine fettling 10 years ago. You'd be hard pressed to find a better one now.

The GTC has another no-nonsense interior





Character of the Lancia is that of a grand touring convertible rather than an overtly sporting machine

– a bit drab compared to the Lancia's, and noticeably more compact but with grippier seats and nicer, more conventional instrumentation. Straight away, it feels lighter and marginally less solid than the Vignale, too. Dr Orazio Satta Puglia's legendary twin-cam which soon monopolises the senses with its familiar, eager bark. This one also feels exceptionally strong for a 1600, immediately encouraging you to start playing with it. And the ubiquitous 105-series five-speed gearbox, which almost enjoys classic status by itself, offers the perfect means to do so: 'like peaches and cream', as the song has it. This particular 'box isn't perhaps the best I've experienced, but it's still very good indeed.

On the road, the GTC behaves as you'd expect – agile, light on its feet, not quite so firmly planted at the back as the heavier



ALFA ROMEO GIULIA GTC V LANCIA FLAVIA CONVERTIBLE



Despite the loss of its steel roof, the GTC retains the Giulia GT's feisty, fluid-handling road manners

Flavia, but sharper overall, with wonderfully fluid responses to the unimpeachable recirculating ball steering. The live axle can get skittish over broken surfaces and handling promises are not always fully honoured by roadholding responses – a characteristic shared by almost all 105-series Alfas. But it both goes and slows beautifully, and is an all-round classic 1960s package whose whole is far greater than the sum of its not insignificant parts.

What binds these two Italian rivals is their sheer dynamic competence. Neither a Rapier nor a Vitesse come close to matching them, so your young Italian father-to-be would have been well ahead of the game if he had allowed patriotism to guide his decision. And whatever the reservations – and disparaging observations – that are regularly voiced about the build quality of Italian cars of this



TECHNICAL SPECIFICATIONS

	LANCIA FLAVIA VIGNALE	ALFA ROMEO GIULIA GTC
ENGINE:	1570cc DOHC 4-cyl	1800cc OHV flat 4-cyl
BORE X STROKE:	78mm x 82mm	88mm x 74mm
CARBURETTORS:	2 Weber 40DCOE twin choke	1 Solex C32
POWER:	106hp @ 6000rpm	92hp @ 5200rpm
TORQUE:	97.5lb ft @ 3000rpm	108lb ft @ 3000rpm
TRANSMISSION:	5-speed manual, rear-wheel drive	4-speed manual, front-wheel drive
SUSPENSION:	Double wishbones (front), live axle, trailing arms (rear), coil springs	Double wishbones, transverse leaf spring (f), dead axle, semi-elliptic leaf springs (r)
BRAKES:	Discs all round	Discs all round
WHEELS:	4.5 x 15 steel	4.5 x 15 steel
TYRES:	165 R15	165/80 R15
WEIGHT:	950kg	1150kg
MAX SPEED:	112mph	109mph
0-62MPH:	10.5sec	13.5sec



period (with some justification, perhaps), both Touring and Vignale did extraordinarily good jobs turning classic coupes into quite delightful cabriolets. That they both reinforced to some extent common memes about the characteristics of the two marques – Alfa the sportier, young man's choice, Lancia a bit more middle-aged – is neither a

surprise nor in any sense judgemental.

They would both be welcome in my garage if I had the ready and the room which, sadly, I don't. But for anyone who does, both cars are for sale at the Classic Motor Hub in Gloucestershire. Tellingly, the Alfa's asking price is nearly 80% more than the Lancia's – a disparity determined by a fickle market

rather than by their relative worth on the road. There, they are honourable, if distinctive, equals. 🇮🇹

THANKS

Our thanks go to the Classic Motor Hub (www.classicmotorhub.com, 01242 384092) which is offering both these cars for sale



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1966 ALFA ROMEO GIULIA GTC CONVERTIBLE

1 of just 99 right-hand drive examples from less than 1,000 GTC's built, this example has been under single ownership for nearly 40 years, as shown in a lovely history file with ownership details back to new. Recent bare-metal respray and engine rebuild completed



1965 LANCIA FLAVIA CONVERTIBLE

Subject of recent restoration work by marque experts, this is 1 of only 40 right-hand drive examples and was supplied with a detachable factory hard-top. Renovated braking and suspension systems give fantastic road-holding, just as when the car left the factory

Bargain Modern Classics

What are the best modern Italian starter classics you can buy? With a budget of less than £10,000, there's a great choice – here are our 16 top picks

SUB £10K

Story by Alan Anderson
Photography by Michael Ward

So here's a question: what exactly is a 'classic car'? The subject of endless debates, the definition remains elusive. But there's no doubt that a huge movement has sprung up around what continental Europeans call 'youngtimers' or what we might call 'modern classics'.

Just how young can a car be to qualify as

a classic? Well, many insurance companies cover cars under classic schemes from just 10 years old. For the purposes of this feature, though, we're defining a modern classic as between 10 and 40 years old (ie made from 1980 to 2010). The question we're asking is, what Italian modern classics available for under £10,000 make the best buys?

Modern Italian classics offer emotion and enjoyment in equal measure. Once you 'get' the soul of Italian cars, it's hard to go back to anything else. Our 16 bella buys, all for less than ten grand and some from just £1000, offer something for everybody, from economical starter classics and daily drivers to serious sports cars. So don't dream it – drive it!



ALFA ROMEO ALFASUD
Produced: 1972-1989
Price range: £1200-£10,000
Our pick: Sprint Veloce

A landmark Alfa that brought the badge to the masses yet still set benchmark driving standards. The 'Sud rewrote the rulebook on how family cars could perform, and almost 50 years on, its tenacity and tactile nature remain a pure joy. The flat-four engine loves to rev, which it really needs to do. 1.5 and 1.7-litre units have more guts and five-speed transmission is desirable (makes the going more peaceful). Cloverleaf and Gold trims lift the Sud's austerity; the Sprint Veloce coupe commands double the price of a saloon. 'Suds do rust badly, and front disc brakes (with handbrake) are a pain to maintain.



ALFA ROMEO GT
Produced: 2003-2010
Price range: £2000-£7000
Our pick: GT 3.2 V6

The Bertone-designed GT was a stopgap coupe that ended up lasting for years. It cleverly mixed the floorpan of the 156 Sportwagon with the bulkhead and dashboard of the 147. It's a great-looking, keen-handling coupe that can seat five adults and benefits from a useful hatchback. GTs are now very cheap but if you want to invest in one, the 3.2 Busso V6 is the class act of the range, with 240hp of beefy power and a glorious sound – but don't discount the 2.0 JTS four-cylinder petrol, either. Watch out for pricey cambelt changes and rattling trim.





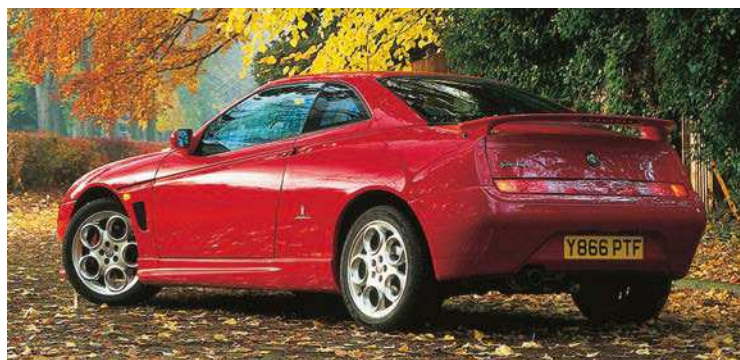
ALFA ROMEO SPIDER S4

Produced: 1990-1993

Price range: £4000-£15,000

Our pick: 2.0

The Alfa Spider is the sports car that Dustin Hoffman made famous, but you too can graduate to one affordably if you opt for a last-of-the-line Series 4 which was produced from 1990 to 1993. A clever Pininfarina facelift of the disappointing S3, it not only looked like a Spider should but was also available in 1.6 and (better) 2.0 forms with the benefit of fuel injection, plus power steering – making it a classic without old car hang-ups. RHD conversion was optional. According to Spider experts, S4s are the best protected against rot, while their



ALFA ROMEO GTV

Produced: 1995-2005

Price range: £1500-£9500

Our pick: Phase II V6 Lusso

The wedge-shape namesake of the classic 105 Series GTV carried the baton with distinction, even though the 916 GTV was based on nothing more exotic than a Fiat Tipo, meaning front-wheel drive. The Twin Spark 2.0-litre engine is vivacious but nothing beats a Busso V6 for brawn and brio, and in later (post-2003) 250bhp 3.2 guise, it goes like a junior Ferrari. V6s do suffer from torque steer but the GTV coupe generally feels tauter than the Spider which suffer from body flex. The body is galvanised so rust isn't the issue it might be, but there are a lot of ratty cars around so tread carefully.



ALFA ROMEO 75

Produced: 1985-1992

Price range: £1000-£7000

Our pick: 3.0 V6

Named 75 as it marked Alfa's 75th anniversary, this saloon was an amalgamation of Alfa's 90 and Giulietta (and earlier Alfetta) models, meaning almost perfect weight distribution, courtesy of a rear transaxle set-up. This is a great driver's car, especially in vivacious 3.0-litre 188hp V6 tune (but don't overlook the 156hp 2.5 V6 either). It may not be the best-looking Alfa ever, and you either love or loathe the quirky cabin, but in terms of metal for your money, a good 75 is hard to beat. It's modern enough to use as a daily driver with a difference. The usual rust/electrical gremlins apply.





ALFA ROMEO 155
 Produced: 1992-1997
 Price range: £2000-£7500
 Our pick: TS or Silverstone

One of the best 1990s Alfas, the 155 may have been Fiat Tipo-based but has its own distinct character. With considerable kudos from motorsport, it spawned a special optional sports suspension pack with a quick steering rack to complement the already fine handling. The creamy 2.5 V6 and turbocharged Q4 (essentially a Lancia integrale under the skin) are sadly out of our sub-£10k price range, but the 1.8 TS Silverstone Edition (adjustable front and rear spoilers, upgraded suspension and extra equipment) is worth searching for; 300 were built. Suspension and electrics can be worrisome, as well as front subframe rot.



ALFA ROMEO 145/146
 Produced: 1994-2000
 Price range: £900-£5000
 Our pick: 145 Cloverleaf

Alfa's 'Escort' aimed at younger Alfisti, the 145/146 range splits opinions, particularly the 145's 'bread van' look. These models initially used Alfa's boxer engines but these have now all but disappeared. Post-1996 Twin Sparks range in size from 1.3 to 2.0 litres, topping out at 155hp in the 145 Cloverleaf and 146 Ti versions. Arguably the 145/146 is a more interesting choice than the 147 that replaced it in 2000, and certainly now a lot rarer. There are some sorry examples around so be picky and go for condition rather than spec or age.



ALFA ROMEO 156
 Produced: 1997-2007
 Price range: £700-£9500
 Our pick: 2.0 TS Lusso

The 156 marked a renaissance for Alfa: a serious BMW 3 Series alternative, driving as well as it looked. A superb range of zesty engines includes a lovely 2.5 V6 and a peerless 3.2 V6 in the GTA (the latter already an appreciating classic), but even the Twin Spark engines are great, with 144hp in 1.8 guise and 150hp in 2.0 form. The classic-looking cockpit is inviting and the Sportwagon estate makes a fine household holdall. 156s are cheap to buy but look out for rust, engine management lights and rattles. We'd avoid the troublesome Selespeed auto (nicknamed 'Selefield' in the trade).





ALFA ROMEO 159
 Produced: 2005-2011
 Price range: £1600-£9000
 Our pick: 1750 TBi

The 156's replacement was styled by Giugiaro as a larger and more spacious car. Also new were the engines, deriving from Vauxhall/Saab, including 2.2-litre JTS and 3.2 V6 petrols. Our pick is the later (and rarer) 1750 TBi with its 200hp petrol engine. Don't discount diesel, though: with up to 210bhp on offer, they're surprisingly feisty. Handling is excellent, especially 4x4 versions, and torque steer is largely quelled. Relative newness means fewer worries than the 156 but problems include front subframes, water pumps, inlet manifolds and worn timing chains. Manual transmissions can be fragile but the Q-tronic semi-auto appears OK.



ALFA ROMEO BRERA
 Produced: 2005-2011
 Price range: £3500-£9500
 Our pick: 3.2 V6 Prodrive 'S'

Broadly based around the 159, the Giugiaro-inspired but Pininfarina-badged Brera is one of the most striking-looking of all modern classics. Succeeding the g16 GTV, it's nominally a four-seater but it's best treated as a 2+2 (at best). The engines aren't great by Alfa standards and it perhaps fails to match its looks with too much weight and slightly numb handling. Q4 versions with 4x4 provide added grip but our pick has to be the UK-only 'S' version, with chassis tweaks by Prodrive. The Brera's main problems are niggly in nature, mainly related to electrics and trim.





FIAT X1/9

Produced: 1972-1989

Price range: £2500-£15,000

Our pick: 1500

So advanced was the mid-engined Fiat X1/9 that, five decades on, it still feels like a miniature Ferrari. Grip levels may be low, but like the Lotus Elan, it's all about fingertip finesse and seat-of-the-pants feel rather than outright pace. The original 1300 is the purist's choice but it's very rare now. The post-1979 1500 is the most sensible bet as it has five speeds, a superbly free-revving engine and better trim, plus it's more affordable. Rust, lack of replacement panels, tired trim, seized brake callipers, dodgy electrics and hot starting problems are the most common ills.



FIAT BARCHETTA

Produced: 1995-2005

Price range: £1500-£8500

Our pick: LE

Pretty and uncomplicated, the Punto-based Barchetta has only one big drawback for many: left-hand drive. But if you can live with that, this is a great, easy-to-own sports car that's as good as a Mazda MX-5 to drive and a lot rarer. Variable valve timing 1747cc engine provides sparky 131hp power and performance is crisp. The well equipped, upmarket LE option surfaced in the UK but in Europe many other versions were available. Really good ones are scarce as rust runs wild and parts supply isn't brilliant for a modern car. DTR European Sports Cars is the main UK specialist.



FIAT COUPÉ

Produced: 1993-2000

Price range: £2500-£9500

Our pick: Turbo Plus

Fiat's answer to the Alfa GTV shares the same Tipo platform but feels quite distinct. It has decent handling and sensational performance in 220hp 20-valve Turbo guise – it was the fastest front-wheel drive production car of its time – but even the lower-ranking 139/154hp models are hardly sluggards. For a coupe, it's surprisingly roomy. Pininfarina's shape has aged well and the retro dash is to die for. It can be a great buy but take care to get a good one. Transmissions have a tough time, front wishbones and wheel bearings are weak, exhaust manifolds crack, cams wear and there can be corrosion issues.





FIAT PANDA MK1
 Produced: 1980-2003
 Price range: £1000-£6000
 Our pick: 4x4 Sisley

The Panda was Fiat's attempt to emulate the Citroen 2CV and Renault 4, offering minimalist motoring with Italian flair. Engines initially came from the 127, later ones have Fire units. With its adaptable, box-shaped interior, this is as pragmatic a car as they come, and early versions with their deckchair seats are sought after. The Steyr-engineered 4x4 is the Panda to pamper, best of all in upmarket Sisley trim. These command lofty prices so better value lies in the more prosaic Pandas. Rust and general neglect are the main concerns and insist on giving any 4x4 or Selecta auto a good workout, as repairs may exceed the car's value.



LANCIA BETA COUPE
 Produced: 1973-1984
 Price range: £3500-£12,000
 Our pick: 2.0 IE

The replacement for the fab Fulvia range, the Beta used Fiat-derived 1.3 to 2.0-litre engines and five-speed transmissions but still retained a unique Lancia character with great handling, refinement and a feeling of class. The in-house styled Coupe used a shortened saloon wheelbase, as did the novel semi-targa Zagato-built Spider, while the HPE sports estate was always superior to the Reliant Scimitar GTE. Fuel injection arrived from 1981, while supercharged 135hp 2.0 Volumex models added a touch of rapidity. Ruinous rust is the main concern for any buyer but the Beta continues to offer superb value as a classic.



LANCIA DELTA HF TURBO
 Produced: 1985-1992
 Price range: £3500-£8500
 Our pick: 2.0ie

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VIVA AURELIA

Lancia's Aurelia was not just a highly advanced, beautifully engineering car; it was also achingly handsome. 70 years after its launch, it's time to ask: did the Aurelia mark Lancia's post-war zenith?

Story by Matteo Licata
Images by Giorgio Perottino/Michael Ward





Happy birthday, Lancia Aurelia – you're 70 years old this year. Turin's National Automobile Museum (MAUTO) is celebrating with a major exhibition dedicated to the fabulous Aurelia, consisting of 18 stunning examples from all over the world. It's open until 3 May 2020 and is very much worth going to see.

I find the museum's initiative particularly appropriate, given that Turin is Lancia's birthplace, and vestiges of the company's glory days are still visible here. Moreover, remembering the Lancia Aurelia is a chance to help a new generation of enthusiasts appreciate the marque's preeminent role in the technical development of the car, which today seems somewhat overshadowed by Lancia's later period of World Rally Championship domination.

Take, for example, Lancia's V6 engine: surprisingly few car enthusiasts seem to know that the world's first V6 debuted under the bonnet of the Lancia Aurelia B10 saloon, presented at the 1950 Turin Motor Show. The B10 was a 1754cc V6 with a lightweight block cast in aluminium with 'wet' iron cylinder liners. Aluminium was also used for the cylinder heads, while the single camshaft resided in the engine block, driven by a chain fitted with a hydraulic tensioner: another neat solution very much uncommon in those days. Lancia's experience with the 'V' engine format dated back to the Lambda's V4, but the Aurelia's 60-degree V6 arrangement was the result of a wartime engineering exercise, starting in 1943, by the engineer Francesco De Virgilio. Working under the direction of Vittorio Jano, De Virgilio realized that, on a V6 engine, a 60-degree angle between the banks allowed the best crankshaft design for smooth engine operation.

Ideal weight balance between the front and rear axles was another Aurelia hallmark, thanks to its sophisticated transaxle design, which united the clutch, gearbox and differential in a single casing on the rear axle. The fact that each and every differential

was tested for silent operation in production shows just what sort of car company Lancia was. Independent suspension on all four corners completed a technical package that had no comparison anywhere else in the industry at the time.

Gianni Lancia, son of company founder Vincenzo, said that, "In my cars, I've always looked for sophistication in engineering and personality in design." And the Aurelia had personality in spades, from elegant saloons to dynamic sports cars. Among the Aurelias on show in the Turin museum sits a fantastic Pinin Farina-bodied Aprilia Bilux from 1948 (Paolo Pininfarina – pictured above – personally attended the exhibition launch). That implies that the Bilux foreshadowed the look of the Aurelia. But I believe that does a disservice to the team of engineers (Lancia, like all other European carmakers at the time, did not have anything like a modern 'design studio'), who designed the Aurelia B10 and the later B12 saloons. Upon close inspection, it's clear how the Aurelia B10 has none of the ponderous severity of the Bilux. It is a much fresher and more rational design, utterly devoid of gratuitous ornamentation, except for the tall, vertical Lancia 'shield'.

Like most early 1950s designs, the Aurelia features gentle curves and generous radiuses, due to the limitations of the sheet metal available at the time and the forming processes. Still, the masterful treatment of the body surfaces stands out: smooth like a pebble from a river bed, the Aurelia saloon manages to look smaller than its actual size, yet retains on-road presence. The B10 (and to a lesser degree, the later B12) may look austere to the modern eye, but parked beside two other Italian market entries from 1950 – the Fiat 1400 and Alfa Romeo 1900 – the Aurelia stands out as sleek and distinctively modern. The same adjectives certainly apply to the Aurelia B20 coupe of 1951, which was equipped with a 1991cc version of the V6. The B20's timeless design, with its perfect blend of sportiness

and elegance, has long been attributed to Pinin Farina. In fact the truth surfaced many years later when Felice Mario Boano proved that he actually designed it while at Ghia.

Probably not expecting to sell that many B20s, Lancia initially awarded the contract for body construction to Carrozzeria Viotti, which is believed to have made 98 cars. But the stylish new coupe was so warmly received that Lancia soon drafted in Pinin Farina because of its higher production capacity. The celebrated coachbuilder Battista and his chief designer, Franco Martinengo, soon started to alter Boano's original design subtly, a process that

racing exploits led Gianni Lancia to set up a factory racing team, Scuderia Lancia. The team's logo featured for the first time the now legendary *elefantino al galoppo*, which would later be used by Cesare Fiorio's Squadra Corse HF during the 1960s. As Gianni Lancia led the Scuderia on to greater things, first in the Sports Cars Championship and then in Formula 1, the evolution of the Aurelia took a different path. Much like the newly introduced B12 saloon, the fourth and later series of the Aurelia B20 traded a bit of sporting edge for more luxury and refinement up to the end of the model's production in 1958.

The spectacular racing successes of the Aurelia,

“ The stunning Aurelia B24 Spider can be considered the ‘last hurrah’ of Gianni Lancia’s vision for his company ”

culminated in the B20's third series of 1953, when the Aurelia B20 arguably reached its zenith. Its V6 engine was enlarged to 2451cc for 118hp, and its body was redesigned entirely, its presence subtly enhanced through a more delicate, refined surface treatment.

The Aurelia B20 is the original interpretation of the Gran Turismo concept, and perhaps the most coherent of all time: a car capable of comfortable long-distance travel one day and winning an international race the next. Racing driver Giovanni Bracco demonstrated the Aurelia B20's potential to great effect in 1951, losing the Mille Miglia by only 20 minutes against no less than a works Ferrari equipped with a 4.0-litre V12. That very same B20 was later driven up to Le Mans, where with only a tune-up and new tyres, it won its class in the gruelling 24-hour race. These and other remarkable

followed by the D24 and D50 single-seater, did not help Lancia's business as much as Gianni had hoped, and the company's finances were in dire straits by 1955. The pursuit of racing success stretched Lancia's limited engineering resources, and production car development was overlooked. As a result, Lancia lost sales to Alfa Romeo. On top of that, none of the production inefficiencies and excess manpower issues that Lancia had in 1950 were addressed during Gianni Lancia's tenure, leading to tensions within the Lancia family; not everyone shared Gianni's enthusiasm for racing. It all came to a head in late 1955, when the Lancia family relinquished control of the company to the industrialist Carlo Pesenti.

The stunning Aurelia B24 Spider can be considered the 'last hurrah' of Gianni's vision for his company: as

BELOW, CLOCKWISE FROM TOP LEFT: 1948 Aprilia Farina Bilux; 1951 B50 Farina; 1952 B53 Balbo; 1952 B52 Bertone coupe RIGHT: B24 Spider and B20



THE CARS AT MAUTO IN TURIN

- APRILIA BILUX Pinin Farina (1948)
- AURELIA B10 (1950)
- AURELIA B12 (1954)
- AURELIA B20 I Series (1951)
- AURELIA B20 II Series (1952)
- AURELIA B20 III Series (1953)
- AURELIA B20S IV Series (1954)
- AURELIA B20 V Series (1956)
- AURELIA B20S VI Series (1957)
- AURELIA B24S Spider (1955)
- AURELIA B24S Convertible (1956)
- AURELIA B50 Pinin Farina (1951)
- AURELIA B50 Pinin Farina (1951)
- AURELIA B50 Balbo (1952)
- AURELIA B52 Bertone (1952)
- AURELIA B53 Viotti (1952)
- FLORIDA II Pinin Farina (1957)



glamorous as the B20 was restrained, the B24 was squarely aimed at the North American market. The example on display at the Turin Museum exhibition is none other than the 1955 Brussels Motor Show car, recognisable by its wire hubcaps, which weren't fitted on following examples. The stunning B24 body, which sat on a wheelbase shortened by 20cm compared to the B20, was the work of a true unsung hero of Italian automobile design: Franco Martinengo, who served as Pinin Farina's chief designer from 1952 up to his retirement in 1972. The Aurelia B24's sole concessions to American design trends were its panoramic windscreen and low, barely noticeable tailfins. The rest is pure period Italian mastery of proportion and surfacing, devoid of gratuitous ornamentation: the real secret for timeless automobile beauty.

It can be argued that the B24 united Lancia and Pinin Farina just as both Torinese companies were at the top of their game, chasing perfection in their own respective fields. Lancia's focus on engineering excellence would not change under Pesenti's ownership, but the B24's character certainly did. Its production was suspended after just 240 units, only for the model to reappear at the 1956 Turin Show as a substantially different proposition. Baptised

'Convertible' instead of 'Spider', the name change underscored the new B24's positioning as a somewhat more civilised car. The B24 Convertible's redesigned body featured taller tailfins, more conventional bumpers and larger doors equipped with wind-up windows and quarter lights, plus more traditional bonnet and windscreen designs. This extensively redesigned car is was later immortalised in the 1962 Italian road movie *Il Sorpasso*, starring the great Antonio Gassman.

Many coachbuilt Aurelias are to be seen at the museum's exhibition, too, including a 1952 B53 by Viotti, a Bertone-bodied B52 and B50s by both Pinin Farina and Balbo. Also on show is the glorious Aurelia-based Florida II coupe done by Pinin Farina, which inspired the later Flaminia Coupe.

If there's a case where the phrase 'they don't make them like they used to' applies, it must be the Lancia Aurelia. In celebrating its 70th birthday, Turin's car museum gives us a great chance to look back at a model whose seminal role in the evolution of the automobile all too often gets overlooked. The Aurelia wasn't really designed to compete with any other Italian or European automobile offerings, but rather to chase an engineering and design ideal – which was what always used to be the Lancia way. 🇮🇹

Second (cream) and third (blue) series Aurelia B20s, with 2.0-litre and 2.5-litre V6 engines respectively



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Grazie Italia!

