

AUTO **Italia**

Issue 296 Oct 2020 £4.99

GTV: THE GOODS



FERRARI ROMA
ALL-NEW 620HP GT DRIVEN

ENZO'S FIAT ABARTH
Ferrari's Ritmo 'Q' car
MASERATI RACERS
Mid-engined classics
ALFA QUADRIFOGLIO
MY2020 tests

**HOW TO
MODERNISE
A CLASSIC**



www.auto-italia.co.uk

96

9 777357 451111

96

9 777357 451111



APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND NOW FIAT



SERVICE



ABARTH 124 SPIDER

30,801 miles. Finished in black with red mirrors and with red and black leather upholstery this Abarth 124 Spider looks superb. With a full Abarth history from ourselves and having the balance of its manufacturers warranty for complete peace of mind. Standard Abarth specification includes alloy wheels, cruise control, electric windows, heated seats, infotainment system and keyless starting.

Price: £16,495



ALFA ROMEO GIULIA TB VELOCE

5 miles. 2020 specification in classic Alfa red with black leather upholstery. Amazing specification with convenience pack, + alloy wheels, climate controlled air conditioning, electric windows, electric door mirrors, keyless entry and start, touch screen infotainment system with reversing camera and sat nav, steering wheel paddles and comes with the balance of it's manufacturers warranty and roadside assistance cover. Price: £36,995



ALFA ROMEO GIULIA TB LUSO TI

20 miles. 2020 specification Giulia featuring touch screen infotainment and wireless phone charging. Visconti green metallic with black leather upholstery. Great spec inc 19 inch diamond cut alloy wheels. Harman Kardon hi-fi, Brake upgrade and Driver assistance pack. Pre-registered with delivery mileage and benefitting from the balance of the manufacturers warranty and roadside assistance cover.

Price: £36,495



ALFA ROMEO GIULIA TB VELOCE

15,062 miles. Alfa Romeo management car in Stromboli grey with red sports leather upholstery. Veloce specification includes 18 inch alloy wheels with red brake calipers, climate controlled air conditioning, cruise control, electric windows and door mirrors, front and rear parking sensors, infotainment system with Apple/Android play, keyless access and starting, auto dimming rear view mirror and shark fin roof aerial.

Price: £26,995



ALFA ROMEO 147 V6 24V GTA

Extensively refurbished by Monza. Has just been resprayed and has classic Black leather upholstery. Refinished and unmarked alloy wheels. Alfa main dealer and Alfa specialist service history. Just had a major service inc cambelts and water pump, front/rear discs and pads, the handbrake cables/rear shock absorbers/suspension arms have been replaced. Now drives beautifully. 127,598 miles.

Price: £8,990



APPROVED SERVICING MEANS:

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

COURTESY CARS AVAILABLE



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

- * No 1 out of 180 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Oct-Dec 2018
- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. July-Sep 2018
- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. April-June 2018
- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Jan-Mar 2018



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

Editor Chris Rees
chris@auto-italia.co.uk
Photographic Editor Michael Ward
michael@auto-italia.co.uk
Events Director Phil Ward
phil@auto-italia.co.uk
Editor at Large Peter Collins

Contributors Peter Collins, Richard Heseltine, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Steve Berry, Simon Charlesworth, Hugo Reis, Tim Pitt, Richard Dredge, Keith Bluemel, Bryan McCarthy, Phil Ward

Art Editor Michael Ward Tel: 01462 811115

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.co.uk
claire@auto-italia.co.uk

Managing Director Michael Ward
General Manager Claire Prior
claire@auto-italia.co.uk

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

Classifieds email liz.solo@ntlworld.com

Printed in England
The MANSON Group Limited, Hertfordshire.
Worldwide Retail Distribution
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS
Email: claire@auto-italia.co.uk
ISSN 1357 - 4515

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein. All rights reserved. Reproduction in whole or part, without written permission, is prohibited. © Ginger Beer Promotions Ltd, 2020

CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Richard Heseltine



Luca Gastaldi



Peter Collins



Liz Smith



Mention the word 'restomod' to a gathering of car enthusiasts and you're almost certain to hear a whole range of reactions. The idea of modifying a car, rather than just restoring it, very much splits opinions. For some, it's simply doing it better: a mixture of sensible updates under the skin, improvements inside and out, and some aesthetic personalisation. For others, it's outrageous sacrilege: the desecration of a classic whose originality and purity should never be tampered with.

There have been some pretty striking restomods over the years, many of which have been featured in this magazine. From Thornley Kelham's 'Outlaw' Lancia Aurelia to Alfaholics' Giulia GTA-R to Eugenio Amos's two-door Lancia Delta integrale Futurista, all have aroused strong opinions.