Italy is indisputably the cradle of car design, but it's not only home-grown masterpieces that prove this – Italians designed cars for brands right across the globe. Here's the story of how Italy came to dominate world car styling

Story by Chris Rees
Photography by Michael Ward



For a good 25 years, from the mid-1950s to the end of the 1970s, if you wanted a guarantee that your new car would look good, there was really one route: go to Italy. With an exceptional talent pool and a culture steeped in design, Italy was the world's car capital of style. Car makers from all around the globe – Britain to America, Japan to Korea and beyond – all beat a path to the legendary stars of Italian design: Bertone, Pininfarina, Michelotti and many others.

Evidence of the depth of reliance on Italian design can be seen in a brilliant Fiat advert from the 1970s, which asked: "Is your car only half-Italian?", listing a whole gamut of European cars that were styled in Italy – from Peugeot to BMW, VW to Rolls-Royce.

THANKS OLD BEAN

Let's start with the grandees of British car culture. In the post-war years, it was to the likes of Aston Martin and Jaguar that coachbuilders flocked, as clients realised how these exceptional underpinnings could be perfectly matched with sharp-suited Italian lines. So impressed were British manufacturers with what was coming out of Italy that in the late 1950s they began turning to Turin and Milan for 'official' design input.

Aston Martin blazes bright in this class. Following the somewhat dowdy DB MkIII, the chaps at Newport Pagnell approached Carrozzeria Touring of Milan, not only to design the new DB4 but also to donate its lightweight *Superleggera* method of construction. The DB4 was among the very first of the new wave of Italian-styled cars in Britain and to say it caused a sensation at its unveiling at the 1958 London Motor Show would be an understatement. No wonder Aston stuck with Touring for its subsequent DB5 and DB6 models.

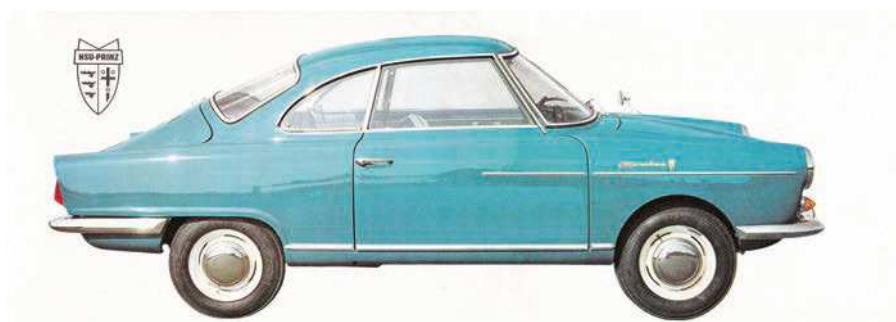
Zagato also got a slice of the Aston pie with the spectacular DB4 Zagato (*pic top right*), which has since become recognised as an all-time great (when one sold at auction in 2018 for £10.1 million, it became the most valuable British car ever). Zagato went on to design a whole string of successful Astons, from the 1985 V8 Zagato (*pic above right*) to the 2011 V12 Zagato and current DBS GT Zagato Centenary.

Many other 'best of British' marques were tempted to the Italian side, too. Just a few examples: the Jensen Interceptor (*pic far right*) was designed by Vignale; Rolls-Royce got its Camargue penned by Pininfarina's Paolo Martin; Bentley also turned to Pininfarina for its 1995 Azure; and the GT version of the AC Cobra, the AC 428, was done by Frua (*pic bottom right*). Among many sports cars designed by the heroes of Italian design were the MGB GT (Pininfarina), TVR Trident (Fissore) and Lotus Esprit (Giugiaro).

But easily the British company most in love with Italian design was Triumph. When, in 1958, Giovanni Michelotti (then working at Vignale) designed a special body for the Triumph TR3, Standard-Triumph rewarded Italy with contract after contract. The first was the facelifted 1958 Standard Vanguard Phase III, soon followed by the Triumph Herald, Triumph TR4 (*pic above left*) and later the TR5 and TR6, Spitfire/GT6 and saloons such as the 1300 and 2000. Perhaps the most iconic Michelotti design for Triumph was the Stag, a V8-engined open-topped 'aura' model.

Close behind Triumph came the British Motor





Corporation, which gave its affections to Pinin Farina. The Italian design house's first work was the Austin A40 of 1958, but soon the order book mushroomed to include the Austin A55 'Farina' (1959), BMC 1100 (1963) and BMC 1800 (1964). If only BMC had accepted Pininfarina's 1968 proposal for a new 1800 Aerodinamica, the British car industry might have had a better decade in the 1970s (the shape was instead aped by Citroen for its GS). Just don't mention the Morris 'Styled in Italy' Ital...

DANKE SCHÖN

Germany has much to thank Italy for in design terms. One of the most recognisable cars of the 1950s was VW's Karmann-Ghia which, as its name suggests, was designed by Ghia (pic lower left), in the form of Luigi Segre. Other German companies soon beat a path to Italy's door, too, notably NSU for its Sport Prinz (pic middle left) by Franco Scaglione of Bertone, and Glas for several models including its flagship 'Glaserati' V8 (by Frua).

But it was BMW that really made Italian design part of the German psyche. It started in 1959 when Michelotti designed the BMW 700, a rather sober and unprepossessing machine. Of far more significance was the 'Neue Klasse' BMW saloon range of 1962, which came to define the BMW we know today. Michelotti was the design consultant who helped produce the elegant shape of the BMW 1500/1800, followed up by work on the widely lauded 2500/2800 saloon and coupe in 1968 and the trailblazing 1602/2002 Touring 'hot hatch'. One other Italo-BMW of historic importance was the M1 supercar (pic top left), not only designed by an Italian (Giugiaro) but also built in Italy (by Lamborghini).

No analysis of the German car industry can pass without mention of the colossal impact Giorgetto Giugiaro had on Volkswagen's fortunes. His VW Passat of 1972 may be largely forgotten today but it ignited the 'folded paper' school of design that bestrode 1970s car styling. Giugiaro soon followed up with the absolutely iconic VW Golf (pic left) and then the Scirocco, designs that truly cemented his greatness in the industry.

MERCI BEAUCOUP

All the major French brands have Italian designers to thank for many of their most important models. Marcello Gandini of Bertone designed two huge icons of the 1980s: the Citroën BX (pic bottom left) and the Renault Supercinq of 1984. Bertone (via the pen of Franco Scaglione) was also responsible for one of the great, if underrated, coupe shapes of the 1960s, the Simca 1000 Coupe, while the Renault Floride/Caravelle was designed in Italy by Frua and the classically handsome Alpine A106/A108/A110 by Michelotti (pic top of next page).

It was Peugeot's relationship with Pininfarina that lasted the longest and was arguably the most successful Italian/French collaboration of all time. Farina kicked things off with the 403 (TV detective Columbo's transport) in 1955, following it up with the 404, 504, 505 and 605. Some of Farina's Peugeot coupes were among the most beautiful of their era, such as the 504 Coupe and 406 Coupe (pics left), the latter widely lauded for its "Ferrari-like" shape in period. As for the Peugeot 205, another of Pininfarina's masterpieces, that sold over five million examples.

Perhaps the greatest car design of all time was by an

Italian, but you probably don't know it. The car that most professional designers cite as their all-time favourite is the Citroën DS. Despite encapsulating the very essence of Frenchness, it was actually penned by an Italian, Flaminio Bertoni. As well as the DS, the Lombardy-born head of Citroën design also created icons like the Traction Avant, 2CV, H Van and Ami.

YANK THANKS

There has been so much design cross-fertilisation between Italy and the USA that a whole book has been written about it, *Transatlantic Style* by Donald Osborne. Probably the biggest US user of Italian design talent was Chrysler, which got Ghia to help it create a whole litany of concept and production cars in the 1950s. The Cunningham C3 sports car (*pic lower middle*) was the work of Giovanni Michelotti, and let's not forget that the De Lorean (*pic right*) was styled by Giugiaro.

More ignominiously, the Cadillac Allante (*pic lower right*) was not only designed by Pininfarina but built in Turin, too. Pininfarina's design constraint was that it had to look like a Cadillac – so much so that it ended up being simply too American to have appeal on an 'imported exotic' ticket.

KONICHIWA

When Japan wanted to elevate itself from churning out old European cast-offs like the Renault 4CV and Hillman Minx, it was to Italy that it turned for its design inspiration. The very first Japanese company to use Italian talent was Prince Motors, whose Skyline Sport of 1958 (*pic bottom left*) was designed by Giovanni Michelotti. Hino was impressed enough to ask the same man to give it a slice of the pie, and he duly delivered the Hino Contessa Sprint model in 1962. Daihatsu, meanwhile, turned to Vignale in 1963 for its Compagno.

But the Italian with the greatest input in Japanese automotive culture is – that man again – Giorgetto Giugiaro. Mazda signed an accord with Bertone in 1962 and the Mazda Familia of October 1963 (*pic lower right*) was one of Giugiaro's first ever efforts for that design house. It wasn't perhaps his finest work but the Mazda Luce of 1965 (*pic lower middle*) was certainly a lot



better resolved. Even the name is Italian (meaning 'light'). Some historians have suggested that the Luce was actually a rejected saloon designed for Alfa Romeo, and you can certainly imagine an Alfa *scudetto* on its nose. Another classic Japanese Giugiaro design was the 1968 Isuzu 117 coupe (*pic on previous page*).

Pininfarina also made it big in Japan with the 1963 Nissan Bluebird 410 (*pic bottom right, previous page*), while Zagato collaborated with Toyota (on the Harrier and VM180 limited production models) and Nissan (with the Autech Stelvio and Gavia).

THE WORLD THANKS ITALY

Another emerging Asian car nation, South Korea, also beat a path to Italy, when Hyundai asked Giugiaro to replicate, pretty much, what he'd done with the VW Passat for its new Pony (*below*), which was launched at the 1974 Turin Motor Show.



Over in South America, meanwhile, IKA of Argentina asked Pininfarina to facelift the plain-Jane Rambler American to become the IKA Torino (*pic top right*), a car that added local Latin spice to the market, and proved very popular.

It was to the prolific Michelotti that Dutch company DAF beat a path in the late 1960s. The DAF 44 saloon of 1966 had the look of a coachbuilt Fiat 850 about it, while the 55 Coupe of 1968 (*pic middle right*) was very stylish indeed. Michelotti also did a proposal for what became the Volvo 343, although ultimately his design wasn't chosen. Sweden's other manufacturer, Saab, also selected an Italian designer to restyle its Sonett



sports car in 1970, namely Sergio Coggiola. In Switzerland, Peter Monteverdi turned to Pietro Frua to realise his dream of a range of Swiss grand tourers and sports cars (*pictured below*). And in Czechoslovakia, one of the great names of the car industry, Tatra, got Vignale to pen its 613 saloon in 1974. It all goes to show that, when it comes to car design, Italy has always been Numero Uno. 🇮🇹

The works of Pininfarina, Giugiaro, Michelotti and Frua are just some that spread across the world





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BB KING

Starting life as a UK press car, this Ferrari 512 BB was subsequently modified by German tuning legend, Koenig. Here's its colourful story

Story by Tim Pitt
Photography by Michael Ward



Readers of a certain age may remember an advert for Duckhams Oil starring the Koenig Competition Evolution II, a mighty supercar based on the Ferrari Testarossa. The year was 1989 and this wild turbocharged beast was the fastest road-legal car on sale. Posthumously declared "the most famous modified supercar of the 1980s" by *Car* magazine, it epitomised an era of excess. Enzo would surely have hated it, but to a wide-eyed 10-year-old, this was the ultimate supercar.

While the Testarossa's 4.9-litre flat-12 mustered a paltry 478hp, the Munich-based tuner used two Rajay-Albert turbos to coax 1000hp and a walloping 848lb ft of torque. For £1.2 million in today's money, you could blast to 124mph in nine seconds and reach 230mph. The Koenig looked nothing like the Testarossa on my bedroom wall either. Its styling owed more to German styling firm Strosek than Pininfarina, with a moulded front air dam, fixed headlights, two huge

tailpipes and a towering rear wing. It was also a full 150mm wider than the (already famously broad) Testarossa, thanks to huge haunches enveloping steamroller 13x15 BBS split-rims and Pirelli P7R rubber. Koenig even built a convertible version. That German sense of humour...

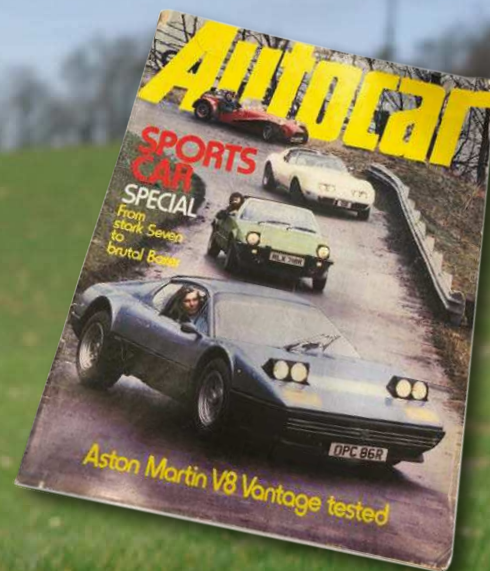
The Competition Evolution II may have been peak Koenig Special but the Koenig story starts with a Ferrari Boxer, in the form of the first 365 GT4 BB sold in Germany, which Willy Koenig bought new in 1974. Willy resolved to modify his car after being disappointed with how it drove. And he certainly knew how to drive. In 1962, he was German hillclimb champion in a 250 GT SWB, and was personally invited to Maranello by Enzo himself. He also raced a 275 GTB/C, along with a Lola T70 and Ford GT40.

Despite an unhinged reputation, Koenig took tuning seriously. Bodywork modifications were sculpted in a wind tunnel, while engine and chassis tweaks were honed on the road and racetrack. All parts were

tested and approved by strict German TÜV laws, too. For Willy, the Boxer was the right car at the right time. His constantly evolving tuning packages culminated in a 650hp version of the 512 BBi. He also turned his attention to V8 models, boosting the 308 GTB/S and 328 GTB/S to 600hp.

This particular Koenig 512 BB isn't quite so extreme. For starters, it isn't turbocharged, and its styling is quite subtle – dare I say it, even tasteful? Owned by Italian car specialist Bell Sport & Classic, it caused a stir at a recent coffee morning for Ferrari enthusiasts, after which I experienced the car on local Hertfordshire roads. Before we fire up that flat-12, though, let's briefly recap the story of the Boxer itself.

The 365 GT4 BB debuted at the 1971 Turin Auto Show, but didn't reach showrooms until 1973. Its name references the 365cc capacity of each cylinder, although the 'Boxer' tag is a misnomer as the engine's opposing pistons don't move in and out simultaneously (like ends of an expanding



FERRARI 512BB BY KOENIG

and contracting spring). Still, the flat-12 offered an explicit link to Scuderia Ferrari's F1 cars. Its 4390cc, two camshafts and 24 valves served up 380hp at 7800rpm. "At 175mph, it's the fastest road car we've ever tested," gushed *Road & Track* in 1975.

The Boxer's first major update came in 1976 with the 512 BB – the car on which this Koenig conversion is based. A change of naming strategy now signalled '5' litres and '12' cylinders, as the engine was bored and stroked to 4943cc. Power declined slightly to 360hp at 6800rpm, but the 512 offered more torque, improved refinement and safer handling. Wider 210-section tyres inside flared arches added 50mm to its rear track.

which has a dog-leg shift from first to second, could also be recalcitrant when cold. *Road & Track* called the 512 BB "a car that is well balanced and doesn't care to be thrown about, but driven smoothly". Others were less enamoured with its tendency to understeer, then snap sideways at the limit. Jonathan Palmer, writing for *Automobile Sport*, found 'normal' driving difficult: "At worst, in town, [the Ferrari was] substantially slower than my own Honda Accord, due to the relatively poor visibility and manoeuvrability".

It's a good thing Palmer wasn't driving the Koenig 512 BB in town today. The suburbs of Harpenden are strewn with sleeping policemen, and the Ferrari is substantially

“ With around 70mm chopped from its ride height, every hump is taken with gritted teeth ”

A final evolution arrived in 1981 when the 512 BBi swapped four Weber carburettors for Bosch K-Jetronic fuel injection. Again, it sacrificed a little top-end power for low-down torque – maximum output was 340hp at 6000rpm. The BBi also adopted metric Michelin TRX tyres, replacing the long-serving Pirellis. Good luck tracking those down today.

Even in 'standard' guise, the performance of the 512 BB and BBi had motoring hacks desperately seeking superlatives. "Changing up from fourth to fifth at a relatively modest 118mph, the shattering response continues unabated," said *Motor Sport*, concluding its review by declaring the car a "sheer, total joy to anybody who loves serious motoring!"

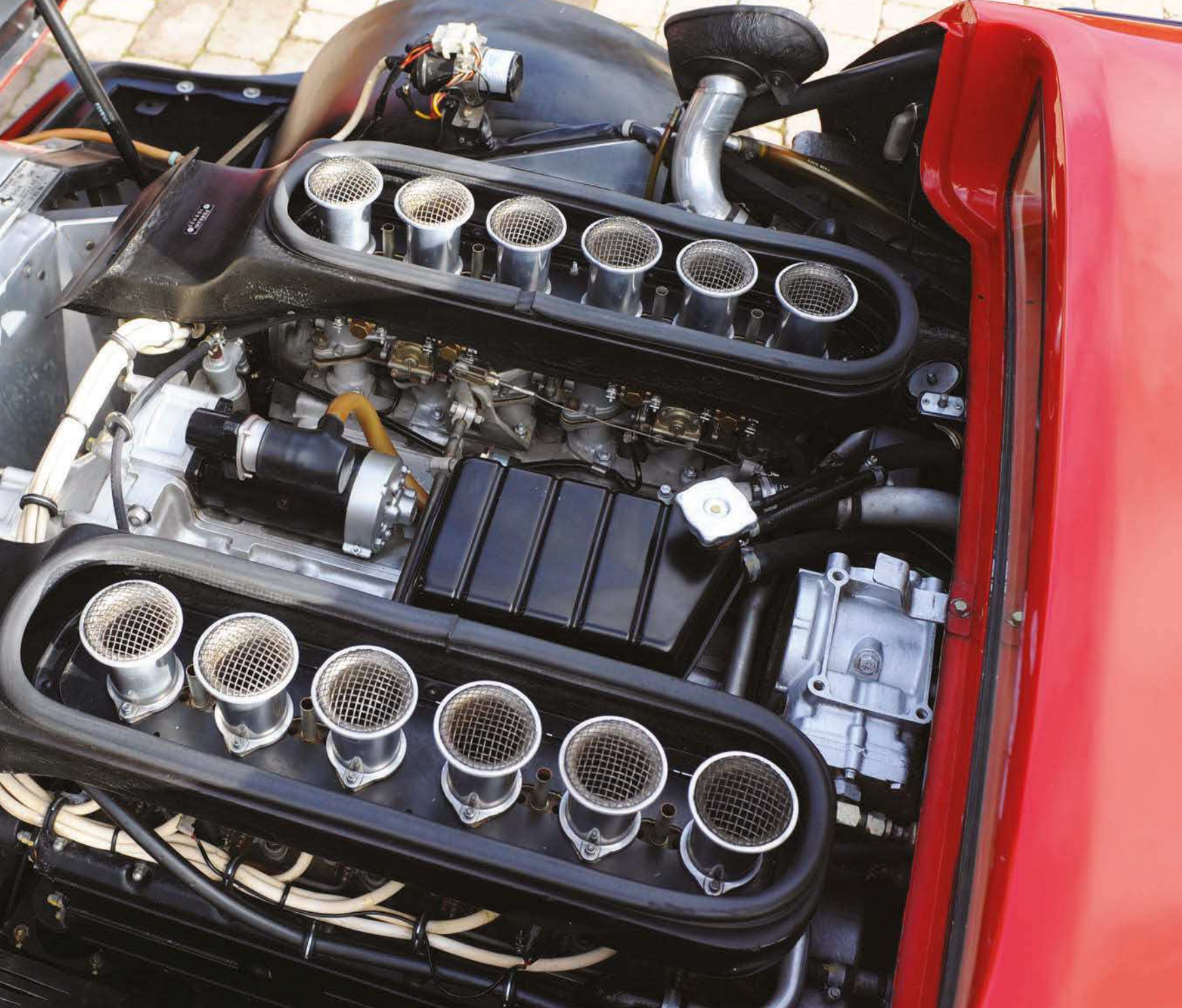
Verdicts on the Ferrari's controls and handling were more mixed. Many praised its plentiful steering feedback and strong brakes, although the heavy clutch drew criticism. The five-speed manual gearbox,

slower than just about everything. With around 70mm chopped from its ride height, every hump is taken with crossed fingers and gritted teeth. "Its suspension has settled after the rebuild now," says Peter Smith of Bell Sport & Classic. "We need to raise it by about around 10mm. It does look sensational, though."

Indeed it does, but this Boxer hasn't always rocked the lowered look. Bizarrely, it started life as the UK press car, painted a low-key shade of *Azzurro Metallizzato* blue with a beige leather interior and matching carpets. Imported by Maranello Concessionaires, it was registered in November 1976, costing a hefty £23,868, around twice the price of a 308 GTB (£11,997) or 308 GT4 (£10,895).

In April 1977, 'our' Ferrari appeared on the cover of *Autocar* as part of a "Sports Car Special" feature. The star car was the Italian: "Superb traction, pin-point accurate steering,





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powerful braking and a degree of acceleration that few other road cars can attain, all combine to leave one breathless," was *Autocar's* verdict on the Boxer.

After a couple of years earning its keep with the media, the Ferrari was bought by the owner of Emblem Sports Cars, then shipped to Germany for the Koenig treatment. A letter in the car's file from Willy Koenig details a bill of £1045 for a respray to traditional Rosso Corsa, which was quoted as taking "approximately one month from starting it". Unfortunately, there's no receipt for the total cost of work, but it can't have been cheap. This Ferrari also received the most powerful of Koenig's three engine packages at the time, with a reworked cylinder head, forged pistons, new carburettor jets, spikier camshafts and a

modified exhaust, making around 450hp in total. Koenig claimed 0-62mph in 4.5 seconds and a 194mph V-max.

Koenig customers could also opt for just the exhaust (making 370hp) or add the cams as well (400hp). The 650hp twin-turbo package that came later was altogether mightier, with Mahle pistons, water injection, a bespoke intercooler and beefed-up double-plate clutch, but this was only offered for the fuel-injected BBi.

In addition to the slammed suspension, this car has two snorkel air intakes, each with a clear Plexiglas panel to show off the throttle bodies below. Its engorged rear wheelarches are modelled on the – rather unsuccessful – 512 BB LM racer, while its wheels are genuine magnesium LM rims.

Seeing that red, black and gold colour

scheme on a mid-1970s supercar naturally evokes a potent nostalgia for Ferrari F1 cars of the time. The Boxer's already evocative, voluptuous curves seem to shrink-wrap around its engine. I love the contrast between the steeply-raked screen and vertical rear window, while the pop-up headlights and flying buttresses would become *de rigueur* for Ferraris that followed. It's as beautiful as the Testarossa is dramatic, and the Koenig touches don't detract from that.

Lift the dainty door handle and the BB's interior is essentially original, save for a peppering of patina. The three-spoke Momo wheel frames orange-on-black Veglia dials, including a speedo that reads to 200mph. A scattering of supplementary gauges cover fuel, oil pressure, oil temperature, water



TECHNICAL SPECIFICATIONS

FERRARI 512 BB BY KOENIG

ENGINE:	4943cc flat-12
BORE X STROKE:	82mm x 78mm
POWER:	450hp
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	Double wishbones, coil springs, hydraulic dampers
BRAKES:	Discs front and rear
WEIGHT:	1515kg
MAX SPEED:	194mph
0-62MPH:	4.5sec

temperature and battery amps. The ribbed seats are trimmed in Connolly leather and the gearbox has a classic open metal gate. Oh, and there's a giant ashtray in each sill – because smoking was cool in the 1970s, right?

After 30 years gathering dust in a Swiss collection, the Boxer was in need of thorough recommissioning. "It was a big job," explains Peter. "We took out the engine and gearbox, stripped many parts down, and renewed all the rubber seals and bushes that had

perished." He twists the key, the fuel pump whirrs and the engine erupts into life. "It can be a bit temperamental on start-up and the gearbox takes time to warm through. But after that, acceleration is just relentless. There's no camminess or hesitation, which is unusual for a carb-fed car."

At that moment, the road opens up ahead and Peter drops the hammer. The Ferrari fills its lungs and rips through the air with a cultured snarl. The linear surge feels swift even by modern standards, the limited-slip diff maintaining traction on today's cold roads. Incredibly, we hit 70mph in first gear before Peter needs to shift across and up into second. It's so long-legged, it makes Uma Thurman look stocky. Koenig's modded powerplant give loads of torque, too – definitely more mid-range than a regular BB.

We're forced to choose our line carefully on bumpy roads, then slow to a near-standstill when the speed humps appear.

Yet the Koenig's ride isn't as brutal as you might expect. Soft seats and modest 50-profile front tyres probably help (the rears are 35s), along with careful set-up work by Bell's technicians. "The steering is quite physical, but I'm not fighting with it," says Peter. "The geometry feels right. I took it up to Norfolk recently and it was super-comfortable. The more you drive this car, the better it gets."

While I'm busy admiring the bulging rear wing in the door mirror, others are taking photos and giving thumbs-up gestures. 40 years after it left Willy's workshop, the Koenig is a social media sensation. "Ferraris don't always get positive attention," admits Peter, "but people love this. We use it for promotion as it gets such a great reaction".