Now we have two more cars to add to the restomod canon in the form of our cover pairing. The two Alfetta GTV 6s that we feature on page 28 are both updated in a whole variety of ways. Perhaps most notably of all, it's their stances that differ; seemingly *de rigueur* for restomods, the wheels and suspension have been greatly overhauled. Both cars also represent significant investments in terms of time and/or money on the part of their owners. Personally I think they toe a very successful line between sympathy for an undoubted classic and making understandable improvements – let's not be too puritanical about the Alfetta GTV, it certainly has its quirks and foibles. I'd be very interested to hear your thoughts on these latest restomods.

As you read this, we should be en route to County Durham to welcome a host of cars to the first of *Auto Italia's* rescheduled 2020 events: the Northern Italian Car Day on 5 September. To say we've been looking forward to this big day out at Raby Castle is a massive understatement. We certainly hope we'll be seeing you out and about during the latter part of this year.

Chris Rees
Editor
chris@auto-italia.co.uk

autofficina

FERRARI - MASERATI - LAMBORGHINI



- Independent specialists
- Fixed price servicing
- Maintenance
- Restoration
- Full engine rebuilds

5 Ruxley Lane, Epsom, Surrey, KT19 0JB
020 8391 0002 www.autofficina.co.uk

ISSUE 296

OCTOBER 2020



14



22



28



36



44

FEATURES

- 14 **FERRARI ROMA**
On the road in Maranello's elegant new GT
- 22 **ALFA ROMEO GIULIA & STELVIO QUADRIFOGLIO**
How significant are Alfa's MY2020 upgrades?
- 28 **ALFA ROMEO ALFETTA GTV 6**
We drive two superb restomod classics
- 36 **FIAT 124 SPORT COUPE & SPIDER**
Sporty Fiat twin cam pairing
- 44 **FERRARI 250 GT SWB**
An all-time classic with significant race history
- 54 **FIAT RITMO 85 S ABARTH**
Enzo's own personal 'Abarthised' Ritmo
- 62 **MASERATI MID-ENGINE RACERS**
From the early 1960s to the MC12
- 70 **STELLA ALPINA**
Out and about – at last – in the Italian Dolomites
- 74 **POLTU QUATU CONCOURS**
First major Italian concours event of 2020
- 78 **READERS' CARS**
Modded Fiat X1/9 and a high-mileage Panda
- 80 **BOOKS**
All the latest releases reviewed

SUBSCRIBE TODAY
NEVER MISS
AN ISSUE
SAVE! SEE PAGE 82 FOR DETAILS

REGULARS

- 06 **NEWS**
Maserati's new 203mph Trofeo saloons
- 92 **CLASSIFIEDS**
Find your perfect Italian car here
- 98 **OBSCURATI**
Pininfarina's mid-1960s MG proposal



62

ITALIAN CAR NEWS

Maserati's Trofeo Saloons Break 202mph

Maserati has extended its V8-powered Trofeo range to three models, as new high-performance versions of the Ghibli and Quattroporte join the existing Levante Trofeo.

The 580hp Ferrari-derived twin-turbo 3.8-litre petrol V8 engine can now be ordered in Maserati's four-door saloon car ranges. Bearing 'Trofeo' badges, both the Ghibli and Quattroporte are now capable of a top speed in excess of 202mph – which makes these the fastest regular Maserati production models ever made. The Ghibli Trofeo can do 0-62mph in just 4.3 seconds, while the Quattroporte Trofeo takes 0.2sec more.

Power is transmitted via a ZF eight-speed automatic gearbox to the rear wheels, in contrast to the Levante Trofeo, launched in the UK last year, which is four-wheel drive.

A new Corsa driving mode improves throttle and engine response, speeds up gearshifts, opens the exhaust valves fully, stiffens and lowers the suspension and lets the electronic control systems be more playful. Also new for the Trofeo models is a Launch Control function.

Styling upgrades for the Trofeo saloons distinguish them from the rest of the range, as well as improving aerodynamics and cooling. The front lower splitter, blades in the front air intakes and rear diffuser are all

made of high-gloss carbonfibre.

The Ghibli features two extra air vents on the bonnet. Larger 21-inch alloy wheels are also new. As part of a MY2021 refresh, there are also new 'boomerang' rear light clusters, new front grilles and additional carbonfibre inserts.

Inside is a sportier trim treatment and leather sports seats featuring the Trofeo name alongside the Trident. Maserati's latest infotainment system is controlled via a larger touchscreen (10.1in versus 8.4in).

The Ghibli and Quattroporte Trofeo can be ordered now, priced at £103,890 and £126,890 respectively. The existing Levante Trofeo costs from £124,940.