We've always thought the Berlinetta Boxer is undervalued in the current market, but as for whether this Koenig one is worth more than a standard Boxer, Peter is less sure: "To the right person, maybe". 🇮🇹

Many thanks to Bell Sport & Classic. Tel: 01582 857940.
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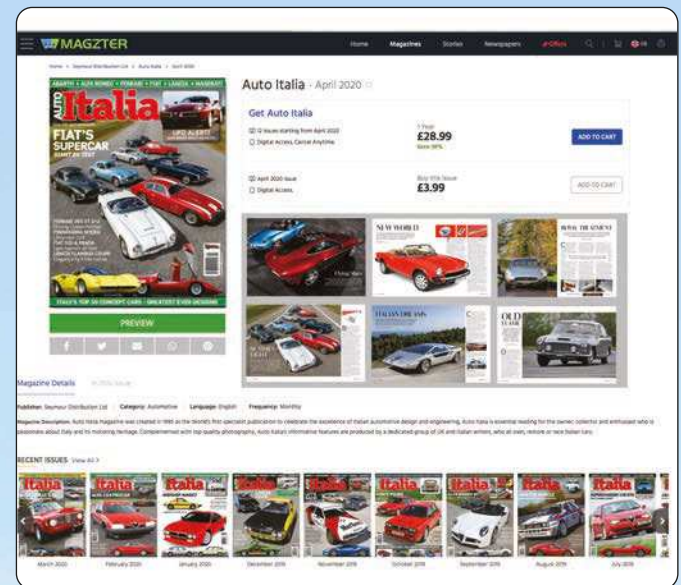
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Alfa Fresco

The words 'Alfa Romeo' and 'Spider' have gone together pretty much forever. But there have been many open-roof Alfas that never reached production – we investigate Alfa's open-and-shut cases

Story by Chris Rees



Alfa Romeo has had pretty much a continuous line of open-roof models in its range for its entire 110-year existence. By my reckoning, there were only two gaps of any significance: a short interlude in 1994 (from the end of Tipo 115 Spider S4 production in 1993 until the launch of the Tipo 916 Spider in September 1994) and then a six-year gap from the end of the Tipo 939 Spider (2010) until the launch of the 4C Spider (2016). Now the 4C Spider is dead in Europe, let's look back on some of the Alfa spiders and convertibles that tragically never made production.



In 1954, Franco Scaglione created a design for Bertone that Alfa Romeo seriously considered for production. The 2000 Sportiva was based on a Disco Volante chassis and used Alfa Romeo 1900 mechanicals, albeit with an engine bored out to 2.0 litres and making 140hp. As well as a coupe, Scaglione designed an open Spider version (*pic above and left*), but Alfa management decided it was just too expensive to produce in series.



Instead, Alfa decided to make a spider version of its new Giulietta. In 1955 Bertone suggested a design (*pic below left*) that was clearly inspired by the 1954 Sportiva. This was once again the work of Franco Scaglione, who had already created the sublime Giulietta Sprint coupe for Alfa, but ultimately the Giulietta Spider contract was awarded to Pininfarina instead.

The next aborted open-topped Alfa project came from Zagato. When it came to making a lightweight Giulia 105-based road racer, the Milanese coachbuilder originally proposed, in 1960, an open-roof spider (*pic below*). However, after a very long gestation period, it eventually emerged three years later, as the Giulia TZ, in coupe form.



As is well known, Giugiaro's sublime design for the Alfa Romeo 2000 Sprint coupe was the very first car shape he ever created. So well received was it that Bertone must have thought it was on to a winner when it pushed to have a convertible version of Giugiaro's Sprint produced, too (*pic above right*), but Alfa HQ instead gave the job of designing the



new 2600 Spider to Carrozzeria Touring.

Bertone also lost out when it came to replacing the old Giulietta Spider with a Giulia-based two-seater. Bertone's proposal was effectively a two-seater version of the Giulia GTC, and subsequently reworked by Alfa Romeo Centro Stile. It didn't look terribly convincing, though, and Pininfarina's Duetto beat it to production in 1966.

The Duetto and 105/115 Spiders did extremely well in the market, so it's unsurprising that there was a lull in alternative Alfa spiders for a long time. But the 1970s did yield one project, albeit aborted. Rumours were already circulating in the press as early as 1973 that Alfa Romeo was working on a two-seater Spider version of its front-wheel drive Alfasud. While the Sprint coupe version of the Alfasud did indeed make production, it's a little-known fact that an open-topped Sprint Spider was built in 1977 and tested extensively at Alfa's Balocco track (*pic top*). Designed by Giugiaro, it had all-new bodywork and a removable roof. But it was a bit too anonymous to excite



This is how the Duetto might have looked, had Bertone persuaded Alfa to go with him rather than Pininfarina

Alfa management. Had it made production, it would have been Alfa's first ever front-drive sports car; indeed the very first Italian FWD sports car. It's now owned by the Alfa Romeo Museum at Arese.

Alfa Romeo was bought out by Fiat in 1986, and in what many saw as a new era of opportunity, Pininfarina showed a pair of concepts at the 1986 Turin show: coupe and spider versions of a project called Vivace (*pic top right*). These Diego Ottina-penned cars looked neat, if sober, and the public was impressed enough to call on Alfa to make the Vivace in series. However, by 1987 Pininfarina had already completed its proposal for the Tipo 916 Spider, which Alfa accepted instead – even if it took fully seven years to reach production.

The Tipo 916 was viewed as a highly radical shape within Alfa Romeo, so it decided to soften the public up with an in-house show car in 1991 called the Proteo (*pic middle right*). This prefigured the forthcoming Spider/GTV's rising belt line and headlamp cutouts in the bonnet. Unlike the Spider/GTV, though, the Proteo was based on the Alfa 164 and featured four-wheel drive, four-wheel steering and removable glass roof panels. No production run was ever planned for the Proteo.

Two years after the 916 Spider had been revealed, Alfa Romeo came within a whisker of launching a 'Monoposto' version (*pic lower right*). This was all set to be exhibited at the 1996 Turin Show but the rug was pulled at the last minute. Intended as a single-seat racing version of the 916, it used a 220hp 3.0-litre V6, lowered suspension, covered passenger area, no windscreen, aerodynamic mods and a rollover bar, and it weighed some 150kg less than the road Spider. Zagato was set to build it in small numbers for a one-make series. Although the Monoposto was never publicly unveiled, many of its mods were later adopted on the GTV Cup, and the prototype still exists at the Alfa Museum.

Let's not forget that, in the early 1990s, Zagato produced a convertible version of the SZ, called the RZ. But Zagato also made a little-known prototype of a curious RZ Speedster. It's pictured on Ed van Beek's Alfa SZ/RZ website, snapped when Alfa's factory was being demolished (*pic below*). It has a cut-down windscreen and a much lower body line but it remains something of a mystery.



Arese (MI), 16 - 12 - 2001
Profotipi RZ Speedster e Jeep

After Spider S4 production ended in 1993, independent design houses stepped in with a few new Spider proposals of their own. German tuning company Zender showed its Progetto Cinque concept in 1995 (*pic top next page*), based on an Alfa Romeo 75 3.0 V6 floorpan. Its glassfibre bodywork made it light (just 983kg) but its styling – a pure roadster without side windows or a roof – was pretty gormless, and we should perhaps be thankful it never made production.

Also firmly in the 'dream' camp was Swiss couturier Franco Sbarro's Alfa Romeo Issima of 1996. Under its



ALFA SPIDERS THAT COULD HAVE BEEN



long, Alfa-badged bonnet nestled not one but two 3.0-litre six-cylinder engines joined to make a '12' with reputedly 500hp on tap. The project actually had semi-official backing: Walter De Silva and Mario Flavilla of Centro Stile Alfa asked Sbarro to build it (pic left).

The Issima was very much overshadowed by the arrival, in the same year, of Alfa Romeo's own Nuvola concept. This was shown as a coupe, whose shape was a well-proportioned mix of curves created by Walter de Silva's team at Centro Stile. Drawings from the time show that Alfa was considering an open-roof version – an entirely feasible proposal, since the Nuvola was intended to revive the classic coachbuilt era by using a spaceframe chassis and bespoke bodywork. It came very close to being a production car but sadly faltered at the final hurdle.

Alfa had another semi-official stab at a spider in 1999 when it showed a project created by a group of young styling students in collaboration with Fiat's 'Innovation and Design Development' department. Called Alfa Centauri, it was shown at the 1999 Bologna Motor Show as a full-size model (pic middle left). One novelty was that the steering wheel could be moved from side to side to make it LHD or RHD. The powertrain was theoretically a longitudinally mounted 3.0 V6 24V with four-wheel drive and an automatic gearbox.



Meanwhile Pininfarina had stepped back into the fray with the Dardo, displayed at the 1998 Turin Show (pic below left). Based on a short-wheelbase version of the then-new Alfa 156 platform, the Dardo ('Dart') featured a strongly tapered front end, twin headlights, triangular rollover bars and a floating rear spoiler. The cabin incorporated a 156 dashboard but covered in





metallic-effect leather upholstery (as were the seats). Pininfarina sealed the Dardo's fate by saying it was "a pure styling exercise with no production prospects".

Another coachbuilt effort came in 2001, when Leonardo Fioravanti (now independently set up after leaving Fiat Centro Stile) created the Alfa Romeo Vola (pic previous page, bottom right). An unusual feature was a rotating glass roof to make it open-topped. The mechanical basis was Alfa 916 Spider, complete with its 192hp 3.0 V6 engine.

In 2005 Bertone built a one-off drop-top prototype version of its GT coupe. The GT Cabrio could have been a really interesting production prospect – a kind of 21st century Giulia GTC – but Alfa Romeo shunned it, probably because it had already committed to a drop-top version of the Giugiaro-designed Brera, which appeared as the Tipo 939 Spider in 2006.

The 939 Spider had Pininfarina badging, and perhaps Farina wanted an extra slice of the Alfa pie when – just as 939 Spider production was ending – it displayed the lovely-looking Duetttottanta at the 2010 Geneva Motor Show. This was clearly a homage to the 1966 Duetto. The name celebrated 80 years of Pininfarina's existence but sadly there was to be no production future for the Duetttottanta – again possibly because Alfa Romeo was hatching its own plans for a co-project with Mazda, based on the MX-5.

Yes, that's right: the most recent 'Alfa Romeo Spider

That Could Have Been' was in fact... the Fiat 124 Spider. The story goes that Fiat HQ had originally intended the 124 to be badged as an Alfa, as this official statement from 2012 clearly demonstrates: "The study calls for both Mazda and Fiat to develop two differentiated, distinctly styled, iconic and brand-specific, lightweight roadsters featuring rear-wheel drive. The Mazda and Alfa Romeo variants will each be powered by specific proprietary engines unique to each brand. The project assumption is that both vehicles will be manufactured at Mazda's Hiroshima, Japan, plant with production for Alfa Romeo envisaged starting in 2015."

However in 2014, Harald Wester (Alfa Romeo's boss at the time) revealed that the MX-5 project would instead go to Fiat/Abarth. As recompense, Alfa would acquire the 4C project that had originally been conceived as an Abarth. Wester also promised a "spider derivative of project Giorgio" (the platform that underpins the current Giulia). Well, we're still waiting for that...

One final intriguing 'official' (kind of) Alfa Romeo project came to light in 2014, when the company released preliminary sketches of a 'virtual concept' called 6C Biposto Vision Gran Turismo. This was intended to be included within the Gran Turismo 6 racing game – the name suggesting a six-cylinder engine – but the concept never in fact made it on to PlayStation. And sadly the 6C badge was never revived on a production Alfa. 🇮🇹

Bertone did this elegant drop-top version of the Alfa GT but its fate was sealed by launch of the 939 Spider

Greatest lost Spider of them all? Pininfarina's Duetttottanta of 2010 was achingly beautiful





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CHRIS REES

ALFA ROMEO GIULIA QUADRIFOGLIO

Also owns: Alfa Romeo SZ, Fiat Panda 100HP

So 'QP' has transmogrified into 'QV', as the Maserati in my garage has been swapped for an Alfa Romeo. I was genuinely sad to see the Maserati Quattroporte V disappear up the road with her new keeper – thankfully, an avid *Auto Italia* reader – but on another level the feeling wasn't so blue because the QP's departure has made way for a new family car: an Alfa Romeo Giulia Quadrifoglio.

It's a 2018 example – in fact, it's one of Alfa's own ex-press fleet cars, which I chose for two reasons. First, it's been brilliantly maintained by Alfa's own garage. The second reason is that it has pretty much the perfect spec for me: Rosso Competizione tri-coat paint, dark five-hole alloys, green-and-white interior stitching, Harmon Kardon sound system, convenience pack, Sparco carbon shell front seats, yellow brake callipers and flat-bottomed carbon steering wheel.

It's been a fascinating exercise to see how the QP and QV compare. There are some big similarities. Both are, of

course, made in Italy and the largest saloons in each company's respective ranges. Both have Ferrari-designed engines (in the Maser's case, the F430's naturally aspirated V8 – well, almost – and in the Alfa the 488 GTB's V8 with two cylinders lopped off – again, almost). Over my first 1000 miles, I've been averaging about the same fuel consumption (23.5mpg).

The contrasts are, however, even more striking. The transmission is a biggie: the QP's six-speed ZF automatic was smooth but a bit of a slushbox, while the QV's eight-speed ZF is far sharper. As for power, the

Alfa trounces the Maserati both in terms of quantity of horses and punchiness of delivery – not really surprising since the Alfa has 510hp and two turbos, versus 400hp and none. In the overwhelmingly damp winter we've had in the UK, putting the Alfa's power down on cold tyres has sometimes been, er, 'interesting'.

The biggest difference, though, is the chassis. The QP is set up for comfort, even when the 'Sport' button is activated to firm up the damping, while the Alfa is very definitely targeted at cornering sharpness. For my use, that's

tremendously rewarding. Just as rewarding, though, is getting that Alfa wave from fellow enthusiasts, including an 80-year old lady driver of an Alfa 146 in our village.

Future plans? I hope to sample the car on a track this year, when 'Race' mode can be safely engaged. And I'm planning an investigation into QV ride heights, as there appear to be differences between factory spring heights depending on what year the car was made.





PETER NUNN

ALFA ROMEO 2000 GTV

My Alfa Romeo 2000 GTV coupe was 10 years old when I bought it in 1982 with 47,000 miles on the clock. At that time, I had no idea how long I was going to keep it. There was no great masterplan. Today, however, a mere 38 years later (ha!) and with the odometer now standing at 107,000 miles, I remain as bewitched by that fabulous Giugiaro design and the Alfa's on-road spirit and involvement as I was on day one.

So yes, unwittingly the GTV has become my very own time machine. Except that time of course never stands still, so while at a glance my GTV might look much the same as the day it came off the line at Alfa's Arese factory, periodic bouts of TLC have kept it handily on the pace, as the number

plate might indeed seem to suggest.

Such as brakes, for example. Some while back, I was concerned about a soft brake pedal and lamented the GTV's handbrake capabilities. So a trip to Alfa Workshop in Royston was arranged, where it was discovered that one front brake calliper had seized so that was replaced, along with the front discs and pads and brake fluid. The rear wheels were removed and handbrake adjusted. Now pedal feel is much improved and I can even park on a hill. Result!

My current preoccupation is to get the GTV wired up for hands-free car phone connection, something I should have arranged a long time ago. Along the way, I might revisit the Alpine audio system currently in situ. When fitted, with iPod connection via a link to the glovebox, this seemed pretty trick stuff,

complete with four discreet speakers (including two on the rear parcel shelf). But now I'm thinking to get one of those period-correct looking audio units that have all the latest gizmos behind. All recommendations welcome.

I would also like to refurbish the headlining and retrim the seats (only the fronts have been done, so the rest is still original 1972). My GTV has black Alfatex trim, which looks great. While replica trim is pretty good, I've heard you can now get even better stuff, all but the same as from the factory.

Hardly major, but another thing I'd like to fix is wind noise. Alfa 105 coupes were susceptible to wind noise around the A-pillars from new. The opening quarter light sealing rubber on my driver's door is beginning to show its age but changing it is very tricky,



I've been told, so I might just have to live with it, or sing a bit louder...

In the big picture, the Alfa GTV remains a wonderful thing, full of character, still to my mind one of the best cars Alfa has ever made. I would love to take it to Italy again. Mmm, I wonder.

SIMON CHARLESWORTH

ALFA ALFETTA 2000

This isn't merely tempting fate, it's positively rolling out the red carpet, cueing the military band and assembling the welcoming committee of local dignitaries. Before the Alfetta hibernated at the end of last year, the Milanese Mistress was largely behaving itself.

Its last MOT had proved a nail-biting experience. After considerable expenditure – moaned about on these pages previously with great

gusto – I was hoping for some sort of gratitude. I'd been so confident of a majestic cruise through to pass-ville that I jumped the gun and decided to address one of its less vital 'to do' jobs. The OE air-con's slave idler pulley bearing failed a while ago, so I got it replaced by a local engineering firm which undertakes work for Airbus. It worked out at £225, which given the lack of alternatives, I was very relieved about. Until I heard from the MOT chap.

The Alfa, bless it, had failed on three counts: brakes, emissions and, um, windscreen wipers. Tipo 116 rear brakes are a joy unto themselves and after some adjustment, they had felt vastly more effective – but this highlighted that I'd been spending too long in transaxle cars. So after a stern admonishing from the MOT man, the bullet was bitten, and both sets of rear discs and pads were replaced.





The wipers were more of an issue. There is a selection of fitments for Alfettas, and of course, mine has the pin-type fitting which is amongst the least effective (in operation the blades tend to rotate, putting stress on the pins and making the wipers judder). After a dig through the spares mountain which came with the Alfetta, I found a pair of NOS Alfa Romeo wipers. The old blades were changed for new rubber and all is well. Not that it ever gets wet intentionally...

All of which left the emissions issue. Unfortunately, I live in one of those cities where the local dictatorships seem intent on engineering traffic. So each time I rocked up to get the exhaust tested, the Alfetta's lack of use, the zomph limits and the

traffic conditions combined to make a fail inevitable. The solution was to lean off the mixture on the 40DHLAs, get the pass and then reset the Dell'Ortos, so that the Alfa returned to its happy running ways. No more lumpy idling, lethargic revving or sulking like an Italian confronted with a vegan lunch. Bellissimo!

Making the most of 2019, the Alfetta was used more than ever this millennium. Numerous events and shows have been taken in, where the Mistress is frequently ignored by the heathens and often warmly welcomed by the enlightened. Quirks and foibles disappeared – well apart from the radio and the cigarette lighter going on strike – and I think I've found the balance marked 'just enough use'. So

here's to hoping that the weather in 2020 will be largely Alfa-friendly.

TOM SCANLAN

ALFA ROMEO BRERA 2.2 JTS SV

A further 3700 miles and another £1275 on maintenance and repairs sums up the recent Brera experience. And a fiver for some stickers. Yes, the boy racer in me couldn't resist it: the Brera is now, tastefully I hope, adorned with a sporty little group on the rear roof spoiler and a 'biscione' on the driver's door ahead of the mirror.

A 'blow' became apparent in the exhaust and, although not an entirely unpleasant sound, it needed fixing. My local garage quoted an eye-watering £500 to

get the right bit from Alfa Romeo in Italy. Seeing my reaction, they reckoned they could weld it for about half that. I went with that. False economy? They cut out the offending front flexible section and welded a modified a new section, plus a couple of other small but necessary jobs.

After paying £234, off I drove. A few days later, taking the engine up to 4000rpm, there was almost literally an ear-splitting noise. It lasted a couple of seconds as the revs went through 4000, at which point the howl disappeared and all was well again.

Then came a gentle knocking noise from somewhere at the

back. Suspension? The car felt all right but I took it to Eddy Mann of Alfaman, who located a loose rear exhaust and manfully spent hours fixing and welding a frustratingly awkward problem. The knock has gone and the car is now also a little quieter at that rev-range, although still too loud – inside the cabin, anyway.

In preparation for an MOT, Eddy also fitted a new nearside suspension front top arm (involving removing the damper) and re-tracked the wheels. I also got him to put in a passenger-side sun visor for £30. Both visors have a habit of falling off, dangling on the courtesy-light cable, which my attempts to





fix with modelling glue never lasted more than a few thousand miles. The car also has two new front tyres.

Most of the Alfa's last 3700 miles have been short journeys (some of which I really should have walked!), with only two drives of 160 miles mainly on motorways. As a result, fuel consumption has dropped from 33mpg to 30-31mpg. I am no longer putting cheap supermarket petrol in, under Alfaman's strict instructions. Having given the car his FlexiFuel treatment at £125, he is very strong on pointing out that such fuel simply doesn't hack it when it comes to keeping the engine clean, emissions at prime level and giving more miles for your buck.

Bottom line: the Brera is still a bundle of fun to drive, comfortable to ride

in, surprisingly able to carry loads of stuff and, of course, great to look at.

But what's this? The electric windows now seem to have developed a mind of their own...

MICHAEL WARD

FIAT DOBLO MPV, PUNTO MK2B

Also owns: *Fiat 124 Special T Rally*

Well, the MiTo Cloverleaf finally got sold to a nice chap in the South West of the UK. I've mentioned before how much I dislike buying and selling cars. It seems that selling a slightly used and battered classic is much easier than a low-mileage and immaculate modern Alfa. The MiTo is now a much missed little car, very underrated and under-

respected I feel.

The MiTo was actually sold to buy a tow vehicle which I'm loathe to admit isn't actually Italian. Please don't judge me!

Our 2006 workhorse Doblo MPV has clocked up over 117,000 miles now and continues to be very reliable. The only niggles recently were a worn and wobbly wiper mechanism. This was replaced swiftly and efficiently by the wizards at AlfaWorkshop over in Hertfordshire.

The next and larger issue came in the way of a set of dodgy wheels and tyres won on an auction site. The 16-inch Fiat Bravo alloys were deceptively cheap so I was pleased that, when they arrived, they weren't square with wooden tyres. Smugness turned to chagrin at 6am one frosty morning on the

way to an important photoshoot at the Classic Motor Hub. I was half-way to the location when it became obvious that the back end of the Doblo was a bit loose. As it turns out, one of the cheap and nasty ditch-finder tyres was completely flat and a bit hot! Luckily I managed to change the wheel on a garage forecourt, so hot coffee was nearby.

As an aside, go and check your space saver! When I came to fit mine, it was only 10psi and looked like it had been found in a lake. Being situated under the rear of the car, it gets subjected to the worst our roads have to offer. Again, being on a forecourt helped, as more air could be added so I could get over to Gloucester and shoot the lovely Alfa GTC and Lancia Flavia in this very issue.

After the shoot, I chose to get all four tyres replaced and four-wheel tracking done too. An expensive day it turned out to be!

I've removed the Punto Abarth 'diamond' wheels from the Doblo, as I now have a cheap and cheerful Punto MK2B to put them on.

Bought from the lovely Chris and Tracey Fairbank on the strength of its performance on a fabulous event in Yorkshire at the back end of last year, the little grey five-door Punto is so far proving to be reliable, fun to drive and possibly the best £400 investment I've ever made. It's been real joy to go back to my driving roots and buzz around in a small-engined Fiat. A full report on how the Punto came into my hands will appear in this magazine very soon.



AUTOMOTORETRÒ 2020

Italy's longest-lived classic, custom and motorsport show once again took Lingotto by storm

Story & images by Chris Rees



What's the longest-running car show in Italy? Answer: Automotoretrò. This classic event, held within the old Fiat factory at Lingotto in Turin is now in its 38th year. Its evolving nature, from pure classic car show to more of a 'car culture' show was reflected in this year's event being dubbed 'AMR' – standing not only for Automotoretrò but also Automotoracing, a parallel show featuring racing cars and 'show' cars. AMR was opened by none other than Remo Girone, the actor who played Enzo Ferrari in the recent film *Ford v Ferrari*.

With Alfa Romeo celebrating its 110th

anniversary this year, naturally there was plenty of attention focused on Milan's finest. Scuderia del Portello brought along three significant Alfas: a 75 Super Turismo WTC car; the 1970 Nurburgring-winning Giulia GTAm and a lovely 1974 Giulia Super Giardinetta support vehicle. Other racers on the stand included a 1960 De Tomaso F1 car and one of two remaining 1900 Corto Garas.

FCA Heritage brought along a very rare 1910 Alfa 24 HP (the first ever Alfa model), as well as a superb 1928 Alfa Romeo 6C 1500 SS. And FCA could not let the 40th anniversary of the Fiat Panda pass lightly,

featuring a perfect early Mk1 on its stand.

FCA Heritage was also launching its new parts service for the Delta integrale. For now, it's a small start: front and rear bumpers are once again available, but other parts are sure to follow. The new bumpers were shown



fitted to an experimental integrale racer from the 1990s (pictured right), which is currently being restored by FCA.

Speaking of the integrale, the Lancia Delta integrale Club celebrated its 20th anniversary by hosting Pininfarina's concept car, the integrale-based HIT (High Italian Technology), which debuted at the Turin Motor Show in 1988 (pics middle right). Its sleek plastic coupe bodywork ensconces a fabulously 1980s interior – what a great thing to see.

Starring on the National Automobile Museum of Turin stand were two electric cars: a very rare 1909 STAE Ducde-Dame and the LEM city car, created by the Gianni Rogliatti and Giovanni Michelotti in 1974, notable for its bizarre diamond wheel layout and quartic steering wheel (yes, Austin Allegro, you were not alone). By the way, I was delighted to see Edgardo Michelotti and Giancarlo Cavallini launching their wonderful book about Giovanni Michelotti at Lingotto – it comes highly recommended.