TECHNICAL SPECIFICATIONS

MASERATI TROFEO SALOONS

ENGINE:	3799cc V8 twin-turbo petrol
POWER:	580hp @ 6750rpm
TORQUE:	730Nm @ 2250rpm
TRANSMISSION:	8-speed auto, rear-wheel drive
WEIGHT:	1969kg (Ghibli), 2000kg (QP)
TOP SPEED:	202mph
0-62MPH:	4.3sec (Ghibli), 4.5sec (QP)
FUEL CONSUMPTION:	23.0mpg (Ghibli), 23.2mpg (QP)



FIAT 500 IS FIRST ACROSS NEW GENOA BRIDGE

The new electric Fiat 500 has become the first car to cross the new San Giorgio bridge in Genoa, just before it opened to traffic in August 2020. The 500 Prima convertible flew the flags of Italy and Genoa as it traversed the new 1067-metre bridge, which was designed by architect Renzo Piano.



LAMBORGHINI'S TRACK-ONLY ESSENZA SCV12

Lamborghini has launched its new track-only Essenza SCV12 hypercar. Developed by the Squadra Corse racing team and designed by Lamborghini Centro Stile, the Essenza SCV12 has the most powerful V12 naturally aspirated engine ever seen in a Lamborghini, with 830hp. Other features include a Capristo exhaust, magnesium alloy wheels (19in front, 20in rear) and Brembo Motorsport brakes.

The X-trac sequential six-speed gearbox forms a structural element of the chassis, along with the gearbox-mounted pushrod rear suspension, and power is delivered to the rear wheels only. A mechanical self-locking diff allows the driver to set grip levels for each circuit.

With its carbonfibre monocoque chassis, the Essenza SCV12 is the first GT car developed to meet FIA prototype safety rules. Downforce is claimed to be higher than a GT3 racer's, thanks to such aerodynamic aids as a front splitter, vertical fins on the side sills, adjustable rear wing, double front air intake and roof air scoop.

The overall design is said to echo 1970s prototypes. Inside, an asymmetrical carbon 'Y' frames the cockpit, while the multifunction steering wheel is inspired by F1 practice. The driver sits in an FIA-spec OMP carbon seat.

Only 40 examples will be built at a price of around £2.7 million each, with customers given access to special race track programmes from 2021.





AVENTADOR SVJ XAGO

Lamborghini has launched a new Aventador special edition called the SVJ Xago. It celebrates the 'hexagonita' Lamborghini design theme with a fading hexagonal silver effect, contrasting-colour livery and gloss black wheels. Inside are unique seat trims and colours that match the exterior. Only 10 cars will be made, each identified by a numbered plate.

10,000TH URUS BUILT

Lamborghini has made its 10,000th Urus after only two years on the market. Chassis number 10,000 was destined for Russia, painted matt black with a two-tone black-and-orange interior.



TOURING NAMES 'AERO3'

Carrozzeria Touring Superleggera has announced that its new sports berlinetta model will officially be named the Touring Aero3. "The name finds inspiration from the focus placed on the importance of aerodynamic coachwork by Touring in the 30s, 40s and 50s, which proved to be so successful in racing," says the company. The new car is in the final stages of construction in the Touring workshop, and is due to be launched in mid-September, before being toured around a number of events.



ZAGATO REVIVES ISORIVOLTA WITH NEW GTZ

Zagato has previewed its new IsoRivolta GTZ, marking the next chapter in the rebirth of the Iso brand. Its carbonfibre bodywork is inspired by the Iso Rivolta A3 of 1963, says Zagato, with a simple front end, mirror-image upper and lower grilles, teardrop headlamps and four circular taillights.

The mechanical basis is the Corvette Z06, whose supercharged V8 engine has been expanded from 6.2 to 6.8 litres. Zagato has not yet disclosed its state of tune, nor the car's performance figures, but says it will reveal more information about the IsoRivolta GTZ in October 2020, when the first example is due to be shipped to its owner. Production is limited to 19 units, nine of which have already been sold.





D-FENCE PACK ONLY £299*

AVAILABLE FOR 500, 500L, 500X, PANDA AND TIPO

THE D-FENCE PACK BY MOPAR INCLUDES 3 PRODUCTS TO MAINTAIN HYGIENIC CONDITIONS IN THE CAR, THEY ARE:

PRIME
PARTS

PRIME CABIN FILTER

Mopar Prime Cabin filters are carbon activated filters with a polyphenol treatment. The main customer advantages are:

- Blocks particulate matter almost completely (PM2.5)
- Traps almost 100% of allergens
- Reduces the growth of moulds and bacteria by more than 98%

AIR PURIFIER

The Air Purifier is a small portable device with an integrated HEPA filter.

- Filters fine particles such as PM 2.5, cigarette smoke, and dust
- Removes up to 98% of airborne bacteria
- Eliminates toxic gases and exhaust fumes

UV-C CLEANER

The UV-C cleaner is a small portable ultraviolet cleaner that works in minutes kill bacteria on interior surfaces.

- Sanitation of vehicle interiors
- Removes up to 99% of bacteria present on surfaces
- Simple to install, easy and safe to use



PLEASE SPEAK TO YOUR LOCAL RETAILER
FOR MORE INFORMATION

Scan this QR Code now, and go straight to the Mopar e-STORE, where you can find a wide range of genuine parts and accessories for all FCA vehicles. Alternatively, visit us at www.moparstore.co.uk



Mopar® is the Official Service, Parts and Customer Care global provider for FCA brand vehicles. We offer authentic Parts, Accessories and Services. To see the full accessory range and download an electronic brochure, please visit the accessories section of your chosen FCA brand website.

*Including VAT and fitting





FERRARI CHALLENGE UK KICKS OFF

The delayed 2020 Ferrari Challenge UK race series started at Brands Hatch in July – one of the first motorsport events to welcome visitors back following the suspension of racing due to Covid.

In the Trofeo Pirelli class, Lucky Khera converted pole position into his first win in a thrilling opening race in the rain. Khera also took the fastest lap en route to finishing ahead of H Sikkens and Paul Hogarth.

In Coppa Shell, Graham de Zille did a remarkable job battling the leaders for the entire race. Not only did he take the fastest lap in class, he also held off Sikkens to finish second overall and first in class. Jamie Thwaites was second and Alex Moss third.

In the Pirelli Ferrari formula classic, Tom Mogridge won the first race in his Ferrari F355 Challenge, ahead of James Cartwright in second with his Ferrari 328 GTB, and Wayne Marrs in third, also driving a F355 Challenge.

In Sunday's races, it was a case of the same again as Khera took his second win of the weekend ahead of de Zille. In the second Ferrari formula classic race, Marrs beat Mogridge this time, with Tristan Simpson third in an F355 Challenge.



DINO 206 SP SHOWN IN LONDON

A Ferrari Dino 206 SP is set to join a line-up of the world's rarest cars at this year's London's Concours of Elegance. Ferrari's response to Ford's challenge at Le Mans in the mid-1960s was a series of sports prototypes, such as the 1966 330 P3 and the smaller Dino 206 SP. Ferrari intended to build 50 of these smaller V6 cars to homologate as 2.0-litre Group 4 sports cars. For various reasons that never happened and only 17 were ever made. The 206 SP due to be shown in London raced at the 1000km of Nürburgring and the 12 Hours of Sebring.

The 2020 Concours of Elegance will also include unique coachbuilt Alfa Romeos, part of almost 1000 cars being displayed over the course of the weekend of 4 to 6 September at Hampton Court Palace. Find out more at www.concoursforelegance.co.uk



SQUADRA ALFA ROMEO PERFORMANCE LOGGER

Squadra Tuning has launched a new Performance Logger for the Alfa Romeo Giulia and Stelvio. It's designed to measure and save acceleration times, as well as display information about the engine, drivetrain and g-forces. In addition, a burnout (line-lock) feature is added. As an option for Quadrifoglio versions, the exhaust valves can be opened in all drive modes, while the Giulia Q's front splitter can be lowered to be cleaned.

Operation is via Alfa's existing menu buttons, while the information is displayed between the tachometer and speedometer. Prices start at €550 within the EU and €455 outside. More info at squadra-tuning.com



ONLINE SALES RESULTS BUOYANT

Despite auctioneer RM Sotheby's having been forced to go online for much of 2020, some significant sales results have been achieved. Among these was a 1966 Ferrari 275 GTB Alloy by Scaglietti from the Richoz Collection, which reached €1,430,000. An ex-Markku Alén 1985 Lancia Delta S4, which finished second overall at the RAC Rally, went under the hammer at €770,000. Meanwhile a unique 1968 G50 powerboat built for Fiat's boss, Gianni Agnelli, achieved €450,000.



VERDI

VERDI

9-10 HAYES METRO CENTRE
 SPRINGFIELD ROAD
 HAYES, MIDDLESEX, UB40LE
020 8756 0066

FERRARI LAMBORGHINI MASERATI BUGATTI PAGANI & INDEPENDENT MCLAREN SPECIALIST

**SALES
 FINANCE
 FERRARI WANTED
 FERRARI SERVICING
 LAMBORGHINI SERVICING
 CAPRISTO EXHAUSTS
 PART & ACCESSORIES
 BODYWORK & CRASH REPAIRS
 INSPECTION
 CATALYC CONVERTERS
 PRIVATE PLATES**



PRICE BEATER

We will beat any price from any advertised or official quote (independent or official dealers) for Ferrari, Lamborghini & Maserati service & any mechanical repairs, no matter how big or small



Incredibly rare opportunity to acquire a RHD Ferrari F40 with zero kilometres from new. Unregistered car, one of only seven RHD Ferrari F40 models to have ever been produced by the factory, in Maranello. Serious enquires only, confidentiality assured.
Offers in excess of £2.2 million.