Another bizarre electric microcar was the 1982 Gemini (pic bottom left), seen on the Moretti Club stand because it was designed by Dany Brawand, who styled many Morettis. This tiny car is only 80 inches long but has seating for three abreast. Highly distinctive are its doors cut into the roof and opening on cantilevers towards the front of the car. I'm amazed, but delighted, that this car still exists.

A special 'Youngtimers' stand (defined as cars made in the 1980s and 1990s) included a lovely 'Small Thoroughbreds' display that encompassed the Fiat Uno Turbo (with a fabulous 'Antiskid' badge on the tailgate) and Autobianchi Y10 Turbo, among others. Curiously, the Ferrari F40, Lamborghini Diablo and Bugatti EB110 also apparently count as 'Youngtimers'. Incidentally, the Autobianchi Y10 has been well and truly 'discovered' among Italian enthusiasts, with a Y10 Turbo Martini up for sale at a cool €15,000. I also loved the Y10 4x4 wintersport-themed stand.

Rarities are what this show is all about for me. I very much enjoyed seeing a rare LMX Sirex 2300 HCS, a Ford-engined plastic-bodied sports car, celebrating its 50th anniversary this year. Also very rarely seen was the Tecno Alfa V8-engined racer, derived from the MCA Montecarlo supercar. I'd never seen a Lancia Thema presidential stretch





limo before, as delivered to the Bank of Naples. The Stola-built Fiat Panda Destriero beach car of 1992 was one of only two built, while a Lawil Varzina microcar (*pic bottom right*) was a delight.

The 'for sale' halls are always fascinating. I'd never seen a Fiat 500 Sport in the flesh before, and a one 1958 example, with its rigid roof and red stripes, looked superb. Its extreme rarity was reflected in the asking price of €37,500, even more than an Abarth 695 SS. Other cars I'd not seen before included an Allemano-bodied Abarth 850, a Canta-bodied Fiat 1100, a Ghia 1500 GT and a very odd Moretti 750 Spider one-off, which was displaying a 'venduta' sign – somebody clearly didn't balk at the €110,000 asking price.

There were some rare Alfa Giulietta 116 Turbos on sale, as well as a 2002 Alfa Romeo GTV 'Motus' limited edition that I didn't know about before. And how about a four-door Fiat 127? This was a car never sold in the UK, and in fact it's very rare even in Italy as it was imported from Spain for a short period only. Other Fiat 127 rarities included an estate by coachbuilder Coriasco and a beautifully restored 127 Rustica, as assembled by Lamborghini, no less (yours for €12,000). If you were looking for a bargain, I reckon the concours-standard 1975 Alfasud (*pic bottom left*) with just 12,000km on the clock looked like excellent value at €12,000.

Beach car/wicker seat mania had set in on one stand run by a Dutch garage, with a very

rare Fiat 850-based Michelotti Spiagetta (*pic below middle*), a Fiat Multipla Jolly taxi, a Fiat 500-based Savio Albarella (never seen one of those before) and Jolly versions of both the Fiat 500 and 600. I counted at least half a dozen Ferves Rangers for sale, too.

On the Italian Army stand was a 'Multi-Role Medium Tactical Vehicle' called the Orso ('Bear'), apparently the largest armoured vehicle used by the Italian Armed Forces. I also loved the Italian fire service display, with its classic Alfa 2 fire truck.

The automobilia stands provided plenty of browsing – I always come away with a few old magazines, photographs and brochures. I just love the fact that Lancia Stratos body parts – completely genuine ones – were lying against





the hall walls, up for sale.

AMR also includes an 'Automotoracing' motorsport hall, the entrance to which was lined with around 20 Lancia Delta integrales, from pukka WRC cars to customised road cars. Ex-World Rally Champion, Miki Biasion, was on hand to launch a new Martini Racing Heritage collection in conjunction with Sparco. There were plenty of nice racers on show, from an Alfetta GT to a Panda rally car and a Delta S4 rally car.

There was action, too: over the weekend, some 16 rally drivers (eight male and eight female) competed for special titles at Lingotto's Oval race track. In addition there were drifting and rally displays, plus hilarious stunts with Ape trikes.

EXPO TUNING TORINO

In a separate hall at Lingotto was the curious phenomenon known as 'Expo Tuning Torino' – a bit like *Max Power* never died. Italians seem to love this scene, with no fewer than 370 custom cars on display.

Among the eyebrow-raising machinery that caught our eye were 'scene' modified Fiat 126s, MiTos and Alfa Breras, one of the latter inexplicably dressed up in Subaru WRC colours. Another was a 1990s Fiat Cinquecento (*top pics*) with an engine bay trimmed in leather (!). And we shouldn't have liked this but we did: a Fiat Coupe fitted with

Maserati 3200 GT 'boomerang' rear lights (*above left*), which worked surprisingly well.

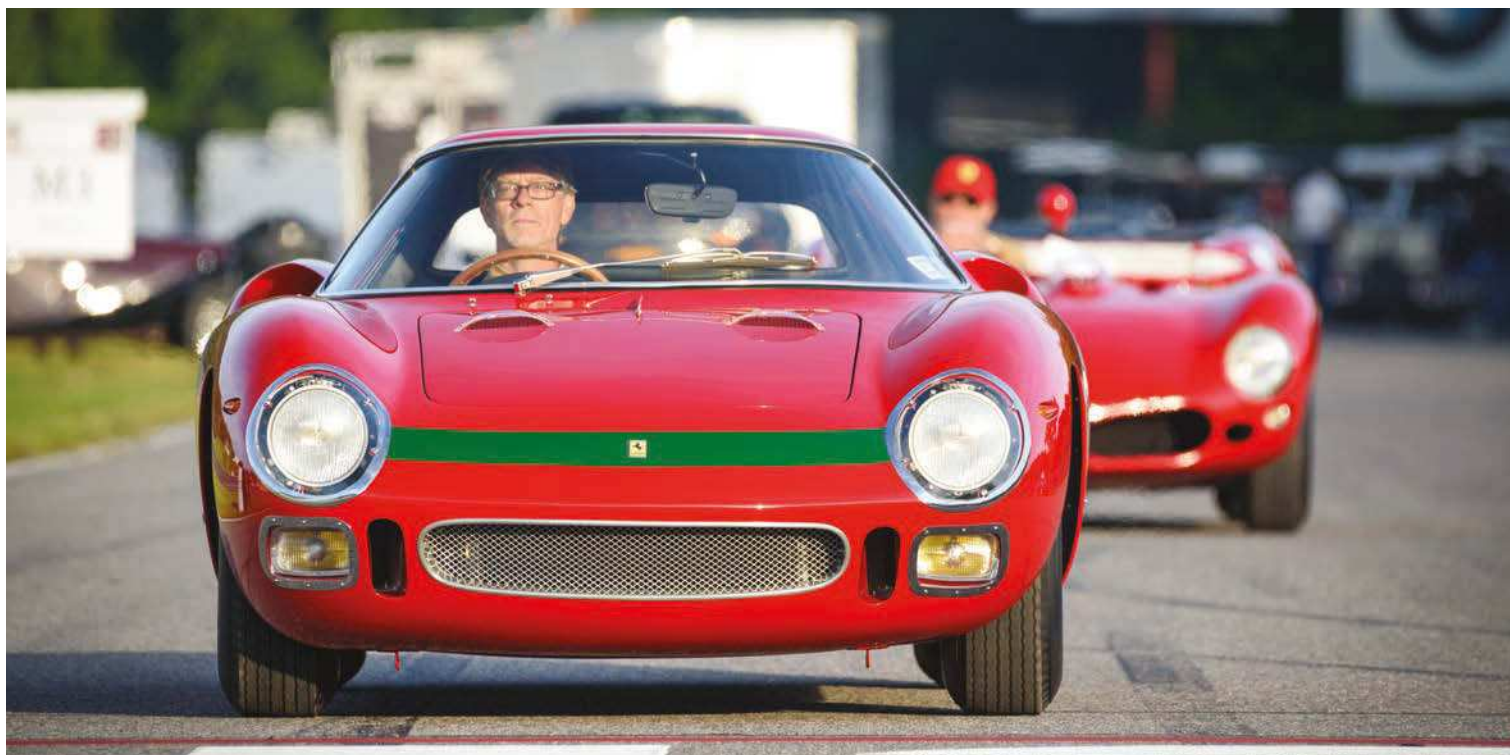
There was a competition entitled 'Be Better' (possibly without irony) that included some truly eye-popping cars. BTS Creativity's Alfa Romeo 164 (*below*) had slammed suspension and modern split-rim teledial wheels, and looked quite tasteful alongside the far more controversial track-themed Alfa Giulia GT restomod by Carrozzeria Brocanelli (*see opening page*). This was by far the show's main talking point, with its LED lights, intake trumpets shooting through the bonnet, fat deep-dish alloys, uber-flared arches and big spoilers.



Italians in America

Review of the 2019 US show scene

Story & photography by Bryan McCarthy



It's time once again to remove and replace the expired calendar. To reflect back on another year in shows in America. To cut and paste last year's resolutions to get to a certain show (I'm looking at you, Pebble Beach). Carpe 2020. But before we reduce 2019 to just another chapter in the history book of human existence, let's take a moment to highlight some of the great events that kept last year moving forward.

Thanks to the East Coast's wide range of weather, there's always something happening somewhere. You just have to be willing to travel in winter to warmer climates and sunnier skies. Cavallino Classic is a Ferrari-specific track and field showcase at the tail

end of January in West Palm Beach, Florida. While Cavallino was celebrating its 28th year, this was the first time my schedule allowed me to skirt the snow and venture south for the gathering of Maranello's finest.

And it rained. That's not entirely true. Held over five days, on Friday I was able to attend the track experience at Palm Beach International Raceway to see and hear some of the finest machines ripping around the racetrack. Especially enjoyable was the 290 MM/250 TR (s/n 0606), finished in a splendidly bright yellow from a previous life, the 'SPEED' callout on its fenders apropos of its intent. In addition to a panoply of street cars, there was a BB 512 LM, a 348 GT/C LM

and a 1956 250 GT Boano (s/n 0527GT). The sun shone brightly the entire day.

Getting on with Concorso d'Eleganza on Saturday proved to be an exercise in keeping my equipment dry. Nevertheless, participants lined up before dawn to exhibit their prancing horses of provenance on The Breakers' lawn. To see a 250 GTO, 288 GTO, F40, F50 and other priceless marvels being christened by the tears of the gods was something I will not soon forget. Despite the damp conditions, there were many topless sports racers on display for brave attendees to drool over. Most notable was the trio of 335 S Spider Scagliettis, the only three left in existence. At the end of the day, the 335





S (s/n 0764) of Andreas Mohringer took home the top honours.

Two months later, I headed back south for my first attendance at the Amelia Island Concours d'Elegance. Here my presence was truncated to just Saturday and Sunday. On arrival, it was quickly apparent I wasn't in New Jersey anymore, given my car was the only one fitted with winter tyres. Regardless, I pressed on, wandering through the Cars & Coffee, making my way to RM Sotheby's auction, where more than a handful of Italian masterpieces were on offer –among them, a lovely 1952 Lancia Aurelia B52 Vignale, a Flaminia 3C 2.5 Cabriolet, a 1972 Lamborghini Jarama 400 GT, a 1988 LM002 and a 2005 Maserati MC12 Corsa.

Post-auction, I found myself meandering through the parked cars, my attention landing on a unique 1951 Fiat 1400 Vignale Cabriolet. The little Fiat was bursting with

details, its dark blue-and-cream paint exuding an air of excellence often associated with a coachbuilt one-off. It was extravagant, and would take home the FCA Trophy the following day, with Ralph Gilles presenting the award and taking a quick selfie as a digital keepsake.

It was the Concours, though, that really drew me in. Arriving early allowed me to partake in my own Southeast Dawn Patrol, catching the cars in first light as they made their way to their designated areas. Ferrari's 250 GT was a featured class, each entrant more incredible than the last. One noteworthy car for me was the 1959 SWB Bertone hailing from Bangkok, Thailand. The 1961 SWB Speciale of Scuderia NE was another jaw-dropper. Including a 250 GT Interim, there were eight cars on display.

Joe Nastasi's 1967 Alfa Romeo Tipo 33 'Periscopio' was a racer's delight, further

reinforcing the requirement of brawn and bravery from period drivers. From Belgium, Jan de Reu's 1955 Fiat 8V Vignale, wearing its numbers from the 1955 Mille Miglia, took home Best in Class for Sports and GT Cars 1955-1959. Well deserved. A Ferrari 335 S (s/n 0674) was crowned Best in Show – Concours de Sport.

Back up north, the beginning of June marks the start of the busy season for me. The Greenwich Concours d'Elegance, held in the Connecticut town of the same name, is always a winner, managing to raise the bar with each subsequent year. Zagato celebrated its 100th anniversary in 2019 and during the show's two days, the waterfront was adorned with nearly 30 representatives of the 'Z'. Not only that, but Andrea Zagato and his wife, Marella Rivolta, were in attendance admiring the fabled marque's handiwork.





For Concours International, Best in Show – Sport was rightfully awarded to the 1933 Alfa Romeo 8C 2300 Corto Spider Zagato, the winner of the 1933 24 Hours of Le Mans as driven by Raymond Sommer and Tazio Nuvolari. The People’s Choice was a 1963 Alfa Romeo Giulia TZ, owned by Lawrence Auriana. When the TZ isn’t static, it’s being gracefully ripped around the world’s racetracks by talented hot shoe, Joe Colasacco. In fact, all three representatives of the Tubolare Zagato were being shown. A rare opportunity to photograph the trio presented itself at the 11th hour of Sunday afternoon – just another reason why I always stay late.

The weekend following Greenwich was reserved for The Elegance at Hershey, located in the chocolate capital of the United States. The Best in Show ‘Governor’s Cup’ was awarded to the stunning 1933 Isotta Fraschini Tipo 8A of Stephen Plaster. Another winner, the 1959 OSCA Model 118S

Touring Coupe Prototype 1600 (got all that?), owned by Peter Boyle, absorbed nearly 15 minutes of my existence, its countless details too many to take in.

Dr Richard Workman’s silver-over-red 1967 Ferrari 275 NART Spider (s/n 10749) is the ninth of 10 produced, purchased for a staggering \$28 million in 2014. It was appropriately parked front and centre in the garden, its understated elegance nearly going unnoticed by the casual observer. Sadly, a few months after the Best in Show was chosen, the Elegance’s Board of Directors announced the event would be taking a hiatus for the foreseeable future. Here’s to hoping it makes a return at some point.

Taking a brief break from the Concours circuit, the Domenico & Tindara Spadaro Memorial Drive Against Cancer was a great way to catch up with old pals. The Drive is a private affair originating on the beautifully

bucolic property of Mike Bruno. Considering the Spadaros cater to many a classic Italian car at their garage, Domenick European Car Repair, the day was overflowing with all the famed Italian manufacturers. The hills of New York were alive with the sound of Webers! There was a pair of Lancia Aurelia B20s, a duo of Fiat Abarth 1000s, and more Alfa Romeos than you’d know what to do with. One of the coolest cars in attendance, however, was the one-off 1946 Lancia Aprilia with a Riva barchetta body. The event raised thousands of dollars for the Spadaro’s charity, Memorial Sloan-Kettering paediatric cancer research.

As the majority of Americans fired up their barbecues for Labor Day celebrations, I headed north to Lime Rock Park for the annual Historic Festival. The festivities kick off on Thursday afternoon with the Vintage Sports and Race Car Parade, an opportunity to see the show and shiners and track-only racers co-mingling on country roads and





small town main streets. The parade ends up in Falls Village, where a street festival awaits.

While the Sunday in the Park Concours always brings an impressive roster of participants, HF37's 'Italian Masterpiece' presentation was one of the best I've seen. Ferrari was well represented, with the last unrestored 250 GTO (s/n 3647GT) being parked next to a rebodied Series II GTO (s/n 4091GT). Ralph Lauren sent his 1964 250 LM (s/n 6321) and 1961 250 TRI/61 Fantuzzi Spyder (s/n 0792TR), the latter taking Best in Show – Sport. Peter Kalikow's 1958 Ferrari 250 GT PF Cabriolet grabbed the title for Best in Show – Touring.

Racing is the biggest draw for the holiday weekend in north-western Connecticut. Tony and Lulu Wang galloped their Prancing Horses around the 1.5-mile track, piloting a 1958 250 TR (s/n 0722TR) and a 1959 250 GT Interim (s/n 1465GT) respectively. There were plenty of Alfa Romeos dishing up exciting wheel-to-



wheel action, too, one being driven until the literal wheel fell off. Formula Juniors from Stanguellini and OSCA also battled amongst the Alfas in the same group.

Another first for me was the Radnor Hunt Concours d'Elegance. Held over the weekend following Lime Rock in Chester County, Pennsylvania, the majority of cars on the field hailed from America or Germany, but Italy was well represented in quality over quantity. The Simeone Museum's 1933 Alfa Romeo 8C 2300 Monza was crowned the Best in Show – Sport. Oscar Davis' 1967 Ferrari 275 GTB/4 alloy body won the Spirit of Radnor Award, having accumulated just 8100 miles in its 52-year life.

The final event on my 2019 calendar was the biennial Turtle Invitational. Held at the Turtle Garage, set on a quiet corner of a 100-acre working horse farm in Bedford, New York, the Invitational was jam-packed with friends, family and phenomenal two and four-

wheeled splendours. Miles Collier sent two cars up from the Revs Institute: a Lancia Aurelia B20 and a 1954 OSCA Sports Racer, the latter the 1954 12 Hours of Sebring winner driven by Sir Stirling Moss. Separated at birth, the De Tomaso Longchamp and Maserati Kyalami were an unusual pair arriving in tandem. Nick Soprano built his own Italian-inspired (and powered) car, the Sensuale, a feat over 20 years in the making. Its exterior craftsmanship recalls Italian traditions of metalworking. Best in Show was the 1957 Ferrari 335 S of Scuderia NE.

Looking back, the only shortage when it comes to the showing of Italian cars in America is in the pages needed to give them their proper due. Each of these events can stand alone, propped up by the stories I collected from the people I met and the experiences I had. If you find yourself in the US at all, I encourage you to see if your schedule matches any of the aforementioned dates.



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

FIAT 500, 1100 & ABARTH'S

BRIAN KAVANAGH

I've enjoyed Italian cars since owning a Fiat 1100 in Sydney, Australia. Later, a friend and I ordered a Fiat 500 Giardiniera for delivery in Naples on a buy-back scheme, which worked great. After an extended roam around Europe, we could sleep in the back. We took the 500 back to Fiat in Turin and, on mentioning the Fiat Club of New South Wales, we received a ride around the works in a specially built 600 minibus, complete with driver and tour guide, including two laps of the rooftop track – unfortunately, no photos permitted!

In 1966, I visited the Turin Auto Show and on the Abarth display I asked about shipping Abarth exhausts, conversion kits and parts to Sydney, which they agreed could be possible. Abarth honoured their agreement and my Cavano Motor Engineering proceeded. While the ex-works prices sounded fair, by the time packing, freight to Genoa, sea freight, handling, customs and taxes were added, it was obvious that it could only be a hobby business, which was fine with me.

So for some years, many small Australian Fiat 500s, 600s and 850s ended up with twin chromed exhausts and alloy sumps on show at their back ends. Sadly, exhaust emissions and regulations intervened and Fiat's engine capacities increased, so in the end, the cost of Abarth's internals to boost the performance was hard to justify.

The Fiat 500 was by far the most popular model to add Abarth components to. It was your article in Issue 287 on the FCA Heritage



595 Classiche tuning kit that prompted me to get in touch. Back in the late 1960s, the 595SS or 695SS conversion kits were not themselves packed in wooden crates, but were in quality double-corrugated cardboard boxes. It was the camshafts and crankshafts that came in a work-of-art wooden box – appropriate for the precious jewels they contained!

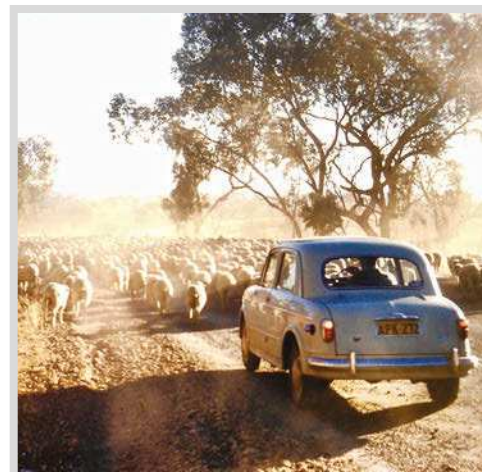
By about 1967-68, the Fiat 500's two cylinders were cast in one piece. I was told that, apart from an increase in cooling area on the fins, this provided more structural rigidity to the total assembly. After the crankcase was bored to suit the new 595 cylinder block (ie to 80.4mm on the same centrelines) and clamping the alloy sump and head, overall stiffness was better. Also the later alloy valve cover with built-in inlet manifold further helped overall stiffness.

The 595SS spec for this period was quoted by Abarth as 73.5mmx70mm for a capacity of 594cc and a Solex 34 PBIC carb, producing 32hp DIN at 5000rpm. Final drive

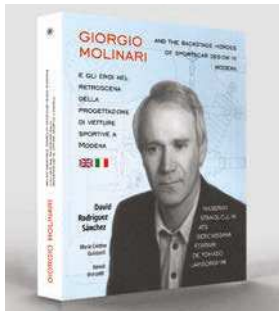
ratio was quoted as 8x39, and the top speed was 81mph (130km/h). The 695SS spec was quoted as 76mmx76mm and a capacity of 690cc, producing 38hp DIN at 5350rpm, also using a Solex 34 PBIC carb. Final drive ratio was quoted as 9x39 and the top speed was 87mph (140km/h).

The Abarth rear coils were another great improvement to handling, being lower and stiffer. The front leaf assembly responded well to slight lowering. The other nice item was the Abarth instrument panel: a black glassfibre housing including a cable-driven rev counter with the take-off gear assembly mounted under the distributor.

Completing the conversion were Abarth badges for the grille, dash, side and rear, plus perhaps a nice steering wheel, rubber straps front and rear, and of course wheels and tyres. I loved a full-house 695SS conversion using all the above items – but no side stripes please! The installation of the Abarth longer-stroke crankshaft in the 695SS really gave a wonderful power boost.



WRITE TO THE EDITOR AT: *AUTO ITALIA*, GINGER BEER PROMOTIONS LTD, ENTERPRISE HOUSE, BUILDING 52, WREST PARK, SILSOE, BEDFORDSHIRE, MK45 4HS OR EMAIL CHRISREES@AUTO-ITALIA.NET



MADE IN MODENA

As a Maserati Merak owner I am a huge fan of your mag. I have just got back from dragging my poor children around Modena. A visit, amongst a lot of other things, to the now sadly semi-demolished Stanguellini factory in via Schedoni was for them clearly a 'high' point... Utterly fascinating for me, however! Rather sad that the municipal authorities could not have shown a bit more imagination in better persevering a pretty significant part of Modenese history. What a site for the Stanguellini museum rather than the current rather nondescript building in Via Emilia.

The whole Emilia-Romagna engineering story is wonderfully compelling, and the Giorgio Molinari biography that you reviewed in the March 2020 edition of *Auto Italia* looks great. I'm trying to acquire a copy but I'm not having much luck – do you have more info on the publishers?

Stephen Paine

It's definitely worth getting a copy. You can obtain one by contacting the author direct at drodriguezso07@gmail.com

MISSING TREVI VX

In *Man on a Mission* (March 2020 issue), the author queries the whereabouts of the sole RHD Trevi VX. While I can't definitively answer whether the car still survives, I can fill in some gaps.

Back in the mid-1990s I spotted the RHD Trevi VX in the enclosed photo (somewhat worse for wear) being driven in Lower Hutt, a satellite city to the capital of New Zealand. I knew it was unusual (the Trevi variant of the Beta was never sold in NZ), so I followed the owner home. I got chatting to him, and he explained that it was the only factory RHD Trevi VX in the world, and that it had been built for an overseas embassy (it was a 1984 model) and was subsequently imported into the UK. Thus it must be the same car referred to in the article (note the Volumex badge on the boot). The owner was English, and had bought the car out to NZ when he emigrated.

Since that encounter, I have never seen the car again; it has never participated in local classic car events, so alas I don't know whether it

survives, although government records show the number plate has been cancelled, which does not bode well.

Mark Stockdale
President, Fiat Owners Club New Zealand

IN PRAISE OF ITALIAN V8S

Huge congratulations. The April 2020 issue is by far and away the best yet, particularly with eight Fiat 8Vs, a remarkable achievement. Curiously, no mention is made of the odd 70-degree angle used in the



V8 engine. The Top 50 Concepts is a terrific read. Ghia did a remarkably similar but much prettier proposal than the Fulvia HF for de Tomaso called the Mustela, based on a 3.0-litre Capri. One trivial detail on the OSI Alfa Scarabeo; the chassis may have been 33 but motive power was



transverse 1.6 GTA.

I also loved the Mangusta/Pantera article in the March 2020 issue. An old Lancia dealer friend in the late 1970s, who dabbled in exotica, had a Pantera for quite a while (it was reliable) and allegedly he got from his Bayswater mews flat to

'exotica' act, designed by Giugiaro and developed by Bizzarini. Sadly they pulled the plug but the finished result was gorgeous and apparently drove very well. The Italian connection might have relevance in *Auto Italia*.