Ferrari 512 BBi/ Blue/Blue/LHD/1984
 25,000 kms, verifiable mileage, Oct 1984, chassis number on request, German car from new), full comprehensive service history, beautiful example inside and out. Full dealer facilities
Price £POA



Ferrari F430 Coupe/ Black/ Tan/ RHD
 11,600 miles, Metallic Black (Nero Daytona) with tan hide and black carpets, electric daytona style seats, black stitching, scuderia wing shields, red calipers, supplied new by Maranello, 1 sole owner from new, FSH, serviced by us in Feb 2010, complete with all books, tools, spare keys and indoor car cover, immaculate example inside and out. Full dealer facilities and Finance available. All Verdi cars are subjected to a rigorous examination prior to delivery
Price £87,000



Lamborghini Gallardo Orange/Black/RHD
 36,300 miles, Orange (Arancio Borealis) with orange/black hide and black carpets, E Gear, clear engine cover, factory fitted sat nav, electric seats, first registered on 26/06/2005, 4 owners, clutch 27% worn (fitted by ourselves last year), recently serviced, UK supplied car, comes fully prepped by us on purchase, complete with all books and spare keys, rare colour, stunning example inside and out. All Verdi cars are subjected to a rigorous examination prior to delivery.
Price £79,000

Special Offers

355 & 360 Rear Challenge grilles in stock!!
 Call now to guarantee....Selling very very fast!!!
Carbon kick plates for your 355...Great choice!
TUV certified aluminium wheel spacers
 available for following applications:
 Testarossa, 328, 348, 355, 360, 456, 550/575.

Available in numerous track sizes and with longer chrome bolts if required.



ITALIANS TO STAR AT SALON PRIVÉ

A Le Mans-winning Ferrari 166MM is among three exceptional early Ferraris that are set to star at the 2020 Salon Privé Concours d'Elégance in September.

Described as "perhaps the most significant car in the Italian marque's history", the 166MM on display is chassis 0008M, the works car that won the 1949 Mille Miglia in the hands of Clemente Biondetti and Ettore Salani. The same car also won the Le Mans 24 Hours that year with Lord Selsdon and Luigi Chinetti – the only car to have won both events in the same year.

Another very early Ferrari – a 1948 166 Inter, chassis number 0015S – will also be on show. This Touring-bodied coupe was shown at the 1949 Geneva Salon. Completing the trio is a 1952 Vignale-bodied 212/225 Export with competition history.

Ferraris will also feature prominently in the 'Evolution of the Supercar' event and the Concours d'Elégance. Confirmed models include the 308, 328, 355, 599, F40 and F50. The Ferrari Owners'



Club will also participate on Saturday by bringing more than 1000 cars along.

Ferrari will debut its new Roma here as one of many new models available to see and test-drive. Other Ferraris on display will be the SF90 Stradale, 812 GTS and F8 Spider.

Several independent Italian manufacturers such as Ares Design, Aspark, MAT and Puritalia are also confirmed. Several new car debuts are promised, including the latest MAT New Stratos, while Ares Design will be bringing four vehicles making their UK debuts, including the Panther

ProgettoUno supercar and Bentley

Mulsanne Coupé. Salon Privé takes place over

23-26 September at Blenheim Palace. For more

information, visit salonprivconcours.com or call 0808 100 2205.



AROC SEEKS SUDS

The Alfa Romeo Owners Club UK has launched a new initiative to gather data for every Alfasud, Alfasud Sprint and Giardinetta in the UK and Ireland to build a definitive database of accurate information about all remaining 'Suds'. The aim is simple: to create a definitive register of every 'Sud', whether it's on the road, a shell in the back of a garage or racing on a track.

If you have a 'Sud', you are invited to take five minutes to enter your information at www.myalfasud.co.uk. The Club will share a summary of its findings with all participants in the coming months.

OWN AN ALFASUD?



THE DEFINITIVE ALFASUD DATA GATHERING PROJECT

BIALBERO

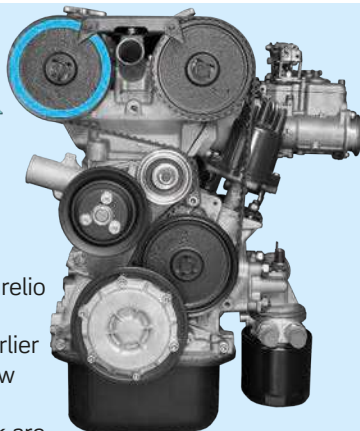
BIALBERO: All the cars powered by the legendary twin cam engine by Phil & Michael Ward

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

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

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

Bialbero will be available exclusively via Auto Italia and a dedicated website.