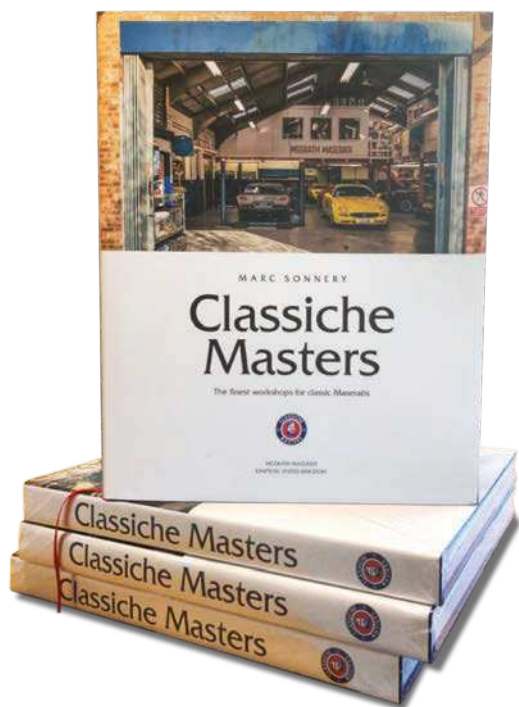
Stefano Rimbellezzo

ZAGATO OTTOVU

I always look forward to the latest edition of *Auto Italia* plopping onto my doormat and particularly enjoyed the article featuring Fiat 'Ottovus' in the April issue. I have been an admirer of these superb cars for some time since seeing one racing at the Le Mans Classic. So I was delighted to see three of the cars featured in the article at last year's Silver Flag event and am rather proud of the attached shot I took of the Zagato, chassis 083, setting off up the hill.

Barry Daborn





Classiche Masters: The Finest Workshops for Classic Maseratis
By Marc Sonnery
€95

Subtitled 'the finest workshops for classic Maseratis', this weighty publication by renowned Maseratista and journalist, Marc Sonnery, shines a spotlight on a dozen of the most respected marque specialists and restorers in Europe. Almost by definition, it serves as something of a 'shop window' for all 12 companies, which are located in Holland, Belgium, Germany, Italy, France, Switzerland, Poland and the UK. But it is far more than a mere directory, each firm having its own chapter which, after a brief introductory company history, is in a Q&A format. The questions are intelligent and the answers illuminating, given that all of them are working on similar cars and facing the same challenges.

As you might imagine, there's a fair bit of detailed technical stuff

about the oily bits, but perhaps the most interesting questions and answers bear on the more general aspects of classic restoration: taking photographs at every stage of the work, liaising with clients, accessing scarce spare parts – and the judicious use of non-original or modern parts to help with today's driving conditions (Bosch fuel pumps in place of Lucas ones, later cooling fan motors which look like the originals, etc).

What does become clear is that with these older Maseratis, being largely hand-built, no two examples, even of identical models, are exactly the same. Customers' attitudes and priorities have changed over the years, too. But one senses they would all agree with McGrath's Andy Heywood (of this parish) who says: "We try to keep everything original... to provide you with the driving experience from the days when the car was sold new". Overall, the interviews reveal a remarkable consensus amongst them about all

the important aspects of bringing these great Italian icons back to life and rude health.

At 303mmx234mm and 1.67kg, it's no lightweight; but neither is its content. With high production values, it doesn't seem outrageously expensive, either, at around 100 quid, compared to many coffee-table tomes. All in all, a fascinating read and a valuable addition to the canon of Trident literature. It's available from www.classichemasters.com priced at €95 plus postage (typically €15.10 to UK). – *Simon Park*



Carrozzeria Coriasco
By Alessandro Sannia
Il Cammello
€35.90

One by one, Italy's coachbuilders are being documented in specific volumes, even quite obscure ones. Coriasco may not rank high on the list of household names among *carrozzerie*, but its story is no less fascinating than the Vignales and Fissores of this world. Founded by Giuseppe Coriasco in 1938, its speciality was transforming Fiats into commercial and advertising vehicles, starting with the Fiat 508 Balilla. It was the Fiat 600 Multipla of 1956 that really gave Coriasco a boost, and its Turin factory churned out

countless variants of vans, taxis, ambulances and many more. It's estimated that Coriasco converted more than 18,000 Multiplas between 1956 and 1962. The coachbuilder then went on to make Fiat 850 and 900-based commercial vehicles.

But it's not all about vans. Coriasco also made the Fiat 127 Giardinetta estate car, the 127 Farm of 1978 (Italy's Matra Rancho), dolled-up luxury Fiats in the 1980s and 1990s, concept cars and even sports cars. It made its very last cars in 1991.

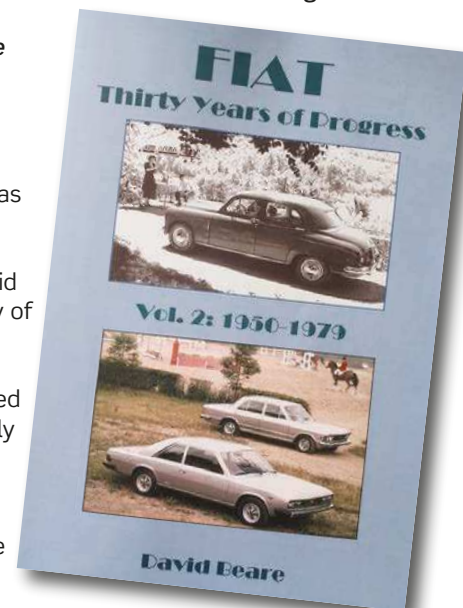
As ever with Alessandro Sannia's books, the story is told concisely and clearly, with text in both Italian and English. It's abundantly illustrated with a huge selection of pictures (more than 220), most of which have never been published before. It's not a huge volume at 108 pages long, but it's a genuinely interesting addition to the Italian coachbuilt story. We hear that Sannia's next project will be a mighty tome on the Fiat 1100 S, which should be really fascinating.

Fiat – Thirty Years of Progress, Vol 2: 1950-1979
By David Beare
Stinkwheel Publishing
£34

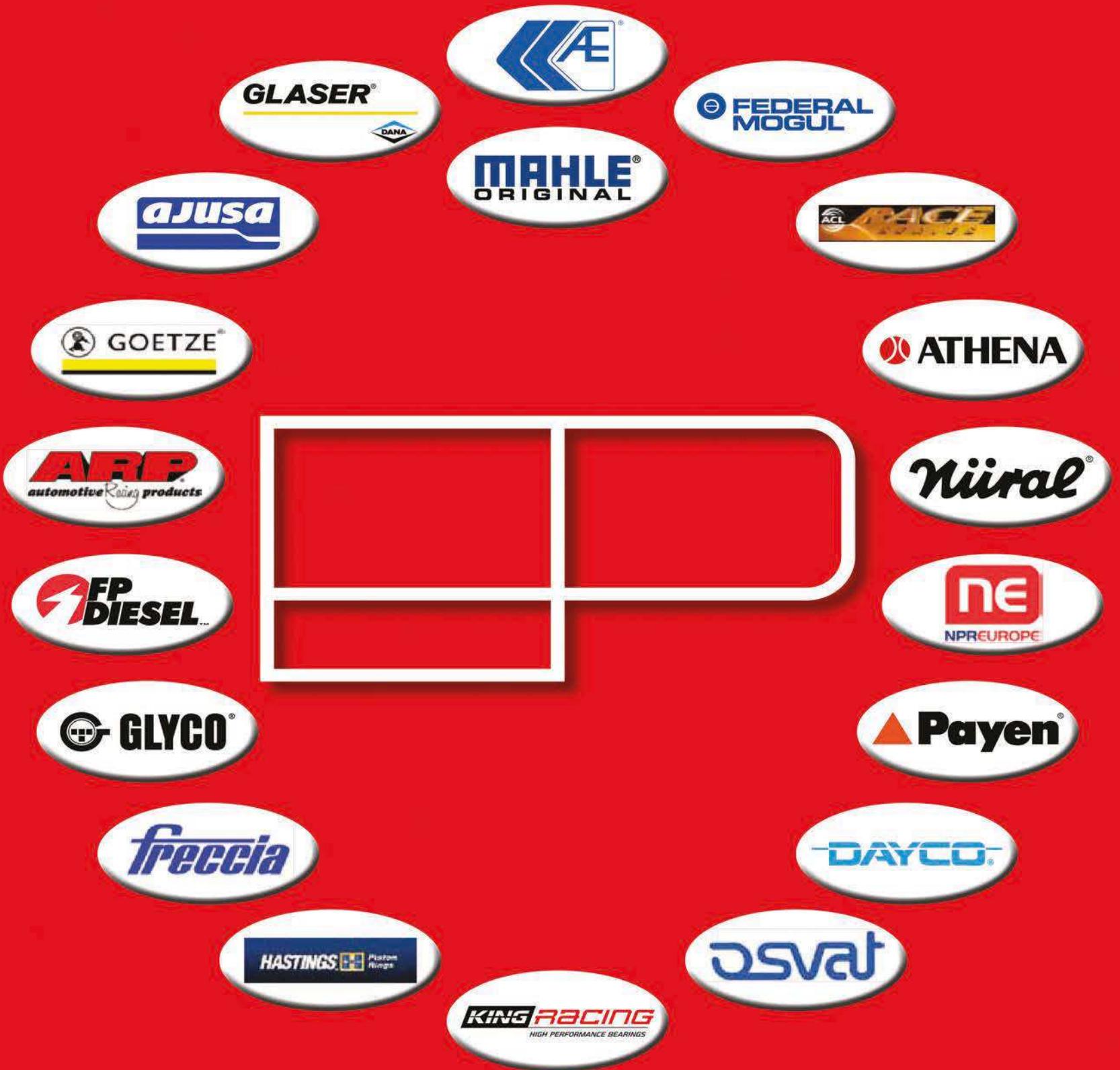
Anyone who has read the delightful first volume of David Beare's history of Fiat, *The First Fifty Years* will not be surprised that the initially planned two volumes have stretched to three after the

embarrassment of riches encountered in the mid-century section of this endeavour. Packed with more than enough interesting facts and figures to satisfy any enthusiast, this edition moves well beyond a chronicle with expansive sections covering the people, places and events that provided the context in which the cars were built.

Like the author, I own Fiats because they provide sensible motoring with just a little brio. His realistic take on the utilitarian nature of the company's intent nicely frames the view of the models so many of us know and love. This volume covers the period 1950-1979 and sees a mature post-war Fiat take on new challenges: from unitary construction (1400) to mass transport (Nuova 500) and helping out old friends in need (Fiat Dino). With wit and a peculiarly English slant, referencing Enid Blyton's Noddy for instance, David Beare does a great service to automotive history and historiography with this book. We eagerly await the third volume to complete the journey with this talented auto historian. – *Roger Beattie*



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International Association of Lancia Clubs

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Club LanciaSport

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Northern Ireland Italian Motor Club

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Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2020

May 2

Auto Italia Italian Car Day

Brooklands Museum, Surrey

www.auto-italia.co.uk

May 3

AROC Scottish Italian Car Day

Hopetoun House,

Sth Queensferry

www.aroc-uk.com

June 6

All Italian Car Breakfast

Departure Lounge,

Alton GU34 4BH

thedepartureloungecafe.co.uk

June 13

Classic Alfa Trackday

Goodwood, Sussex

classicalfa.com

June 19

MiTo 12 Trackday

Curborough Sprint Course

www.aroc-uk.com

June 19

Historic Track Day

Autodromo di Varano, Italy

www.bernimotori.com

June 26-28

Stella Alpina Rally

Trentino, Italy

www.stellaalpinastorica.it

July 3-5

Fiat Coupe 25th Anniv Meeting

Fat Lamb Hotel, Kirkby Lonsdale

www.fatlamb.co.uk

July 5

AROC National Alfa Day

Bicester Heritage, Oxon

www.aroc-uk.com

July 12

Auto Italia Northern Italian Car Day

Raby Castle, County Durham

www.auto-italia.co.uk

July 19

Auto Italia Supercar Day

Brooklands Museum, Surrey

www.auto-italia.co.uk

July 24-26

Lancia Motor Club National Rally & AGM

Thame, Oxfordshire

www.lancia.myzen.co.uk

August 1

All Italian Car Breakfast

Departure Lounge,

Alton GU34 4BH

thedepartureloungecafe.co.uk

August 16

Festival Italia in association with

Auto Italia magazine

Brands Hatch Circuit

www.festivalitalia.com

September 27

Auto Italia Italian Car Day

Stanford Hall, Leics

www.auto-italia.co.uk

September 25-27

FFFEAR2020 (Lancia Motor Club)

www.lancia.myzen.co.uk

October 11

Auto Italia Motorsport Day

Brooklands Museum, Surrey

www.auto-italia.co.uk



May 10

Classics at the Villa

Villa Scalabrini

Shenley, WD7 9BB

www.classicsatthevilla.com

May 13-16

1000 Miglia

Brescia, Italy www.1000miglia.it

May 21-24

3ma20 - International Fiat 131

Owners Meeting

The Netherlands

131mirafiori.com

May 21-26

Sliding Pillar Rally

(Lancia Motor Club)

Scottish Islands and Lochs

www.lancia.myzen.co.uk

May 22-24

Concorso d'Eleganza Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com

May 24

AROC South West Alfa Day

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Weston-super-Mare

www.aroc-uk.com

May 30

Club Lancia Sport

London-Brighton Run

clublanciasport.wixsite.com

May 30

Italian Passion for Speed

Cardiff, Wales

www.italianpassionforspeed.co.uk

June 2-7

Modena Cento Ore

Modena, Italy

www.modenacentooreclassic.it

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ITALIAN CAR DAY AT
BROOKLANDS MUSEUM
SATURDAY MAY 2ND**



**NORTHERN
ITALIAN CAR DAY
RABY CASTLE
SUNDAY JULY 12TH**

**SUPERCAR SUNDAY
BROOKLANDS MUSEUM
SUNDAY JULY 19TH**



**FESTIVAL ITALIA
BRANDS HATCH
SUNDAY AUGUST 16TH**

**ITALIAN CAR DAY AT
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SUNDAY SEPT 27TH**



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ISSUE 292 ON SALE 7TH MAY

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ALFASUD TROFEO RACER



Some features may appear in a later issue

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ABARTH

Allemano 2400 and 2200	19	Grande Punto Abarth Belgium	143	8C 2900B	25	Montreal Group 4 Autodelta	263	Alfetta GT Racers 3 car test	266
Abarths at Monza 1998	19	Grande Punto Abarth SS UK	149	8C 2900B Le Mans	267	1900 Matta Jeep	47	Alfetta GTV6 + integrale 'Ring	101
Abarths at Silver Flag	85	Grande Punto Abarth SS	162	8C 2900B Spider	248	1900 Matta Jeep	126	Alfetta Turbodelta	107
Radbourne Abarth 1300	21	Grande Punto Abarth v 130TC	158	8C 2600 at Spa	114	1900 Matta Jeep 'AR51'	246	Alfetta GTV6 (Ron Simons)	135
595SS	118	Grande Punto Abarth v Mito	171	8C 2600 Simon Moore	142	2300 RIO	106	Alfetta Review	232
595SS Classiche Kit	287	Grande Punto Abarth v Mito CL	177	8C Tipo B/Montreal/8C Comp	149	Alfa 90 and Alfa 6	62	Giulietta, Giulia Super,	
750 Zagato Dubble Bubble	60	Grande Punto Abarth EVO	173	8C 2300 v 8C Competizione	163	Alfa 90 and Alfa 6	162	2000 Berlina, Alfetta, Alfa 90	16
750 Zagato Record Monza	196	Grande Punto Abarth Guide	267	8C 2300 v 8C Comp Spider	283	Alfa 6	97	Alfetta / Autodelta	198
750 Zagato Record Monza + 750		500C Abarth	173	8C Engine Feature	151	Alfa 90	102	Alfetta Turbodelta v 75 Turbo	
Zagato Dubble Bubble	258	500C Abarth/Punto Abarth EVO	175	8C Tipo B 'P3'	253	Junior Zagato	128/271	EVO v 155 Q4	237
850 Allemano Spider	50	Abarth Grande Punto EVO	197	Alfetta 159 meets Maserati 8CL	14	B.A.T 11 Bertone	146	Alfetta GTS	270
Abarth 1000 SP	37	Abarth Punto EVO Scorpione	224	Alfetta 159	24	Gransport Quattroruote	241	Alfetta Buyers' Guide '72-'84	266
Abarth 2000 SP	165/250	500 Abarth 2008 Italy launch	148	Alfetta 159 Track Test	87	Berlinas	48	Alfetta Racers (Jupe)	285
Abarth Osella PA1	30	500 Abarth 2008 UK launch	156	Alfetta 12C	101	Alfa Saloons: Giulietta, Giulia Super,		Alfetta v Lancia Beta Saloon	287
Abarth Osella PA2	89	500 Abarth Trofeo Brands (VBH)	166	Bimotore	95	90, Alfetta, 2000 Berlina	16	GTV6 Readers View	31
Abarth Osella PA2 Nordschleife	144	500 Abarth Trofeo Cadwell	170	Clemar Buccì 2500SS	19	Giulia Super Dutch Trofeo	35	GTV6 "Rare" 550bhp	52
Abarth 1300 OT	43	500 Abarth Trofeo GB Race 1	171	1900CSS	15	Giulia Super "Carabinieri"	129	GTV6 (Lindsay)	66
Abarth OT 1300	93	500 Abarth Trofeo GB (CBH)	175	Tipo 33 Stradale	40/164	Giulia Ti Super Racer	98	GTV6 South Africa	126
Abarth Simca 1050 Corsa	222	500 Abarth Trofeo GB Roundup	181	Tipo 33/3	56/111/188	Giulia Super	34	GTV6 /33/156 Club Racers	133
Abarth Simca 1300	119	500 Abarth (Forge)	179	Tipo 33/2	194	Giulia Super, TI & Nuova Super	76	GTV6 2.5 V6 (Time Machine)	176
Abarth Simca 1300 OT	143	500 Abarth SS Hillclimb UK	182	Tipo 33 Daytona	109	Giulia TI Super (Factory car)	196	GTV6 Buyers' Guide	178
204A Cisitalia Abarth	199	500 Abarth 'Polizia'	204	Tipo 33 TT12	113/258	Giulia Coupes	82	GTV6 Buyers' Guide	284
205A	220	500 Buyers' Guide	218	Tipo 33 Concepts	124	Giulia Dossier (105)	235	GTV6 3 car test (Jupe)	210
207A Boano	48	500 595 695 Buyers' Guide	271	Tipo 33 Elvio Deganello	204	Bertone GTV	36	GTV6 v SZ v GTV (916)	238
1000 Bialbero	50	Abarth 595 by Oakley Design	213	1900SS Ghia Coupe	22	Giulia Sprint GT Tripletest	65	GTV6 3.0 V6	249
1000 TCR	106	Abarth 595 by Oakley/TMC	218	1900 SSZ	80	Giulia 105 Series 3 car test	208	75 Driver's Choice	2
1000 TC	145/264	Abarth 595 SS (2019)	281/287	1900 SSZ 'Lopresto'	217	Giulia (105) GTC	53	75 Owners View x 2	19
1000 TC v 600 Modified	238	Abarth 595 New V Old	216	1900 Golden Oldie	115	GTAm/BMW 2002 Replicas	25	75 'Progetto Cinque'	22
Abarth Tipo 139	197	Abarth 695 Biposto	229	1900 C SS	15	GTAm 1750	39	75 1.8, Tipo, Dedra	25
Abarth Tipo 140	201	Abarth 695 New V Old	251	1900 C SS BOANO 1955	266	GTAm Turbo (Giordanelli)	44	75 Turbo Evo Presley's Car	36
1500S	217	Abarth 695 Rivale	273	1900 SS	176	GTAm 1300 Peter Crutch	55	75 AROC Enzo's car "Rare"	48
2200 Allemano Spider	147	Abarth 695/SS/Biposto/Tributo	283	1900 Ti (Pininfarina)	202	GTA (Track Test)	70	75 Turbo Humphrey's car	58
2400 Allemano (Carlo's car)	288	Abarth Classics at Franciacorte	181	1900 Disco Volante	64	GTA vs Lotus Cortina	77	75 Turbo Road car	58
850, 1000 OTR	55	Abarth Classics at Franciacorte	191	1900 Disco Volante	230	GTA (Tipler)	159	75 Classic Choice	84
1000 Berlina Corsa /Abarth Simca		Abarths 124 MY2017	248	1900 Pinin Farina x 2	236	GTA Stradale Portugal	289	75 At the 'Ring (Ron Simons)	93
2000 / 500 Esse Esse	167	Abarths 124 R-GT v		1900 Berlina	272	GTA 105 through to 155	197	75 3.0 V6 twin test (EMC)	139
750 GT Zagato / 500 Trofeo / 124		Ex-works 124 Group 4	259	2000 Sportiva	125	GTA 105 Giulia Sprint GT	203	75 3.0 V6 vs 3.5 GTV6	157
Stadale / 1000TC (VBH)	168	Abarth Classiche	255	2000 Sprint	212	GTA-R 290 (Alfaholics)	252	75 Buyers' Guide	167
850TC Nürburgring	103	Abarth MY2017 range test	257	Alfa Twincam engine feature	137	GT Junior/Fulvia/124 Coupe	147	75 Turbo IMSA (Arese)	175
850 Allemano	58	Abarth 124 Spider	265	Alfa Twinspark engine feature	145	GT Junior with 75 Engine	247	75 V6 Twin Test (Jupe)	219
OT 1600 (rep)	235	Abarth 124 Spider Buyers' Guide	275	1750 GT Prototipo	132	Spider Duetto/ S3 vs Fiat 124	116	75 3 car Test	239
Scorpione Corsa Prototipo	141	Abarth 124 GT	268/278	Giulia Sprint Veloce Zagato	36	Junior Zagato	45	75 3.0 v Giulietta V6(Jupe)	262
Lombardi Grand Prix	265	Abarth at 70 (Castle-Miller)	279	Giulia Sprint Veloce Zagato	195	Spider Duetto	272	75 VS GTV 3.0 VS Giulietta	266
Abarths at Monza	58	Abarth 15 best road cars	279	Giulietta Sprint Veloce 'Goccia'	94	Giulia Spider (105 Prototype)	121	75 3.2 24V Track Day (Porter)	266
Autobianchi A112	75/270/217	Abarth 70 years of Racing	281	Giulietta Sprint Veloce v GT Q2	147	Alfa Spider 105 (Time Machine)	193	75 3.2 24V Track Day (Porter)	278
Ritmo (Alitalia)	90	Abarth Days Milan	286	Giulietta Sprint Barn Find	223	Alfa Spider 105 series	11	75 LE	273
Ritmo Group 2	229			Giulietta Sprint Bertone	228	Alfa Spider Group test	79	Alfa SZ + Zagato Story	13
Formula Italia	90	ALFA ROMEO		Giulietta Sprint Zagato	50	Alfa Spider Group test		Alfa RZ vs 3.0 Spider	26
Formula Abarth 033	138	100 Years of Alfa Romeo. Pt1	167	Giulietta Sprint Zagato (Turin)	282	S4/916/Brera Spider	186	Alfa SZ/RZ Spider	41
124 Abarth Rally	67	100 Years of Alfa Romeo. Pt2	168	Giulietta Spider	28	Alfa Spider (Unleaded conv)	25	Alfa SZ 3 car test	100
124 Abarth Grp 4 Rally x2	73	100 Years of Alfa Romeo. Pt3	169	Giulietta 50th Birthday	97	Alfa F1 179 vs Tornado etc	28	Alfa SZ 24v Supercharged	136
124 Abarths x3	145	100 Years of Alfa Romeo. Pt4	170	Giulietta Ti	233	Alfa INDY car	207	Alfa SZ Buyers' Guide	167
124 Abarth Rally	196	Autodelta	209	SZ Coda Tronca	268	Alfasuds	42/72	Alfa SZ (Time Machine)	191
124 Abarth Rally Group 4	214	Autodelta at 50 GTA/TZ1 test	214	LDS Formula One	69	Alfasud (Golden Oldie)	110	Alfa SZ vs Stelvio (Zagato)	198
124 Abarth Rally Targa Florio	257	Alfa Romeo prototypes (TZ3)	171	Giulietta Sprint Speciale	205	Alfasud V6 Alitalia (Colvil)	150	Alfa SZ VS RZ	266
124 Abarth/Fulvia/Alpine	32	Alfa Romeo Commercials	192	Giulietta Sprint Speciale	274	Alfasud 7 car test	151	Alfa SZ v K Coupe v Shamal	274
Polish/124 Group 4 Abarth	38	Alfa Romeo at Balocco P3/1300GTA		Giulia SS	18/140	Alfasud Engine Feature	177	145 1.7 16v	2
San Remo Rally 124 Abarth	47	/155DTM/Disco Volante	173	Giulia Spider (B&W)	167	Alfasud Trofeo	219	145 CL vs BMW 318Ti	12
124 Abarth Stradale	280	SE048 (Group C racer)	106	Giulia Spider (Concours)	253	Alfasud 1.2 Ti	226	145 1.8TS	19
131 Abarth Stradale	43	G1	264	Giulia Spider Veloce Racer	259	Alfasud Buyers' Guide	259	146 145 Team Cars	116
131 Abarth	53	RLSS	49	Giulia or Giulietta?	24	Alfasud - Giugiaro	265	146 + 145 Buyers' Guide	103
131 Abarth/Integrale/Coupe	58	RL	213	2600 Sprint	16	Alfasud Club Racer	279	145 Cloverleaf/Bravo HGT	42
131 Abarth Alitalia	68	6C 1750	38	2600 Spiders	51	Sudsprint (Time Machine)	185	145 Cloverleaf/Bravo HGT	180
131 Abarth (San Remo)	81	6C 1750SS	117	2600 Spider v Lancia Flaminia	255	Sudsprint Buyers' Guide	37	145 CL Fleet report	54
131 Abarths x3	178	6C 1750SS (1929 Mille Miglia)	226	2600 SZ	56	Sudsprint Racer (Lewis)	86	145 vs 33 vs Mito	160
131 Prototypes	215	6C 1750	189/225	2600 Berlina	286	Sudsprint 3 car test	138	145 Buyers' Guide	198
131 Abarth Diesel	231	6C 2300 Replica	75	TI Supers	198	Sudsprint 1.5 Veloce	275	145 Turbo by Autodelta	249
131 Stradale v Group 2	251	6C 2300 Aerospider	201	Disco Volante 2012	198	33 Buyers' Guide	28	146 1.6 Junior	32
131 Alitalia v Stratos v Fulvia	273	6C 2300 Mussolini	127	Canguro	205	33 AKK Motorsport	38	146 Ti vs Audi A3	30
131 (Martin Holmes)	284	6C 2500 Freccia d'Oro	50	TZ2 1966	43	33 Turbo Alfa Aid	41	146 2.0 Racer	76
X1/9 Prototipo	130	6C 2500 by Castanga	134	TZ1&1/2	62	33 Buyers' Guide	111	147 Pre-launch test	51
Abarth Rally Range 2004		6C 2500B Mille Miglia	155	TZ1&1/2 History + Prototypes	276	33 P4 (Time Machine)	173	147 Italy launch	55
Panda/Stilo/S1600	96	6C 2500S	156/229	TZ1	179	Classic Saloons: Giulia Super 1.6 /		147 5-door + 2.0 Manual	59
Panda Rally EVO 2007	136	6C 2500SS	187	TZ2	135	2000 Berlina / Alfetta 1.8 /		147 Selespeed vs BMW 316	63
Stilo WRGB 2005 / 2006	101/129	6C 2500 Competizione	243	TZ3	185	Giulietta 2.0	188	147 5-door 1.6 + 2.0	68
Stilo Trofeo Abarth	193	6C 3000 Superflor	285	Montreal v Dino v Citroen SM	14	Giulietta Turbo	123	147 GTA	76
Grande Punto S1600	183	Nardi-Danese 6C2500	31	Montreats	47	Giulietta (Time Machine)	171	147 GTA Road Test	79
Grande Punto S2000	134/253	8C 2300 Tim Birkin	27	Montreal (Modified)	81	Alfetta 2.0 Saloon	231	147 GTA Road Test (Steve Berry)	87
Grande Punto Italy launch	138	8C 2300 (Spitzley)	56	Montreal v Dino V Biturbo	159	Alfetta GTV 2.0 Racer	115	147 GTA x 2 Autodelta	102
Grande Punto Abarth Sanremo	141	8C 2300	244	Montreal Buyers' Guide	174	Alfetta GT/GTVs	14/41	147 GTA Cup Track Test	92
		2900A	83	Montreal V8 Engine Feature	187	Alfetta GT 3 car test	95	147 GTA Modified	253

147 GTA/Integrale/Coupe 20vT	164	156 Group N (Powermods)	69	GT 3.2 v GTV v Coupe v 3200	265	Classics Special Issue. 1750 GTV,	212 Inter Coupe. Ch.0137E	229
147/156 Monza Sport	70	156 Selespeed	33	Brera (Ital Design Concept)	91	Montreal, GTV6, 75, 155, GTV 916,	212 F1.	216
147 1.6 Turbo (Autodelta)	78	156 2.0 Selespeed (SW)	70	Brera Italian launch 2005	113	147 GTA, 156 GTA,	340 America	10/45/158
147 Rally Car SS1600	86	156 vs Audi A4 Quattro	33	Brera / GT / 159 JTD-M	120	Giulia Special. 101/750 Series, 105	340 / 375 MM Ch.0320	207
147 1.9 jtd 16v	90	156 Q system/Selespeed	34	Brera UK Launch 2006	119	Berlina, SS, 105 Bertone, GTA, TZ1,	335 S Ch.0674	241
147 Range test 2005	101	156 1.9 JTD	41	Brera Spider Launch Italy.	123	TZ2, MY2017 Giulia QV	500 Mondial	12
147 Facelift 2005	105	156 2.4 JTD	67	Brera Spider Launch Morocco.	132	Giulia 2015 Museum Launch	500 Mondial	239
147 Buyers' Guide (Soper)	114	156 Buyers' Guide	44	Brera Spider J6 by Autodelta.	144	Giulia 2015 Balocco Test	250 California/Mistral	30
147 + GT Q2	127	156 Buyers' Guide (Soper)	138	Brera V6 Q4.	124	Giulia Super	250 California Guide	47
147 JTD 24hr racer	131	156 Sportwagon	45	Brera 2.2 at MBW.	130	Giulia 2016 UK Drive	250 California Spyder	128
147 Collezione	132	156 Corsa	46	Brera Q Tronic.	133	Giulia 2017 Veloce	250 California Spyder x 2	148
147 Collezione + GT Blackline	145	156 Sportwagon JTD	47	Brera S Prodrive.	146	Giulia Veloce	250 California Concours Winner	215
147 Sport + GT Q2	137	156 Sportwagon JTD 16v	175	Brera S Buyers' Guide.	165	Giulia Veloce Ti	250 GT Boano	34
147 JTD-M by Janspeed	149	156 Sportwagon	48	Brera 3.2 V6 Vs GTV6 3.2.	181	Giulia Buyers' Guide	250 GT Boano x 3	243
147 Buyers' Guide	150	156 Group N Racer	49	Brera 3 car group test.	227	Giulia 2017 QV by Celtic Tuning	250 GT prototypes	2
147 5 car group test	184	156 Superturismo Track Test	81	Brera V 8C. (Ray Hutton	280	Stelvio Italian Pre-Launch.	250 GT/GTO	92
155 ITC	11	156 + GTV (Autodelta)	50	159 (John Simister)	105	Stelvio Italian Launch.	250 Europa Ch.0313	238
155 ITC (Arese)	143	156 Sportwagon 1.6	53	159 V6 (John Simister)	108	Stelvio UK Launch.	Dino 246 Tasman	174
155 2.5 V6 ti (Martini)	213	156 Tarox & Zender	52	159 V6 Range Test	109	Stelvio on the Stelvio.	Dino 246S	60
155 Buyers' Guide	24/68/201	156 Red Dot brake test	53	159 2.4 JTD-M 2.2 JTS	117	Stelvio Quadrifoglio	Dino 246S Ch.0784	144
155 Q4/Dedra integrale	32	156 / 147 Monza Sport	70	159 Sportwagon Italy Launch	118	Stelvio QV Vs Giulia QV	250 GT Pininfarina Coupe	38
155 Q4/Delta integrale EVO	284	156 GTA Launch	69	159 Sportwagon 2.2 V6 Q4	122	Stelvio 2020 + Giulia 2020	250 GT Pininfarina (Bowtie)	270
155 4 car group test	150	156 GTA Sportwagon	71	159 Ti	139	Police Cars last 60 years.	250 GT Pininfarina	
155 / 156 / 159 Saloons	183	156 GTA Saloon	79	159 V6 Q4 (Nordschleife)	141	Alfa Romeo F12 van	Collectors' Guide	255
155 BTCC	231	156 GTA Bridgestone tyres	82	159 2.2 J4 Supercharged	153	Alfa Romeo F1 group test	250 GT Cabriolet	220
155 BTCC	283	156 GTA Monzasport	112	159 2.0 JTD-M	166	Alfa Romeo 8cyl group test	250 GT Drogo	69
155 DTM Drive at Goodwood	260	156 GTA Buyers' Guide	160	159 1750 Tbi	167	Tonale (News)	250 GT Nembo Spider.	137
155 GTA	271	156 JTS Sportwagon (Selespeed)	73	159 1750 Tbi SW	182		250 GTE	101
164 3.0 V6 v Thema 16v Turbo	17	156 JTS S/Charged Autodelta	124	159 1750 Tbi v Giulia Veloce Ti	286	CISITALIA	250 GTE Collectors' Guide	263
164 Twin Spark	22	156 V6 vs 2.4 JTD (OBD tuning)	82	159 5 car group test	190	Cisitalia 202	250 MM Mille Miglia 2010	174
164 Guide	49	156 2.0 JTS (2002)	83	Brera S Supercharged /GT 3.7/159		Cisitalia 202 Nuvolari Spider	250 SWB replica	52
164 Racer (Soper)	78	156 Giugiaro Facelifted (1.9jtd)	84	3.2. Autodelta (UK)	166	Cisitalia Voloradente	250 SWB Stirling Moss	56
164 Buyers' Guide (Soper)	105	156 Drivedata remaps	89	8c Competizione	139	Cisitalia 360 Grand Prix	250 SWB at Spa	104
164 bimotore	107	156 20v M-Jet (2003)	93	8c Competizione Spider	161	Cisitalia Automobili	250 SWB Ch.2335	238
164 Procar	142	156 2.4 M-Jet (Tunit)	97	8c Disco Volante Spyder	248		250 GT Sperimentale Ch.2653	20
164 Procar	288	156 GTA AM (Autodelta)	100	8c Disco Volante Spyder/Coupe	290	DE TOMASO	250 GT TDF Ch.1309	14
164 v Cromia v Thema v Saab	153	156 Buyers' Guide	102	Alfa Range Test 2008	140	Mangusta	250 GT TDF	151
164 (Time Machine)	188	156 2.0 TS HBE Suspension	103	4x4 33,155,159,164,Brera.	256	Vallelunga	250 GT TDF Ch.0585 (Disney).	227
GTVs Modified (Autodelta 1997)	17	156 3.7 South Africa	128	Alfa Cloverleaf 5 car test	178	Deauville	250 GT Lusso (Fyshe)	42
GTV 2.0 16v J10 (Autodelta)	22	156 GTA/TSpark/V6 24v/JTD	172	MiTo Italian launch	147	Deauville (2011)	250 GT Lusso	94/97
GTV 3.0	20	156 GTA 4 car test	199	MiTo UK launch	155	King Cobra	250 GT Lusso (4.0)	121
3.0 GTV Spider vs RZ	26	156 GTA 3.7 by Autodelta	215	MiTo M430 by Marangoni	155	Pantera Racer	250 GT Lusso Concours Winner	193
24v V6 GTV	14/29	156/166/147/GT Range 2005	103	MiTo Multiair	164	Racing Pantera vs Testarossa	250 GT Lusso Ch.4713	264
24v GTV vs Lotus Elise	43	156 Ti Buyers' Guide	182	MiTo Multiair Cloverleaf	171	Pantera owners view	250 GT Coupe Speciale (PF)	277
Spiders New & Old	35	156 Buyers' Guide Twinsparks	203	MiTo 1.4 TB vs Abarth Punto	171	Pantera Restoration	250 Testarossa/206 SP (Fiorano)	90
Spider Duetto vs 939	152	156 GTA (Supercharged)	281	MiTo CL vs Grande Punto Abarth	177	Pantera Si	250 Testarossa Ch.0714	161
Spider 2.0 TS Fleet Report	209	156 GTA V 164 Cloverleaf (Berry)284		MiTo Buyers' Guide.	189	Pantera	250 Testarossa Ch.0738	173
Spider 105 S4/916 2.0/939 JTS	221	156 Auto / GT / 156 GTA	240	MiTo Carbonio (Monzasport).	191	Guara	250 Testarossa	237
Spider group test 916	256	156 2.5 V6 SW Auto Jap Import	276	MiTo 5 car group test.	193/257	Guara Spider	206 SP Track test	133
V6 Coupes Alfetta/916/Brera	153	166 News pages	24	MiTo TwinAir.	200	Guara Coupe	206 SP Maranello	197
V6 Engine Feature	153	166 International Launch	27	Alfa Giulietta Italian Launch.	170	Guara Barchetta	206 P Berlinetta Ch.0834	251
Busso V6 Profile	284	166 UK Launch	32	Alfa Giulietta UK Launch.	175	Guara Switzerland	206 Spider	220
GTV Cup	39	166 3.0 V6 24v	37	Alfa Giulietta v Mito MY2014	215	Mangusta/Qvale	490 MM Ch.0626	170
GTV Cup (Road Car)	65	166 2.0 Twin Spark	49/71	Giulietta Marangoni G430	183	Mangusta/Pantera/Guara.	290 MM Ch.0626 (News)	239
GTV Cup v Fiat 20v Turbo	224	166 Let's go to Italy	52	Giulietta TCT Launch	194	Mangusta + Pantera	290 MM Ch.0628	275
GTV Cup v Fiat Coupe v Brera	275	166 3.0 24v V6 Super	54	Giulietta TCT	196	Mangusta (Ex Freddy Moss)	410 S	32
GTV (Autodelta)	50	166 Germany Launch	88	Giulietta 3 car group test	197	Longchamp vs Kyalami	64 410 Superamerica Ch.0671S	193
GTV LMA/AROC Racers	85	166 TI (2.0 TS Lusso)	94	Giulietta Buyers' Guide	216	Factory Collection	410 Carrera Messicana Ch.0594	199
GTV6 LMA Racer (Soper)	112	166 Supercharged by Autodelta	134	Giulietta + Mito QV	223/229	P72	268 SP Ch.0798	17
GTV6 3.2 V6 in Italy	90	166 Buyers' Guide	148	Giulietta Sprint New and Old	227	Panther by ARES	330 P	124
GTV6 (916 V6 + 2.0TS facelift)	92	166 Dossier	251	Giulietta 4 car test (mod)	263		330 P Ch.0818	230
GTV (916 Buying Advice)	96	V6 Saloons 164/166/159.	158	4C	184/211/214/220	FERRARI	330 LMB track test	24
GTV (916 Buying Advice)	143	V6 Saloons Group Test		4C (Jamie Porter)	230	Auto Avio 815	330 LMB	232
GTV (916 3.0 Team Cars)	119	155/156/164/166/159.	218	4C Modified (Jamie Porter)	246	125 S	330 GTO at Monza	67
GTV (3.0 Supercharged)	122	1997 Scighera	33	4C Modified (Jamie Porter)	282	Ferrari V12 Engine Feature	250 GTO/Daytona Replicas	12
GTV6 3.2 Buyers' Guide	152	Science Museum Exhibition	67	4C v 8C	223	Supersqualo	250 GTO (#3505GT)	16
GTV6 v integrale v Coupe 20vT	155	Gippo Salvetti (Blue Team)	72	4C SBK	236	Ferrari 246 vs 250F	250 GTO vs Jag E-Type	37
GTV6 916 Series Group Test	244	New Alfa Imports	81	4C Spider (News)	229	196S (rep)	250 GTO vs 250 LM (Nord)	102
GTV6 916 3.2 facelift twin test	284	GT (2004)	89	4C Spider	234	195 + 196	250 GTO Goodwood Revival '09	165
155 2.0 + V6 SZ & 33	20	GT (2004) JTS	94	4C Spider RHD	241	Dino 196SP	250 GTO Ch.4675	169
156 Supercharged (Engstler)	23	GT (2004) 1.9 jtd 16v	95	4C Spider Buyers' Guide	265	195S Coupe by Ghia	250 GTO x 2	200
156 Launch	18	GT 3.2 V6 Novitec	110	Alfa Club Racers 2012	200	156 F1 Sharknose	250 GTO (#3505GT)	231
156 in Spain	20	GT Novitecrosso 1.9 16v M-jet	99	Alfa Club Racers 2015	234	166 Fangio's first	250 GTO (#3387GT)	252
156 Hormann	25	GT 3.2 V6 (Autodelta)	106	Alfa Museum Revival 2014.	229	166 F2/FL	250 LM	27/84/195
156 Superturismo	25	GT 1.9 jtd 16v Novitec	141	Alfa Museum Visit 2017.	262	166 Mille Miglia	250 LM Ch.6045	195
156 ETCC track test	91	GT Q2 v Giulietta Sprint Veloce.	147	Alfa Buyers' Guide Special Issue.		166 Mille Miglia Ch.0066	250 MM Ch.0344MM	22
The Range 164 / 75 & GTV	26	GT Cloverleaf + 147 Ducati.	150	Giulietta, Mito, Brera, 159Ti,		166 Mille Miglia Ch.0314M.	250 MM Ch.0352MM	184
156 2.5	27	GT 3 car test.	168	147, GT, 156 GTA, 156 Ti,		166 MM Fontana Ch.024.	250 MM Ch.0276	268
156 JTD vs 156 1.8TS	28	GT Buyers' Guide.	176	GTV 3.2, 166, SZ,	229	212 Export Mille Miglia 2010.	250 Monza Ch.0432M	23
156 Group N	29	GT 3.7 v 3.2.	233	Alfa Buyers' Guide		212 Inter Coupe. Ch.0257	500 MD/TR	101

BACK ISSUES INDEX - DOWNLOAD AT WWW.AUTO-ITALIA.CO.UK

500 TRC	137	512 S	55	456 Estate/Spider/FX	58	599 Hybrid	172	803 Corsa	44
500 F2	139	512 S/M 712	228	456 M GT vs Daytona	66	599 GTO	178	501	86
500 Mondial / Mille Miglia '08	160	512 S vs Porsche 917	163	456 M GTA Buyers' Guide	183/230	599 Tribute Mille Miglia	188	503 Spider	188
625 TRC Ch.0680	196	512 BBLM	40/155	456 M Racer	195	599 XX	217	505	46
750 Monza Ch.0552	20	365 Boxer vs Bora 4.7	78	F50	10	599 Buyers' Guide	245	509	140
750 Monza (ice racer)	89	512 Boxer	23/114/254	F50 Track Test (Donington)	28	Ferrari Technology (Dron)	139	510S	173
750 Monza Ch.0492M	187	512 BBi Buyers' Guide	62	F50 Track Test (Rockingham)	68	California GT 2008	151	521C	98
750 Monza	234	512 BB Buyers' Guide	236	550 Maranello	11	California GT 2010	177	525SS	273
212E Montagna (Hillclimber)	73	512 BBi v Pantera v Bora.	154	550 Maranello vs Vantage	22	California HS	197	514 Spider	133
Dino Formula 2 Ralt	79	500 Superfast	228	550 Maranello vs Aircraft	40	California T	223/242	8V	37/157/239
275 GTS vs Nanchang	43	365 GT4 BB Buyers' Guide	179	550 Maranello (Prodrive)	75	California T HS	244	8V mega 8 car test	290
275 GTS/Aston Martin DB6	49	365 GT4 BB 512 BB Testarossa	180	550 Maranello Buyers' Guide.	209	California Buyer's Guide	282	2800 State Phaeton	115
275 GTB/C Ch.09079	227	365 GT4 GT4 Targa (Eastwood)	267	550 Maranello Buyers' Guide.	237	Ferrari at Palm Beach 2009.	157	1800	120
275 GTB/C	44	512 Testarossa Reader's Car	209	550 Barchetta (News)	54	Ferrari at Le Mans 1998.	18	1900 Granluce	195
275 GTB (Celebration)	98	512 TR + 512 M Buyers' Guide	277	550 Barchetta Track Test	65	Ferrari at Le Mans 2009.	160	2300	117
275 Tour	100	Pinin - Four Door Concept	289	575M (John Simister)	70	458 Italian Launch.	167	2300S Coupe	235
275 GTB/4	130/134	Ferrari V8 Engine Feature	157	575M Manual (Steve Berry)	86	458 Italia Sebring 12h.	187	Balilla 508S	26
275 GTB/4 (Ex McQueen)	223	308 GT4	18/26	575M Novitec	112	458 ISpa 24h (2015).	238	Balilla Taxi	131
275 GTB/4C	235	308 GT4 vs Merak SS	50	575GTC	98	458 by Oakley Design.	184	Topolino (Hotrod)	75
275 GTB/4C Ch.06885	260	308 GT4 vs Urraco vs Merak	149	575GTZ	133	458 vs Gallardo Superleggera	186	Topolino Variations (Sparrow)	69
275 'NART Spyder'	145	308 GT4 LM (NART)	194	612 Scaglietti	88/97	458 Spider	191	Topolinos	80
275 GTS/4 'NART Spyder'	211	308 Buyers' Guide	43	612 Scaglietti (John Simister)	93	458 Italia (EVO 2)	192	Topolino 500B	106
275 GTB Collectors' Guide	258	308 GT4 Buyers' Guide.	219/234	612 Scaglietti/456/400	111	458 Italia Buyers' Guide	248	Topolino Mare	204
275 GTS Collectors' Guide	272	308 GTB/GTS Buyers' Guide.	241	612 Scaglietti Road Trip	123	458 Spider vs Gallardo Spyder	204	500 (Modified)	27
365P	64	308 GTB	126	612 Scaglietti HGTC	129	458 Speciale	216	500 (Sparrow)	58
375 Plus Ch.0384	105	308 GTB Michelotto	181	612 Scaglietti Buyers' Guide.	246	458 Speciale on Silverflag '14.	225	500 Variations (Sparrow)	62
375 Plus	218	308 GTB Michelotto (Olio Fiat).	187	Ferrari V12 Buyers' Guide.	260	458 Speciale v 430 Scuderia v 360	215	500 Jolly (Sparrow)	66
375 Ch.0388	181	308 IMSA Track Test	87	Ferrari by Alcan	30	Challenge Stradale	237	500 50th Birthday	134
375 MM Ch.0490	182	308 Carma FF	201	Ferrari at Le Mans	18/26	Ferrari Finales 2005 Monza	103	500 Coccinella	136
375 S Ch.0030	232	308 GTS vs Urraco	65	Ferrari at Le Mans (Historic)	80	Ferrari 60th at Silverstone	135	500 Engine Feature	156
375 S Ch.0030	232	308 GTS vs Jalpa.	162	Ferrari at Imola	32	Ferrari Racing days Silverstone	264	500 Buyer's Guide	173
330 P	273	308 4 car test.	171	Ferrari at Monza	69	Ferrari 60th at Fiorano	136	500 Based Spada Zanzara.	212
330 & 365GTC	31	308 Collectors' Guide	266	Ferrari at Shelsley Walsh	78	Ferrari Superamerica	109	500 L Readers' Car	217
330 GTS & 330 GTC	140	308E (EV)	281	Ferrari at Fiorano	113	Ferrari Tribute Mille Miglia 2010.	176	500 The Coachbuilt cars	243
330 GTC	231	328 GTS v Porsche 911	19	Ferrari Supercars at Mugello	115	Maranello Rosso Collection	182	500 Sixty Years	257
330 GTC Collectors' Guide	253	328 and 348 Buyers' Guide	46	Ferrari F1	13/18/47	Ferrari Mondiali at Mugello	219	500 Ferves Ranger	259
330 GT 2+2 Vignale	276	328 Buyers' Guide	147/231	Ferrari F1 2000	78	Ferrari Mondiali at Mugello '19	288	500 (EV)	281
365 GTS	85/278	328 Racer (Barkaways)	281	Ferrari F1 126C4 Track test.	168	Ferrari by Pininfarina 60 years	203	600 (Modified)	18
365 GT 2+2 Bora vs Jensen	35	328, 348, 355, 360	82	F1 Ferrari/Minardi Test	27	Ferrari by Bertone	221	600s	29/82
365 GT 2+2 Collectors' Guide	270	348 GTC/GTS	32	F1 Today and Tomorrow	32	Museo Casa Enzo Ferrari	196	600GT (Tornado Lotus engine)	193
365 GT 2+2	290	348 Spider/Mondial	58	F1 Season Round-up	53	Maranello Concessionaires	244	600 Prototype	205
365 GTC4 vs Espada	36	348 tb+ts Buyers' Guide	243	Maranello Concessionaires	49	FF	183/202	600	234
365 GTC/4	274	348 + 348 Challenge	274	50 years of Ferrari Poster	38	FF by Oakley Design	219	600 Jolly	246
365 GT 4 BB (Elton John)	280	400 Buyers' Guide	39	Coys Historic Festival	41	F12 Berlinetta	201/212/222	Fiat 1100S Millecento	52
365 GTC/4 Spider	288	400 Buyers' Guide (Hackett).	112	333 SP (Derek Bell)	15	F12 TDF	241	Fiat 1100S Millecento MM.	162
Pinin (Four door)	144	400 Cabrio by Straman.	138	333 SP	45	LaFerrari	207/221	Fiat 1100D Millecento	123
Daytona Spider	36	412 Buyers' Guide.	190	360 Modena	37	LaFerrari vs Bugatti Veyron vs		Fiat 1100 EZ Millecento	198
Daytona Spider by Straman	250	400/412 Buyers' Guide.	233	360 Spider	45/52	F35 Lightning	249	1100 TV	128
Daytona Group 5	107	412 Reader's Car	206	360 Spider (Digitec)	75	488 GTB	237	1100 103 TV	225
Daytona by Michelotti	146	Mondial 3.2/3.4	29	360 Club Fiorano Test	59	488 GTB v Huracán	247	1100 Padmini	119
Daytona vs Ferrari 599	150	Mondial Buyers' Guide	197/235	360 Spider (Hamann)	63	488 Spider	239/251	1200+1500 Cabriolets.	233
Daytona 'Pozzi' V Road Car.	236	Testarossa/Pantera (Racers)	26	360 Challenge Stradale	85	488 Pista	268/270	Formula Juniors	28
Ferrari 365 GTB/4 Daytona	265	Testarossa vs Countach	33	360 Manual vs Ducati 999	88	GTC4 Lusso	247/267	1500L	176
NART Panther.	256	Testarossa Buyers' Guide	244	360 Bi-Kompressor (Novitec) 96/100	100	GTC4 Lusso T	256/271	1600S Coupe	96
246 Racer (Goodwood T Dron)	88	288 GTO Evoluzione 2/89/105/233	233	360 Racers x 2	104	70 Years of Ferrari A-Z Pt1	256	OSCA 1500S Coupe	41
246 GT/GTS	11	288 GTO v Porsche 959	18	360 Modena (Manual v Gallardo)	182	70 Years of Ferrari A-Z Pt2	257	1400B Junior	215
246 GT	48	288 GTO (Simon Park)	95	360 Modena Buyers' Guide	240	70 Years of Ferrari Top Racers	260	850 Buyers' Guide	53
246 GT vs Stratos	81	288 GTO v 488 GTB	257	360 Modena v Gallardo	278	812 Superfast	259/273/289	850 Bertone Race Team	221
246 GT Buyers' Guide	163/238	F40LM vs Bugatti EB110SS vs Diablo		F430	99	Under 50k Buyers' Guide	271	850 Coupe v Spider	245
246 GT Classiche Feature	205	SV Roadster	176	F430 Spider	106	V8 Buyers' Guide: 308GT4/GTB/328		850T Camper	286
246 GT/GTS Collectors' Guide.	252	F40 vs Bugatti EB110SS	15	F430 Spider (Phil Ward)	119	/348/Mondial/355/360 Modena 259		Dino Coupe vs Spider	118/250
246 GT/GTS	237	F40 vs Porsche 959	34	F430 by Novitec	116	Ferrari Portofino Italy Launch	266	Dino Spider / Biturbo/Montreal	159
Dino V6 Engine Feature	180	F40 vs Ducati 996SP	41	F430 Vs Gallardo SE	122	Ferrari Portofino UK	278	Dino 2400 Buyers' Guide	175
246 Dino vs Urraco vs Merak.	190	F40 Michelotto	76/214	F430 Challenge Corse Clienti	125	Ferrari Monza SP1/SP2	275	Dino 2400 Buyers' Guide	239
246 Dino vs Lancia Stratos.	265	F40 LM	189	F430 Whisky Trail	128	Ferrari Monza SP2 (Goodwood)283		Dino Coupe (Fuel Injected)	264
246 Dino vs 308 GTB 50th.	273	F40 Buyers' Guide	247	F430 Bi-Kompressor (Novitec).	132	F80 Tributo	280	124 Saloons	215
312 P	63	F40 at 30	262	F430 Scuderia	138/153	P80/C	280	124 Special	252
312 F1	30	355 vs Cobra vs 200NSX	26	F430 GTC Team Modena.	156	SF90 Stradale	282	Fiat Twin Cam Engine	149/279
312 T5	66	355/Diablo/ AR F1/Tornado	28	F430 Scuderia 16M.	164	F8 Tributo	285	124 Spider vs Barchetta	18
312 T3	80	355 Spider F1	29	F430 Vicki Butler Henderson.	165	F8 Spider	285	124 Spiders	50
312 B3 "Spazzaneve"	129	355 Challenge car	54	F430/360/355/348/328.	205	488 Pista Spider	288	124 Spider vs Fiat Barchetta	148
312 B2 F1	149	355 Challenge (Rockingham)	70	F430 Buyers' Guide.	242	812 GTS	285	124 Spider vs Alfa Duetto	116
330 P4 Can Am	161	355 + 360 by Imola Racing	90	Enzo	83/101	Universo Ferrari	285	124 Spider Buyers' Guide	164
330 P4 Ch.0858	218	355 / 360 / 430 V8s	115	Enzo vs Maserati MC12	158	Ferrari Roma	285	124 Spider + Tom Tjaada	203
P3/4	54	355 Buyers' Guide	154/232	Ferrari/FIA GT Championship 03	87			124 Spider Europa 2000	290
P3 at Spa	118	F355 Collectors' Guide	268	Ferrari Club Racers 208/355/360 94				124 Coupes	52
712 Can-AM	76	F355 25 years on	279	599 GTB Fiorano	120/142	Mephistopheles	186	124 Coupe/GT Junior/Fulvia 1.3	147
712 Can-AM	254	365 Iding (355)	20	599 vs Daytona	150	1899-1999 4hp	42	124 AC Coupe / 124 Spider	222
512 M 'Sunoco'	13	456 GTA	14	599 Drive Story	156	1905 60hp	226	Fiat 124 Sport Coupé AC/BC/CC 261	
512 M 'Tergal' Ch.1002	246	456 M GT	25	599 HGTE	159/166	1906 Fiat Heavyweights	16	125	49/95/220
						FIAT		125 S	161