Joe Macari Performance Cars

Official Ferrari & Maserati aftersales

Performance and classic car sales

Restoration and Classiche services

2015 Ferrari LaFerrari



U.K. Supplied with taxes paid, 1 Owner, Giallo Modena, Full Service History, 475 miles

POA

1985 Porsche 959 Dakar



1 of 3 with N/A Carrera engine in existence, Piloted by Jacky Ickx in 1985 Paris-Dakar rally, 4,400 miles

POA

1966 Ferrari 275 GTB/6C



RHD U.K. Supplied, Ultimate specification Longnose Alloy 6 Carb, Classiche Certified, 46,300 miles

POA

1963 Alfa Romeo Giulia Spider



EU Supplied, Avorio over Rosso, over £60,000 spent on various works since 2012, 510 miles

£64,950

2015 Ferrari FF



U.K. Supplied, Grigio Silverstone over Sabbia, Full Service History, Panoramic roof, 8,100 miles

£134,950

1963 Ferrari 250 GT Lusso



Fully restored, 1 owner for 50 years, Azzuro over Blu, Classiche Certified & matching numbers, 16,630 miles

POA

2019 Ferrari 812 Superfast



U.K. Supplied, Grigio Titanio over Nero, Highly specified, Extensive carbon fibre options, 4,950 miles

£244,950

2017 Aston Martin Zagato



Zagato Volante, U.K. Supplied, 1 of 99, Lightning Silver over Grey, Full Service History, 1,250 miles

£459,950

1972 Alfa Romeo 2000 GTV



EU Supplied, Fully restored in 2010, £45,000 worth of Alfaholics upgrades, 50,500 miles

£99,950

Roma Therapy

Ferrari's new GT coupe takes aim at Aston Martin, Bentley and Porsche. But is it as good to drive as it is to look at? We're about to find out

Story by Chris Rees



Pulling up after my Ferrari Roma test drive, I really feel like I've arrived in style. The silhouette reflected in the hotel's plate glass window is a picture of elegance. The sound of the V8's rumble echoing off it is equally subtle. I look and feel like I'm not trying too hard. It looks calm but I know I've just come over mountain switchbacks at a pace that has brought beads of sweat to my brow.

In a nutshell, here's the angle that Ferrari is going for with the new Roma: it's utterly capable yet very much not, as the company is keen to state and restate, a "show off" car. It's designed to appeal to anyone who feels put off by the sheer – and increasing –

brashness of modern supercars. The Roma isn't being sold as a supercar, but as a grand tourer in the classic sense, albeit with a zesty edge. That's the reason for the name, by the way: to evoke Rome, Europe's capital of culture and cool.

So the Roma makes a pretty darned good first impression. It feels understated and non-threatening with its smoothly sculpted flanks and flowing rear end, more like a pebble smoothed by natural forces than a cruise missile set to explode on your driveway. Its aesthetic is akin to the reticence promulgated by Aston Martin and Bentley. Indeed, some have remarked on how close to an Aston the new Roma looks. Ferrari instead

points to its own classics as the source of inspiration: 250 Europa, 250 GT Lusso, 250 GTE. In this vein, the lack of a rear spoiler – well, not at rest anyway – fits in perfectly. It's only when you hit 62mph that the previously flush black panel behind the rear window (actually part of the bootlid) pops up to boost downforce. Subtle stuff.

The lights break new ground, too: thin lines up front, squarishly flat ones at the rear. Easily the most controversial aspect of the design, though, is the body-coloured front grille, which definitely splits opinions. Ferrari is sticking to its guns on this by not offering customers a non-body-colour option. While I'm at it, two other slight carbuncles that bug





me are the ungainly forward-facing square lump under the main grille (it's the camera for the safety systems) and the ugly front parking sensors. But overall, the Roma is an undoubted triumph for Ferrari's Centro Stile.

Press the flush handles to open the doors and yet more subtle design work is evident inside. Each side of the cockpit forms a 'bubble' separated by the sweeping centre tunnel, which all works very nicely. I suspect most buyers will tick the passenger-side info display option box that Ferrari has very much perfected. The quality throughout is superb, too.

This is a 2+2 car but the rear seats are so tiny that only very small children will ever fit here (headroom is the real restriction). The boot is a decent size (272 litres – enough for three suitcases), which you can expand to 345 litres by opting for folding rear seats.

OK, what about this new digital dash? The curved screen in front of you is taken pretty much direct from the SF90 Stradale and it's both big (16 inches across) and superbly



clear. You can press buttons on the steering wheel to change the info displayed, including a 'View Max' button that morphs the display to 'full-screen', emphasising the sat nav or rev counter, for instance. The additional 8.4-inch central display shows air conditioning, audio and sat nav info but for me its upright shape looks a little bit like an afterthought, like a borrowed iPad. The key fob is a nice touch, though: a chunky case with a Prancing Horse logo on one side and Roma script on the other.