BACK ISSUES INDEX - DOWNLOAD AT WWW.AUTO-ITALIA.CO.UK

Lancia Reunion (Miki Biasion)	180	Fulvia v 131 Alitalia v Stratos	273	Integrale Martini Safari	272	A6GCS (Blue)	132	Quattroporte Series V (Yellow)	103
Lancia Theta 35hp	102	Fulvia Montecarlo / Safari	286	Integrale 500bhp (Walkers)	217	A6GCS (2053)	211	Quattroporte V Sport GT	119/125
Lancia Tipo 55 Corsa	78	Fulvietta Concept Heritage Hub	286	Integrale Race car (Walkers)	282	A6G 54 Zagato	202	Quattroporte V Auto 2007	130
Lancia D25	242	Fulvia Competizione Prototype	204	Integrale 3 car test	226	A6G 54 Frua	203	Quattroporte V GTS Auto 2008.	140
Lancia D50 (Track Test)	71	Gamma	101	Integrale 30th-48 page Special	262	A6G 54 Coupe by Frua	230	Quattroporte V + P1 Boats.	142
Lancia D50	240	Gamma vs Fiat 130	151	Integrale Futurista	275	A6G 2000 (Baillon)	270	Quattroporte V v QP IV.	256
90 Years of Lancia	12	Gamma 4 car test	189	Integrale Evo V Coupe 20v T	278	Race Transporter	112	Quattroporte S.	149
Lambda	11/53	Gamma Coupe (Time Machine)	206	Hyena	64/275	Cegga (Hillclimber)	48	Quattroporte Sport GT S	156/172
Lambda Airway	32	Gamma Saloon, Trevi, Kappa	289	Magia "Concept"	22	Mistral/250 California Spider	30	Quattroporte Bellagio Touring	196
Lambda 7th Series Torpedo	186	Sibilo by Bertone	206	Dedra/Alfa 75/Fiat Tipo	25	Mistral vs AC 428	56	Quattroporte Bellagio + QP6 SB	288
Lambda 73 car test	211	Stratos Alitalia/Prototype	2	Dedra	27	Mistral Coupe	70	Quattroporte Evo Superstar.	196
Dilambda S2 Carlton DHC	143	Stratos Replicas vs Original	10	Dedra Integrale/Alfa Q4	32	Mistral 3.7 Spyder	144	Quattroporte VI Launch	204
Dilambda S2 Offord Cabriolet	184	Stratos (San Remo 1974)	47	Thema 8.32	12	Mistral + Speedboat	210	Quattroporte VI GTS in Venice	214
Lancia/Alfa Ghia Coupes	22	Stratos GT0/GT car	51	Thema 16v Turbo vs 164 3.0	17	Mistral Collectors' Guide	264	Quattroporte VI S	241
Lancia Commercials	66	Stratos vs Dino 246 GT	81/265	Thema 8.32 vs 16v Turbo	35	Sebring	45/279	Quattroporte VI MY2018	247
Augusta	240	Stratos - 30 years of	85	Thema 8.32	220	3500GT	43	3200GT	27/36
Augusta (Cabriolet)	281	Stratos World Meeting 2007	140	Thema 8.32 Buyers' Guide	247	3500GT Special Body	58	3200GT vs Porsche C4	48
Ardea	96	Stratos Stradale + Group 4	117	Thema Buyers' Guide	110	3500GT Replica Body	75	3200GT	53
Appia	36	Stratos Prototype.	152	Thema v Saab v Croma v 164.	153	3500GT Spyder Vignale	80/167	3200GT Club Fiorano	59
Appia Vignale	63	Stratos (Heseltine)	233	Thema Plus	240	3500GT Spyder Vignale		3200GT vs Aston Zagato	62
Appia meets Ypsilon	113	Stratos Chequered Flag Story	243	Delta HPE HF Turbo	37	Collectors' Guide	254	3200GT Buyers' Guide Heywood	140
Appia Zagato	138	Stratos Group 4 x 2	244	Delta HPE Evo 500	54	3500GT	59/99	3200GT/Gransport Spyder/GT	157
Appia Furgoncino	180	Stratos Group 4 Track Test	249	Delta HPE Turbo Buyers' Guide	169	3500GT (Giordanelli)	201	3200GT Buyers' Guide Heywood	162
Appia Convertible	194	Stratos - 2005	103	Delta HPE Turbo (Imports)	71	3500GT (25CLO)	249	3200GT Buyers' Guide Heywood	250
Lancia Appia S1,2,3	261	Stratos New 2010	179	Delta (New) 2008	147	5000GT	48	3200GT vs 4200 Gransport	240
Aurelia V6 Engine Feature	148	Rally multi car feature	99/255	Delta vs Ypsilon	174	5000GT (Variations)	81	Spyder	64/69
Aurelia	43	Betas / Modified	13/32	Delta vs Ypsilon (Chrysler)	190	5000GT (Frua)	85	4200 Coupe	66/71
Aurelia B20 Series 1	107	Beta Historic racer	60	Ypsilon	24	5000GT (Allemano)	93	4200 Gransport	100/108/126/220
Aurelia B20 Pichon Parat	125	Betas Coupe/HPE/Saloon	55	Ypsilon 2004 1.4	89	5000GT (Joe Walsh)	191	Coupe/Spyder Cambiocorsa	79
Aurelia B20 (S2+S3)	200	Beta VX vs Strada Abarth	35	Ypsilon 2011	185	5000GT Ghia	284	Coupe/Spyder Ice Driving	105
Aurelia B20 Irish Racer	213	Beta Coupe/Saloon/Montecarlo	139	HPE & Y	11	Cooper Maserati T61P	154	Spyder Cambiocorsa	94
Aurelia B20 'Outlaw' TK	242	Beta Coupe Alitalia (Colvil)	150	Y10 (Time Machine)	175	Khamsin	41	Spyder (Jodie Kidd)	86
Aurelia B24S	23	Beta HPE (Time Machine)	177	Y10 + Turbo	223	Khamsin Collectors' Guide.	257	Coupe Trofeo	84
Aurelia B24 Spider	46/127	Beta Volumex x 2	260	Lybra	38	124 GT Prototype	60	Coupe Trofeo (Monza)	106
Aurelia B24 Spider		Beta Coupe (Studio)	284	Lybra 2.4 JTD SW	65	Simun Prototype	60	Coupe Trofeo (Silverstone)	111
+ B52 Rosa d'Oro	154	Beta Saloon v Alfetta	287	Kappa	20	Ghibli SS	52/200	Gransport Trofeo (Silverstone).	120
Aurelia B24S Convertible	87	Trevi Bimotore	237	Kappa Coupe	54	Ghibli v Ferrari Daytona	127	GS Zagato.	133
Aurelia GT 2500 Spider	190	Montecarlo	16	Kappa 3.0 Saloon	58	Ghibli 3 car test new v old	222	GT Masterclass 2003/200	88/154
Aurelia B24 Spider B20 Coupe	282	Montecarlo V6 Alfa engine	34	Kappa Coupe v Shamal v SZ	274	Ghibli Collectors' Guide.	261	90 Years of Maserati	102
Aurelia B24 Spider + Flavia	249	Montecarlo Buyers' Guide	161	Thesis (Launch)	65	V8 Engine Feature	152	Maserati at Silverflag 2005	104
Aprilia + Aurelia	100	Montecarlo Turbo (Martini)	206	Thesis 2.4 JTD (San Remo)	80	Bora	12	MC12 Stradale	105
Aurelia B50 Cabriolet Farina	274	Martini LC1	207	Musa 1.9	105	Bora 4.7	35	MC12 Corse	141
Aprilia Langenthal	108	Martini LC2	208	Centenary Celebrations	126	Bora 4.7 vs 365 Boxer	78	Maserati MC12 vs Enzo	158
Aprilia	166	Martini 48hp special (Campion)	272	Centenary Celebrations (Collins)	127	Bora v 512 BBi v Pantera	154	GranTurismo Italy Launch	137
Aprilia (Fred Gallagher)	188	LC2 Track Test	96	Thema / Chrysler 300C	199	Bora 4.7 (Park)	194	GranTurismo (Giordanelli)	144
Astura	88/241	037 Rally Stradale	67/245/287	Kennedy Collection	263	Merak	33	GranTurismo S	146/177
Astura by Pinin Farina	185	037 Rally Martini (Volta)	62	MASERATI		Merak vs Ferrari 308GT4	50	GranTurismo S Auto	160
Astura by Castanga (Villa D'este)	95	037 Rally Olio Fiat (Grifone)	144	250F	11	Merak vs 308GT4 vs Urraco	149	GranTurismo MC	161
Astura + Appia	111	037 Rally Olio Fiat (Grifone)	199	250F (CM9)	63	Merak Turbo Prototype	67	GranTurismo MC Trofeo	172/177
Astura MM Sport	203	037 Rally Wurth	230	250F (CMS)	215	Merak vs 246 Dino vs Urraco.	190	GranTurismo MC Trofeo (Donington	
Flaminia	39	037 Rally Olio Fiat V Martini	287	250F (Fangio's Car)	73	Kyalami vs Longchamp	64	2011 race) Giordanelli	188
Flaminia Sport	42	Delta HF Turbo	29	250F (Fangio's Car)	73	Karif	90	GranTurismo MC Trofeo (Silverstone	
Flaminia GTL	76	Delta S4	31	250F vs Ferrari 246	172	Indy	68	2015 race) Giordanelli	230
Flaminia 3 car test	172	Delta S4 Cesare Fiorio's	72	Cooper Maserati	72	Indy Collectors' Guide	286	GranTurismo Trofeo/Stradale	176
Flaminia 2.5 3C Zagato.	258	Delta S4 ride (Val Savio)	78	8CL	24	Biturbo Spyder	76/225	GranTurismo	189
Flaminia Coupe (Pinin Farina)	290	Delta S4 ECV1	179	8CM + 6CM	82	Biturbo (Heywood)	107	GranTurismo Whisky Tour	195
Flaminia 3c Speciale (Lopresto).	218	Delta S4 Martini	210	8CM	222	Biturbo V8 Engine Feature	171	GranTurismo Sport	198
Lancia Flaminia Convertible vs		Delta S4 Stradale	222	4CS	54	Biturbo (Time Machine)	190	GranTurismo Sport / GranCabrio	
Alfa 2600 Spider.	255	Delta 40th Anniversary	161	Bugatti-Maserati (1937)	245	Biturbo Buyers' Guide	251	Sport + Monaco Yacht	203
Flavia Coupe	17	Delta 4HF 4WD	169	V4 Sport	229	Ghibli Cup GT racer	34	GranTurismo Buyers' Guide	249
Flavia Coupe (Golden Oldie)	123	Delta 4HF Turbo	277	Eldorado	29	Ghibli GTvs BMW M3	13	Grand Tour with QP5 S & GT	150
Flavia Zagato + Convertible	170	Delta Integrale 8v Team Cars	198	Alfieri Collection (pre Panini)	16	Ghibli Cup	40	MC Stradale	183/221
Flavia S2	285	Integrale Special Editions	21	Heritage 450S	26	Ghibli Buyers' Guide	51	MC Stradale (Lago d'Isèo)	224
Fulvia Zagato x 2	19	Integrale v Escort Cosworth	15	150S + Maria Luisa IV Boat	234	Ghibli Primatist	65	GranCabrio	169/180
Fulvia Zagato Historic racer	60	Integrale 8v/Nissan Skyline	23	150 GT Spyder	267	Barchetta + Parmisan	38	GranCabrio Sport	188/194
Fulvia Zagato twin test	213	Integrale vs Caterham	44	300S (Spa)	110	Barchetta (Bone)	42/217	GranCabrio Sport + Yacht	198
Fulvia/Abarth/124/Alpine	32	Integrale Buyers' Guide	49	300S	209	Shamal	18/238	GranCabrio/GranTurismo S/	
Fulvia Spotters' Guide	33	Integrale/Coupe/131 Abarth	58	450S (Recreation)	84	Shamal v Alfa SZ v K Coupe	274	Quattroporte GTS	175
Fulvia Classic Choice	83	Integrale Evos (Modified)	63	450S (Spa)	91	Quattroporte Series I (Antas)	134	Maserati Museum (100years)	224
Fulvia F&M Specials	90/232	Integrale vs Coupe 16v	68	Tipo 63	36	Quattroporte Series I	66/121	Maserati Centennial	227
Fulvia 1.6 HF	92	Integrale 8v, 16v, EVO	93	Tipo 63 (Panini)	102	Quattroporte by Frua	233	Maserati Ice Driving	193
Fulvia S05	98	Integrale Track test (Drivedata)	95	Tipo 61	89	Quattroporte by Frua Aga Khan	271	Maserati Trofeo 2013	209
Fulvia 2C (racer)	103	Integrale Repsol Group A	105	Tipo 61 Birdcage Ch.2461	211	Quattroporte Series II	122	Maserati Trofeo World Series	212
Fulvia Zagato Club Racer	115	Integrale 5 car test (Modded)	127	A6GCM	47	Quattroporte Series II v SM	265	Ghibli MY2013	211
Fulvia 1600 HF (Simister)	121	Integrale/Coupe 20vT/147 GTA	164	A6G2000 Zagato	34	Quattroporte Series III	46/123	Ghibli Group Test + MY2014	217
Fulvia V4 Engine Feature	146	Integrale Buyers' Guide	156	A6GCS Pininfarina Coupe	49	Quattroporte Series IV v BMW	21	Ghibli MY2017	253
Fulvia 1.3/124 Coupe/GT Junior	147	Integrale 8v/Nissan Skyline	155	A6GCS	245	Quattroporte Series IV Evo	38	Ghibli S MY2018	264
Fulvia Marlboro (Munari)	192	Integrale Group A Martini	182	A6G 2000 by Frua	49	Quattroporte Series V	91		
Fulvia 1.6 HF v Delta integrale	181	Integrale Group A Martini	228	A6G Frua Coupe	72	Quattroporte Series V (2004)	96		
Fulvia 50th Anniversary	212	Integrale Martini	212	A6 1500	63				

Ghibli Buyers' Guide	284	Fantuzzi	224	Dallara	20	Monte Carlo Historique 2017.	255	Targa Florio Giro di Sicilia	123
Levante	243/252/272	Fissore	202	Dallara BMS 191 Formula	279	Monte Carlo Historique 2018.	267	Targa Florio In a Fiat 1100 ('11)	192
Levante Q4 Ice Driving	255	Frua	203	Dallara Stradale (News)	264	Monaco Grand Prix Historique	122	Targa Florio Classic 2012	206
Levante S in Dubai	263	Francis Lombardi	219	Dallara Stradale Track Test	287	Monaco Grand Prix Historique	177	Targa Florio Retrospective	278
Levante S + Granturismo MY18	265	Ghia	209	De Sanctis SP1000	262	Monaco Grand Prix Historique	220	Turin: Fiat City	119
Levante 350hp	277	Giugiario	234	Diatto Ottovu	133	Motor valley	80/84/168/220	Tour Auto 2006	121
Levante Trofeo V8	283	Italdesign	232	Dream Garage top tens	285	Mostro Scambio Imola 2011	192	Tony Best Collection	276
		Moretti	213	Edonis Supercar	73	Museo Nicolis	143	Tecno Lola T290	128
		Motto	221	FCA Heritage Hub Visit	287	Mugello Historic	146	Tecno PA123 Formula 1	116
OSCA		Monterosa	229	Formula Juniors	28/73	Marcello Gandini Show	278	Triumph Italia	178
OSCA 1500S Coupe	41	Michelotti	210	Formula One Benetton	73	Nazzaro Tipo 3	159/239	TVR by Fissore	78
OSCA Story	29	OSI	215	Ford Anglia Torino	141	Nash Healey Roadster	205	Ultima Alfa	123
OSCA 2500GT	32	Pinin Farina	216	Frankfurt Show 2003 (Berry)	87	NSU Sport Prinz	223	Uniques Concours	180/206
OSCA MT4	59	Pininfarina	217	Francis Lombardi 850 GP	231	OM 665 SSMM Superba	224	Villa d'Este Concours	83
OSCA Tipo 4	203	Riva	228	Festival Italia / Abarth 70th	285	OSI Ford Taunus 20M	130	Villa d'Este Concours	108
OSCA 1600 Coupe	102	Savio	223	Lombardi 850 GP	231	OSI 1200 Spider	216	Villa d'Este Ferraris	109
OSCA V12 F1	257	Scaglietti	211	Ghia Coupes Alfa/Lancia	22	OZ Alloy Factory Visit	160	Villa d'Este Ferraris	122
OSCA 1600GT	266/279	Scioneri	218	Giannini Story pt1/pt2	45/56	Padova Show 2005	116	Villa d'Este Ferraris	135
		Sibona & Basano	227	Giannini 750 Sport	277	Padova Show 2006	129	Villa d'Este 2006	120
PAGANI		Scaglione	252	Giugiario	87	Padova Show 2008	142	Villa d'Este 2007	134
Pagani Zonda C12	38	Siata	195/208	Gordon Keeble	250	Padova Show 2009	155	Villa d'Este 2008	148
Pagani Zonda C12/C12S	53	Stanguellini	254	Goodwood Revival 2005	113	Padova Show 2010	169	Villa d'Este 2009	161
Pagani Zonda S 7.3	95	Touring Superleggera	206	Goodwood Revival 2010	179	Padova Show 2011	182	Villa d'Este 2010	174
Pagani Zonda S 7.3 Roadster	104	Vignale	204	Goodwood Revival 2012	193	Padova Show 2012	193	Villa d'Este 2011	187
Pagani Zonda F	115	Viotti	222	Goodwood Revival 2012	204	Padova Show 2014	218	Villa d'Este Ferrari 2011	189
Pagani Zonda R	157	Zagato	207	Goodwood Revival 2013	215	Padova Show 2015	231	Villa d'Este Alfa 2012	199
Pagani Huayra	201			Goodwood Revival 2015	227	Padova Show 2016	241	Villa d'Este 2012	212
Pegaso Z103	34			Goodwood Revival 2016	253	Padova Show 2017	263	Villa d'Este 2014	224
Pegaso Z102	91			Goodwood Revival 2017	262	Padova Show 2018	276	Villa d'Este 2015	233
Pagani Huayra Roadster	270			Goodwood Revival 2018	274	Padova Show report	252	Villa d'Este 2015	238
				Goodwood 75th Members	256	Pininfarina at 75	114	Villa d'Este 2016	247
				Goodwood 76th Members	268	Pininfarina at 80	178	Val Savioire 2005	103
				Gran Premio Nuvolari	155 /274	Pininfarina Peugeot 540 Cab	235	Val Savioire Classic	110
				Harvey Bailey Suspension test	104	Police Cars	208	Val Savioire Classic	125
				Innocenti 950 Spider / Coupe	157	Rally Legends 2010	170	Val Savioire Classic 2008	125
				Innocenti 186 GT	227	Rally Legends 2011	183	Val Camonica 2008	153
				Innocenti Mini Cooper	267	Rally Legends 2012	207	Val Camonica Adamello 2012.	194
				Intermeccanica Italia	206	Rally Club Valpantena	210	Val Camonica Adamello.	201
				Intermeccanica Indra	268	Renault Dauphine by Alfa	141	Zender 'Progetto Cinque'	22
				Isotta P1 Powerboats	121/124/125	Retro Mobile	219	Zagato Bristol	44
				Isotta Fraschini 8A SS	158	Retro Mobile 2016	243	Zagato Hillman Imp	51
				Italian cars in films	155	Retro Mobile 2017	255	Zagato Story P1/P2	53/54
				Italian Carrozzeria Revival	280	Retro Mobile 2018	268	Zagato 85th Birthday	97
				Italdesign Aztec	163	Replica P4s	38/51/54	Zastava 750 Fiat 600	191
				Lada Riva Fiat Twin Cam	215	Riva Factory Visit	144	Zagato Mostro	234
				Le Mitiche Sport Bassano	112	Riva Ferrari 32	242	Zagato 100th Anniversary	278
				Le Mitiche Sport Bassano	213	Ruote Borrani	225	Zagato Zele	279
				Le Mitiche Sport Bassano	237	Salon Prive London 2013	214		
				Le Mans Classic 2006	124	Salon Prive Blenheim 2017	261		
				Le Mans Classic 2009	162	Serenissima 538 Jet Coupe	121	ITALIAN BIKES	
				Le Mans Classic 2014	224	Serenissima F1	140	Aprilia RSV1000	67
				Ligier JS2	236	Serenissima GT/Agena/Torpedo	276	Aprilia Tuono	72
				LIFE F1 track test	162	SCAT 22hp	201	Benelli 500-4	19
				Lincoln Dual-Ghia	214	Siata 750 Gran Sport	28	Benelli Tornado 900	40
				Martini Story Pt1	205	Siata/Fiat 750 Spider Corsa	253	Bimota DB2R/YB11	13/10
				Mallorca Classic Rally	184	Siata Sportscars	54	Bimota 500 VDue	16
				Minardi (team) / Subaru F	12/39	Siata Spring	111	Cagiva Planet 125	22
				Monteverdi 375S	71	Siata 1300/1500	114	Ducati 955	10
				Michelotti 132 Flares	81	Stola Monotipo/Barchetta	25	Ducati ST2	17
				Mille Miglia '06/'08	122/152	Stola Stratos (Concept)	53	Ducati 620 / 749	82
				Mitomachina 2006	128	Stanguellini 1100S	35	Ducati 750	21
				Moretti 850 Sportiva S1	24	Sunbeam Venezia	60/214	Ducati 800SS	82
				Moretti 850 Sportiva S2	54	Stab. Farina Jowett Jupiter	101	Ducati 996SP vs Ferrari F40	41
				Moretti 850 Sportiva S2	112	Silverflag	114	Ducati MH900 Evo	43
				Moretti 750 Tour Du Monde	41	Silverflag 2006	128	Ducati 996R/ 999	66
				Moretti 750 Gran Sport	109	Silverflag 2007	138	Ducati 1000DS	82
				Moretti Event Switzerland	191	Silverflag 2009	163	Ducati 1098	128
				Moretti + Dany Brawand	204	Silverflag 2010	176	Gilera 500-4	15
				Maggiore - Puntograle	31	Silverflag 2011	190	Laverda Ghost	14
				Modena Tour	79	Silverflag 2012	202	Laverda 750s	20
				Modena Terra di Motori	122	Silverflag 2013	213	Laverda 1000 SEI	244
				Modena Experience	194	Silverflag 2014	225	Moto Guzzi RS	12
				Modena Experience	204	Silverflag 2015	236	Moto Guzzi Furia	75
				Monterey 2011/14	189/226	Silverflag 2016	250	Moto Guzzi 500V8	239
				Monte Carlo Historique 2006.	119	Silverflag 2017	261	MV Agusta F4	35
				Monte Carlo Historique 2007.	131	Silverflag 2018 + Merzario	272	MV Agusta 750 Brutale	71
				Monte Carlo Historique 2009.	157	Silverflag 2019	284	MV Agusta 500-4	133/240
				Monte Carlo Historique 2010.	178	Talacrest	226	MV Agusta 350-4	11/242
				Monte Carlo Historique 2016.	244	Targa Florio (Recreation)	71	Vee Two Desmo Shark	23
						Targa Florio Centenary	118	Piaggio APE Cross	205
								Italian Scooters	246