The switchgear is pretty much all touch-sensitive 'haptic' stuff. It looks great but doesn't always respond instantaneously to your prodding. At other times it proves over-sensitive; for instance, I found my quarter-to-three hand positioning frequently and unintentionally changing the

info display and calling up the onboard voice control. One change I very much welcome is the cruise control buttons being resited on to the steering wheel, rather than on the dashboard, so you no longer have to move your hand off the wheel to adjust the system.

A prod of a haptic button on the steering

purposefulness of a current F1 car, rather than the more redolent sounds of classic F1 racing. Even though there are no silencers in the exhaust, it's pretty relaxing at motorway speeds.

There's certainly no questioning the sheer speed on offer here. In a straight line the Roma can keep pace with almost any

current Ferrari, and very much avoids coming across as the junior member of

“ There's certainly no questioning the sheer speed here.

This is the most powerful front-engined V8 Ferrari ever ”

wheel is also required to start the engine. Finally, it's time for some action as Ferrari's familiar V8 turbo rumbles into life. The soundtrack is brawny, in fact positively boomy at lower revs. Raising the needle on the rev counter (digital of course) produces a sound that's urgent without screaming too hard, something like the subdued

the family. The 3.9-litre twin-turbo V8 develops fully 620hp (20hp more than the Portofino) – making this the most powerful front-engined V8 Ferrari ever – thanks to updated intake and exhaust systems, higher-lift cams and a new turbo sensor.

The power-to-weight ratio is 421hp per tonne (if you use Ferrari's 'dry' weight



Subtle looks belie the surprisingly keen pace and handling. It's a comfortable GT that turns into a pukka sports car when you want



measurement of 1472kg – the kerb weight is actually 1570kg). The quoted 0-62mph time is 3.4 seconds (0.1 second faster than the Portofino), a performance helped by the 'L' button on the gear gate – launch control – which sees the car scoot off the line with the barest chirrup of the tyres and masses of grip. One other telling figure is the 0-124mph time of just 9.3 seconds, fully 1.5sec faster than the Portofino. Another really impressive aspect of the V8 is how flexible it is: you can pull away from as low as 1000rpm with utter ease, something the non-turbo



brigade could never do.

The first half of my day behind the wheel is through the vine-growing region of the Langhe. It's extremely pretty here but also pretty treacherous, as the chalky soil has deposited a layer of dust on the roads that might as well be ice, it's that slippery. Still, that's a stern test for a rear-wheel drive GT with 620hp at its disposal. And a tempting new Race mode to play with.

The first sensation is how quick and sharp the steering feels, immediately followed by a raised eyebrow as, on these dusty roads, the front end washes out when entering corners too quickly and the back end comes out if you prod the loud pedal too hard. In these conditions, it's best to try one of the new driving modes in the Roma, one that has

never been seen before in a front-engined Ferrari: Wet mode. This dampens the throttle pedal and dials up the stability control intervention, leaving you feeling much more relaxed.

Pressing the *manettino* to engage 'bumpy road' mode seems to make little difference at first, at least in terms of ride quality; but on surfaces that aren't billiard smooth, you can push a little harder with less circumspection about bumps deflecting your course. Speaking of the ride, it is as you'd want from a grand tourer: very decent, whatever drive mode you're in. The corollary is that the front end can sometimes feel a little soft on bumpy corners but in no way does this affect your confidence to set a cracking pace.

There are now five driving modes: Wet, Comfort, Sport, Race and ESC-Off. Initially, there doesn't feel like there's

much difference between the modes, particularly Comfort and Sport, nor could I discern any change in exhaust note between the five. Small surprise, then, that in no time at all I find myself switching to 'Race'. This notably sharpens up the gearshifts, whether you're in automatic or manual, and also gives you a much looser rear end to play with.

The afternoon portion of my test drive is on much less slippery roads, where the Roma comes alive. Really alive. I thought Ferrari had done a good job of giving the Portofino a sporty character but the Roma is on a completely different level. We can thank Ferrari's Side Slip Control (SSC) and Ferrari Dynamic Enhancer (FDE) for that, both fitted for the first time in a GT car from Maranello. This set-up means you can really hurl the car into bends – OK, not with quite as much bite as the F8 can muster – but where the Roma really scores its



TECHNICAL SPECIFICATIONS

FERRARI ROMA

ENGINE:	3855cc V8-cyl twin-turbo
POWER:	620hp at 5750-7500rpm
TORQUE:	561lb ft (760Nm) at 3000-5750rpm
TRANSMISSION:	8-speed dual-clutch semi-auto, rear-wheel drive
BRAKES:	Carbon-ceramic 390mm x 34mm (front), 360mm x 32mm (rear)
TYRES:	245/35 ZR20 (front), 285/35 ZR20 (rear)
DIMENSIONS:	4656mm (L), 1974mm (W), 1301mm (H)
WEIGHT:	1472kg (dry), 1570kg (kerb)
FUEL ECONOMY:	25.2mpg
CO ₂ :	255g/km
MAX SPEED:	199mph
0-62MPH:	3.4 sec
PRICE:	£170,984



innate sense of mechanical balance. You can feel with utter clarity what the car is doing underneath you, and the SSC/FDE combo allows you to play with the rear end without ever losing control. FDE works by braking a wheel if it detects slip, but only when you're in Race mode – which setting I'd definitely recommend; the handling feel is notably sharper and more urgent. Overall, and despite softer front damping than the Portofino's, the Roma hardly rolls at all in corners and turns out to be a handling delight: agile, predictable and fun.