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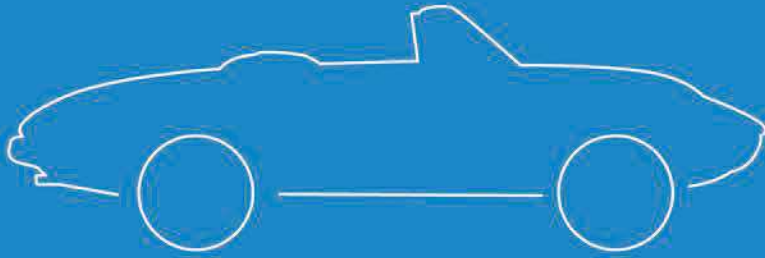
Allemano	198
Balbo	230
Bandini	251
Bertone	200
Boano	205
Boneschi	225
Castanga	199
Colli	226
Ermini	220
Ellena	231
Farina	212

Allemano	198
Balbo	230
Bandini	251
Bertone	200
Boano	205
Boneschi	225
Castanga	199
Colli	226
Ermini	220
Ellena	231
Farina	212

Allemano	198
Balbo	230
Bandini	251
Bertone	200
Boano	205
Boneschi	225
Castanga	199
Colli	226
Ermini	220
Ellena	231
Farina	212

Allemano	198
Balbo	230
Bandini	251
Bertone	200
Boano	205
Boneschi	225
Castanga	199
Colli	226
Ermini	220
Ellena	231
Farina	212

Allemano	198
Balbo	230
Bandini	251
Bertone	200
Boano	205
Boneschi	225
Castanga	199
Colli	226
Ermini	220
Ellena	231
Farina	212



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ALFA ROMEO



Alfa Romeo Spider Veloce S2. 1980, 69,000 miles, red, American car originally, came into UK 1991, converted to RHD by previous owner. Clean and rust free, been restored to European spec. All new leather clad seats and door cards reupholstered in finest black leather, bespoke carpeting throughout, most interior fittings replaced provided by Alfaholics as with the 7x15 alloys. Genuine Italian mohair hood, Koni shocks and springs, comes with factory hardtop in black, £28,000 ovno. Tel: Mark, 07740 793446. A291/052

Alfa Romeo S4 Spider. 1990, Rosso Red, 2 litre, five speed, alloy wheels, electric windows, power steering, Alcantara leather seats, wooden Nardi steering wheel, MOT to May 2020. Rust free body, excellent black hood, summer use only, covered/garaged, £9995. Tel: 020 8997 2039. Email: donegantony38@gmail.com. A291/054



1974 Alfa Giulia 2000 GTV. 50,000 miles, Alfa Red. Type 105.22 (engine AR 01623 175bhp), 2004 extensively restored. Front axle completely new, upper wishbone adjustable, 35mm stabiliser, rear axle with 2 adjustable aluminium semi-trailing arms, Spax shock absorbers, 2-piston Brembo front calipers, original Minilite rims. New nitrided crankshaft with 3-way balancing, 50% relieved aluminium flywheel, aluminium pressure plate, new simplified and balanced connecting rods, new pistons, cylinder head with Venturi tubes, long intake manifold, greatly relieved valve train, hollow Praller camshaft, original! Weber DCOE45 double carburettors, 123 ignition, light alternator with long gear ratio, thermo-controlled electric fan, new black leather seat covers, new rear wheel bearings, PU bushes, £40,000. Email: drdan@gmx.de. A291/034



1973 Alfa 2000 Spider Veloce. Red, RHD, one owner since 1991, permanently garaged, all receipts for work since 1988. Some blemishes in coachwork due to age, UK registered until 2008, currently French registered with current French MOT. Still have the old UK headlamps and some spare parts, scope to do as much or as little as you want with this car and still own a classic Alfa, £13,000. Enquiries to Richard: martin@dumar.co.uk. A291/033



Alfa Romeo 156 2.4 JTD Lusso. 183,000 miles, this car drives very well with a strong engine, currently delivering 49mpg, recent work includes new turbo hose and new 'GTA' style headlights, FSH, £1250 ono. Tel: 07557 809678 (Surrey). A291/053

2007 Alfa Romeo 159 2.4 diesel. 55,000 miles, silver. Service history, new cambelt and water pump fitted February 2018, 4 new springs, Michelin tyres all round. Air conditioning service June 2019, last service February 2019, MOT until February 2020. Digital radio and CD with Bluetooth, full leather interior, full set of 19-inch Ti alloys refurbed with new badges, new Hancock tyres included in sale, £3250 ovno, private registration plates not for sale. Email: paolopmori@outlook.com. A291/055



Alfa Romeo Spider JTS 2008. Excellent condition (19,600 miles), two owners, working retractable roof, two keys, MOT May 2020, garaged in Devon, £12,000 ono, viewing by appointment. Email: symrel84@gmail.com. A291/002



2007 Alfa Romeo 159 Q4 3.2 V6. 92,500 miles, black, swaps considered. Excellent condition, very rare!! Believed to be one of five 3.2 V6 6 speed Qtronic Q4s in the country and 1 of 2 with paddle shifters. Car is in 100% working order, new MOT, the car wants for nothing and has had £10K spent on it in last 3 years, this includes engine out and trimming chains replaced by Autolusso, this job alone was nearly £3K. All Autolusso invoices for works carried out available, £7K over last 3 years. Massive spec: Powerflex bushes, yellow Brembo calipers, remapped, stainless exhaust (£1,500), offers around £3500. Tel: 07590 895925. A291/039



2001 Alfa Romeo GTV Cup number 63 of 155. 67,600 miles, presented in a flawless classic Alfa Red with black interior. Well maintained from new and has had belts, brake fluid and spark plugs all done in the last few years. The front brakes have been upgraded to 330mm calipers, and a Q2 limited slip differential and GTA clutch fitted, and the suspension renewed, £13,995 ono. Tel: 07412 579160 for further details. A291/035



2002 Alfa Romeo GTV 3.0 V6 Lusso. 78,500 miles, Nuvola Blue, mechanically sorted, thousands spent - Quaife, GTA flywheel/clutch, overhauled heads, Wizard stainless headers and CF2 conversion all by Autolusso Penrith 18 months ago. Teledials, white leather, HIDs, 12 months' MOT, custom stainless steel twin exit exhaust. Would benefit from some minor cosmetics: front stone chips etc. History/invoices, used for long journeys mainly, £6350 ono. Selling to reduce Alfa fleet from 5 to 3, may have Alfa 164 for sale soon. Tel: Alec, 07872 391880. A291/037



Lovely much cherished 1999 Alfa 146Ti. Owned for nearly 11 years, one previous owner, always garaged, great to drive with lovely exhaust note. 127K miles but these cars like to be used rather than stored away, looked after by the same Alfa mechanic for many years. Recent belts, refurbished wheels, tyres, battery, rear shocks and springs etc, and MOT'd to end July 2020. Never been welded, body is in great condition and it gets lot of nice attention, the interior is excellent too. Lots of service history, old MOTs, invoices, original bill of sale, spare and master keys etc. Tel: 07809 221500. Email: mmarkyt@hotmail.co.uk (East Sussex). A291/051



2017 Alfa Romeo Giulia Quadrifoglio V6 Bi-Turbo. 16,205 miles, Tri-coat Competizione Red with yellow brake calipers, leather/grey Alcantara interior, convenience pack, plus sat nav, electric and heated seats, blind spot/collision warning and a full service history, UK supplied, VAT paid. Excellent condition, balance of warranty (04/2020), recently serviced, new brakes and tyres all round, contact me for details and photos, photo shown was taken in the UK prior to registration in Guernsey. Please contact me for more details and photos, £34,995. Tel: Darren Clement, 07839 180000. Email: darrenpclement@protonmail.com. A291/042



2007 Alfa Romeo GT 3.2 V6. 46,000 miles, two owners, red with light tan leather interior. Alloys with good Pirelli P Zero tyres, CD player and Bose audio, Scorpion rear box - great sound. Cam belts changed Sep '19, full Alfa specialist service history and comprehensive history file. Two keys, handbook, recent annual service and new MOT, this car is in excellent condition, £7500 ono. Tel: Charles Lumby, 01252 843584. Email: charles.lumby@btinternet.co.uk. A291/038

CLASSIFIEDS ITALIAN CARS FOR SALE



Alfa Romeo 916 GTV 2.0 T Spark. 99,550 miles, red, two owner AROC member's car, looked after by Monza Sport Tuning since 2012. 20 stamps in the service book, this is not your average GTV. Age related marks? Yes, but it's 20 years old. The important stuff: fresh MOT done in Jan 2020 with required work undertaken. £1500 Alfaholics stainless steel sports exhaust! Sounds amazing. Teledials refurbished 2016: still in v good condition, small marks on one. Cambelt changed Jan 2019 + lower suspension arm. Shock absorbers May 2019. Spark plugs 2017, Waxoyl underneath. Radiator and spring carrier arms 2014. Slave cylinder 2012. This is a lovely car, £3350, looking for another caring owner. If I could keep it, I would, proof of insurance before test drive please. Email: gtvpicknell@googlemail.com. A291/050

2005 Alfa Romeo 916 GTV 1970cc JTS Lusso. 49,000 miles, Grigio Chiaro, black leather. Cambelt, pump, variator changed at 48,000 miles, Pirelli tyres, all original keys and code card. MOT to mid June 2020, will need ongoing tlc to underbody per advisories, £1350. Tel: 01460 220211 or text 07543 351060 (S005 FWZ). A291/056



2000 Alfa Romeo GTV 3.0 V6 Lusso. 56,500 miles, finished in rare Sargassi Verde with unmarked tan leather interior. Improvements/maintenance during my 4 years of ownership (3 previous), Quaife diff, GTA clutch, cat back Wizard exhaust (the sound!), cambelt, water pump, brakes, new radiator, new oil cooler, 4 new Pirelli P7 Cinturato tyres, just serviced by Alfa Specialist with MOT until March 2021 and no advisories, £10,995. Agreed insurance valuation £13,500, car comes with all 3 keys. Tel: Steve, 07968 959809. A291/036



2015 Alfa Romeo MiTo Cloverleaf TCT. 35,324 miles, Magnesio Grey, reluctant sale, 1 owner. Safe, reliable, 210bhp/240lb, £20K build by professional garages, all receipts and FSH, 2 keys, £12,995. Tel: 07912 575755. A291/041

FERRARI



Ferrari 458 Challenge. Upgraded Aero by f.f.Corse. Recent CCM discs, includes two spare sets of wheels with fresh Dunlop slicks, 10,500kms only. Great condition and well maintained, race at Brands, Spa, Nurburgring, Hockenheim and Ochersleben (FCR & FCD) in 2020 and do the fabulous Red Bull Ring event in May or just play in the UK in Britcar, GT Cup, or AMOC GT – plus track days! Priced to sell at £120,000, no VAT liability, displayed NEC Classic Car Show. Tel: Nicky Paul-Barron, 01296 622770 or 07831 328308. A291/018



Ferrari 355 Competition car. Ready to race in PFFC challenge specification, RHD with spares package, offers to John, 07823 447241. Email: johnshirleyinverroy@gmail.com. A291/016



1990 Ferrari Mondial T Cabriolet. Corsa Red and Cream interior, service book fully stamped showing a comprehensive history from new, extensive invoices giving details of work done from new and complementing the service book. Comes complete with full original Ferrari T tool kit, original manual in leather folder, 2 sets of keys, hood cover, Tubi exhaust, smart charger and indoor/outdoor cover, asking just £36,500. Email: lpbedford@btinternet.com. A291/015



Ferrari F430 Challenge - project. Race/track day car, this car is damaged and is sold as a project. Manufactured in 2006, this car was purchased in the USA on the 16 February 2016 and imported into the UK on the 25 April 2016, and all import duties, VAT etc have been paid. It runs and drives (video available), but needs body/panel work. The clutch has 37% wear, £40,000. Tel: Anthony, 07779 726845. A291/014

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2010 Ferrari California. Massive spec, Rosso Corsa with creme leather, 26K miles, fully electric and heated seats, yellow calipers, yellow dials, ceramic shields, carbon fibre number plate surround, carbon fibre door entry sills, carbon fibre vent surrounds, carbon fibre dash, carbon fibre steering wheel with led gear change indicator, carbon fibre paddle shift, carbon fibre door cards and handle, sav nav, ceramic brakes, plus loads more! £79,500, may px. Tel: 07968 897716. Email: imy5000@hotmail.com. A291/011



1989 Ferrari Mondial T. Well known car, fully modified Ferrari Classic Group 4 race car specification, road legal with MOT, ready to race. Complete with original seats, trim and glass to return to road car specification if desired. Spare wheel/tyres, black tailored car cover with Ferrari logo, £39,995. Tel: Nick Taylor, 07747 002941. Email: nicktaylor.com@gmail.com. A291/013



Ferrari 599 GTB. 2010 Ferrari 599 Factory HGTE pack. Nero Daytona Metallic Crema leather interior, £34,000 of EXTRAS incl Alcantara A and B pillars, rear zone, out of range paint colour, painted 20" Monolithic wheel rims, Diamond style roof lining, Diamond style for rear bench and under door covers in leather. Full service history, original handbooks, service book, leather wallet, tool kit, 2 sets of keys and tracker fobs, car cover, battery charger, file of MOTs, invoices and historical documents. Email: taylor354@msn.com. A291/017



Ferrari 430 Challenge (GTC) 2007. White car + 3M blue wrap and graphics. Run by Ferrari GB, FF Corse then Graham Reeder and SB Race Engineering, current owner 2015. FF Corse GTC specification, Aero pack, 3 way dampers, uprated ECU, steel brakes. Racelogic VBOX, 3 sets of wheels, slicks and wets. Factory 430 Challenge diagnostic and laptop, factory Challenge engine at 30,000 Euros, light use last 5 years, discs and pads one race. Podiums and class wins Festival Italia, FCR Series, AMOC GT, eligible for lots, £79,950. Tel: Nicky Paul-Barron, 01296 622770 or 07831 328308. A291/008



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, £189,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A291/010



Ferrari 430 F1 Spider '08. Finished in Rosso Corsa with Crema leather and Crema roll bars, only 6500 miles, first registered 03/08. This immaculate concours prize winning vehicle is fitted with Red brake calipers, carbon fibre driving zone, Scuderia Ferrari shields, Daytona style seats, Rosso stitching, Bordeaux carpets, 60th Anniversary plaque, yellow rev counter, front and rear parking sensors, 6CD changer, original tool kit, charger, tyre kit, cover, original book pack and leather wallet with all manuals, FFSH, £110K. Email: caecmw@hotmail.co.uk. A291/009

Ferrari 308 GT4 UK RHD rolling chassis project. I have a UK RHD Ferrari 308 GT4 project car for sale, needs rebodding, ideal for a special. Complete with Build Confirmation from The Maranello Archive, offers invited. Tel: 07375 288003. Email: ferrari50595@gmail.com. A291/031

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FIAT



1998 Fiat Coupe 20 V Turbo for sale. In blue, 2nd owner, no mods and the paintwork and body is in very good condition, runs and pulls well and has just had its MOT renewed, £2900. Tel: Dean, 07722 929404 (Northants). A291/004



1998 Fiat Barchetta LE. No.2484, 109,000 miles, silver, red leather interior, good red mohair roof, DTR sports exhaust, new clutch, cambelt, variator, water pump, front tyres, body needs tlc, owned last 4 years, £2250. Tel: 07831 223103. Email: julian@julianphilip.co.uk (Surrey). A291/062

1998 Fiat Punto Sporting Mk1 hatchback. 1242cc 16 valve twin cam, now a very rare car. Silver with black patterned interior, only 34,000 miles in 22 years so in superb condition. Sunroof, alloys, PAS, parts renewed: cat, exhaust, tyres, clutch, battery. Totally sorted and drives like new, long test, £3695. Tel: 01684 892906 (Worcs). A291/057

Fiat 124 Spider Lusso Plus. 2017, only 3800 miles, with full luggage pack including 3 designer bags, auto lock, black piano trim, reversing camera, sat nav, Bluetooth with seat speakers and much more. Delivery anywhere in the UK, contact Robin for more information and pictures, £16,995. Tel: 07890 269143. Email: robingeorgepaul@gmail.com. A291/058



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A291/061

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2014 Maserati Ghibli 410 S. The rare high power model in the classic Emozione Blue/cream leather combination with 20" alloys, 55K miles, full history (serviced at 51K), £24,950, Tel: 07904 114414. Email: JBailey121@aol.com. A291/060



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PARTS



Ferrari 308 GTS/GTB rear apron panel. This part is no longer available from Ferrari, this pattern part is made from GRP, same as the original. This panel originally cost £1985, now £1500 ono. Tel: 07711 764768. Email: kevinvester@adm-group.co.uk. A291/022



Ferrari 456 and 599 gearbox ECUs. I have 2 new gearbox ECUs for sale, one is for a 456 GTA part no. 175093, and the other is for a 599 part no. 236507. They were both purchased from authorised Ferrari dealers but never used, these are expensive items (especially the 456) but I am open to sensible offers for each, please contact me for more details. Tel: Tim, 07773 328543. Email: trwadman@outlook.com. A291/018

Ferrari 575 19" modular wheels. Genuine Ferrari 575 19" modular wheels, will fit all 575s with big brakes. 4x brand new genuine centre caps, 3x TPMS sensors comes free with the rims, straight and true, £5500. Email: auzennemark7@gmail.com. A291/019

Alfa 75 TS wheels. 4no. aluminium wheels off 75TS, will fit 156 + possibly others? Grey colour, reasonable condition, 6Jx15 (not Revolutions). Tel: 07952 525053. A291/043



Ferrari Scaglietti 612 headlamp. Headlamp for Scaglietti 612, new, for left-hand traffic, colour: Rubino Mica, £1200. Email: charlotte.rawson@btopenworld.com. A291/025



Ferrari 599 left-hand drive headlights. Barely used, only used for a few months, price: £1750 open to offers. Tel: 07768 028400. A291/001



Ferrari Dino 246 parts. I have roof top from a 246 GTS, 1 water temp gauge, 1 oil pressure gauge, 1 oil temp gauge and 1 set tool kit, please send me your offers. Email: gerassimos@windowlive.com. A291/021



Ferrari 458 wheel set. I have a Ferrari 458 Syder coupe wheel set, all original in a new condition, price £4800, contact Colin. Email: teaalicol@gmail.com. A291/020

Alfa GTV, Sud + Giulietta parts. GTV, bonnets, doors, wings, hatch, grilles, front spoiler, all parts on eBay. Alfasud 3dr side window glass set, Alfa Giulietta '76-'85, 4 doors. Tel: 07779 998116. A291/044

Ferrari A12/F12 gearbox for sale. This has been professionally stripped down and rebuilt with new bearings and NOS parts. Email: edseymour@outlook.com. A291/048



Ferrari 430 Challenge centre lock wheels and bearings. 2 sets of single nut wheels (race used, but all run true, with almost no marks at all), one set of tyres (old but with loads of good thread), and two new (but with storage and handling marks) single nut skf bearings (one left and one right) with their nuts. All have been bought for an abandoned project. Collection preferred, but I can ship them worldwide, we are based in Thessaloniki, Greece. Please email: info@northplastics.gr for more photos and information. A291/030

Mirror covers. A pair of genuine Giulietta mirror covers for 2015 model, £10. Tel: Paul, 07810 753952 (north Hampshire). A291/045

Giulietta roof bar and bike rack. Genuine Alfa Romeo roof bars and bike rack, bought for 2011 Giulietta, used twice, £100 ono. Tel: Paul: 07810 753952 (north Hampshire). A291/046

916 Spider exhaust. Alfa 916 Spider MY1999 rear exhaust section, brand new, £75, buyer collects. Tel: Ian Mackenzie, 07552 238394. Email: ianmackenzie56@gmail.com (NE Lincs). A291/047

AR51 Matta parts. I have a large quantity of Matta parts for sale, body, electrical, instruments, electrics, wheels and mechanicals, 1900 engine, gearbox. Email: edseymour@outlook.com. A291/049

MISCELLANEOUS



458 Schedoni luggage. Ferrari 458 Italia, Schedoni luggage set of 3, 2000 Euros. Email: gerassimos@windowlive.com. A291/023



Ferrari 365 GTB/4 handbook. Daytona 'operating, maintenance and service handbook' printed in Italy in 1973, in near mint condition, offers around £750 please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A291/029



Genuine Ferrari leather jacket (red). XXL 2004 motorcycle style jacket, only worn for photos, hence brand new condition, it commemorates M Schumacher's 7th world championship win and is embroidered accordingly, please see photo, they are currently listed at £700 approx, but offered at £250 ono, can be viewed at KT12 or delivered FOC within 20 miles, or post is approx £15. Tel: Martin, 07766 436454 (Surrey). A291/024



Official Ferrari magazine number 2 (2008). I have a very good condition copy of number 2 printed in 2008, looking for £25 please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A291/027

Ferrari 250 GT NART Spider by Fantuzzi

ONE-OFF RACER-STYLE REBODY OF A 250 GT FOR THE USA

Story by Richard Heseltine
Images by RM Sotherby's

A long time ago, before 'matching numbers' entered the auction house lexicon, it wasn't unusual for an old Ferrari to be chopped and changed, silted and reconfigured. More often than not, it was in a bid to make a hard-to-sell car appear that bit newer and sexier. Le Mans hero and US East Coast marque concessionaire Luigi Chinetti was a master at reclothing old models and moving them on for a profit; witness the car seen here.

While it may have countless sports-racer reference points stylistically, this shapely confection was born as a 250 GTE 2+2. Chassis 2235GT arrived Stateside in 1961, Chinetti selling it to an Argentinean gentleman shortly thereafter. By 1964, it was back with Chinetti Motors and looking a little careworn. It was at this juncture that the

racer/dealer commissioned Carrozzeria Fantuzzi to rework the car with an outline reminiscent of contemporary Ferrari competition sports cars. That was no easy task, but company principal Medardo Fantuzzi was no ordinary coachbuilder. For starters, he had previously run the Maserati bodywork department as a freelancer. He went on to become an officially-recognised, metal-wielding partner of Scuderia Ferrari from 1958-1965, the outline of this car purportedly mimicking a trio of competition Ferraris intended to race in the 1963 running of the Le Mans 24 Hours. They never made it as far as France. What's more, one of the bodies from this small run was later transplanted onto a different chassis, just to irritate future historians.

The dramatic outline, penned by an unheralded artiste,

featured a much longer nose which was vaguely reminiscent of the 275 GTB. In profile, it was pure 275 P, the cropped Kamm tail serving only to heighten the sense of it being a racer for the road. However, while the history of this car and other ostensibly similar Fantuzzi Ferraris have often been conflated, 2235GT was never intended for even light competition use. It was, nevertheless, treated to a performance upgrade. Former works Ferrari technicians Alberto Pedretti and Alfredo Caiti of Modena Sportscars worked their magic on the V12 up front (while the name may scream Italian Motor Valley, this concern was actually based in Manhattan). The engine was rebuilt to full Testa Rossa-spec, complete with six gurgling twin-choke Weber carburettors. Power output was claimed to be in the region of 300hp.

Chinetti displayed the finished car at the November 1965 Import Car Show in San Francisco, and then at the March 1966 New York International Automobile Show. It received the biggest mention of any car on display in *Road & Track's* review of the latter event, reporting: "Ferrari roadster with market basket handle roll bar is an attractive car, but turned out to be an older model with [a] new body by Fantuzzi."

The car was then sold to New Yorker Michael Stone who retained it for four years before selling it on. This one-off Ferrari subsequently passed through countless hands, its original metallic silver hue making way for 'resale red' at some point during the mid to late 1970s. The attractive front and rear quarter bumpers were also denuded along the way. In 2016, it was sold at auction for just over \$1 million.



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