How about the eight-speed dual-clutch automatic gearbox, borrowed pretty much

direct from the SF90 Stradale (including its retro-look *cancelletto* gear lever gate)? It's superb, changing gears quickly and with super-smoothness. When left in automatic mode and with a feathered throttle, it does sometime hunt around for the correct gear, so I find myself ineluctably drawn to the manual paddle shifters, which are an absolute joy to use.

VERDICT

I admit I was afraid that the Roma might feel too much like a GT and not enough like a sports car to be a pukka Ferrari. I'm delighted to say my fears have been completely

allayed. On the right roads, the Roma is a beautifully accomplished performance tool, with a mustard-sharp keenness that I hadn't dared hope for. Its sporty character means it comes across very much *not* as simply a Portofino fixed-head but as a truly distinct model in its own right.

Yes, at £170,984 it's pricier than its most obvious rivals from Aston Martin, Bentley and Porsche but it's undeniably a more appealing, higher-performing machine. And yet it retains an everyday usability – 2+2 cabin, good visibility, comfortable ride, big 80-litre fuel tank – that's pretty persuasive. It really is a slice of dolce vita in the metal – sweet! 🇮🇹



FERRARI PARTS SPECIALIST
SUPERFORMANCE

**DELIVERING
WORLDWIDE
EVERY DAY**



LARGEST
INDEPENDENT SUPPLIER OF
PARTS FOR FERRARI CARS

OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING

UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE

DEPENDABLE
BIG ENOUGH TO COPE
SMALL ENOUGH TO CARE

CONTINUOUS
REMANUFACTURING OF OBSOLETE
AND UNAVAILABLE PARTS

FAST EXPRESS
WORLDWIDE SHIPPING DAILY



SUPERFORMANCE.CO.UK +44 (0)1992 445 300

CELEBRATING 37 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



QUADS WITH PECS

Alfa has updated its Giulia and Stelvio Quadrifoglio models for 2020. How do they drive?

Story by Chris Rees
Images by Andy Morgan

We love Alfa's Qs. We're pretty sure you love Alfa's Qs. In fact, everyone who loves driving should love Alfa's Qs. Snarly, lairy, sharp and pointy, elegant, redolent and resonant – the Quadrifoglios are all these things.

So how on earth do you make them better? Well, Alfa has kind of answered that one already with the fabulous Giulia GTA and GTAm (see separate panel), but since these very special limited editions retail for well north of £150k, most buyers will be looking at what Alfa is doing with the regular Quadrifoglios.

And praise be: for 2020 Alfa has indeed made them better. There's been a bit of a delay for the MY2020 cars – let's face it, the whole of 2020 has been one long delay – but finally the Quadrifoglios have followed the regular Giulia and Stelvio (see *Auto Italia* January 2020) with model year updates.

This belated magic wand applies to both Quadrifoglio sisters, the Giulia Q and Stelvio Q. Before you get too excited about the prospect of GTA-style extra horsepower, chassis tweaks and aerodynamics, let me let you down gently. There is none of that. The MY2020 upgrades are hardly what you'd call earth-shattering.

But let's go back to my opening sentence: everyone loves Alfa's Qs. Big changes really aren't necessary. Facelift? There's no botox makeover here, merely the lightest sheen of moisturiser. Extra equipment? Yes, but very little indeed. Mechanical upgrades? Just the one: a new Akrapovič exhaust option. Dramatic new colours? Three new shades, but not for several months. Plusher interior? Actually, on that front the changes are a bit more significant.

“ Everyone loves Alfa's Qs so big changes really aren't necessary ”







Drag Race Timers		Current	Last	Best	RESET LAST
0-100 km/h		3.8	3.5	3.1	RESET ALL
0-160 km/h		5.4	6.6	5.3	SEND TO CLOUD
12:36	0-200 m	ET 7.2	7.9	7.9	
		km/h *REC	110	110	
	0-400 m	ET *REC	12.0	12.3	
		km/h *REC	112	115	
24.5°C	Braking Distance	m	198	168	
22.5°C		km/h	70	90	18.5



Let's start with the looks. As you approach both cars, there's a subtle difference that it's hard to put your finger on – a modicum of added aggression. It isn't the wheels, they're the same (actually, untrue: you can now order new, bigger 21-inch alloy wheels for the Stelvio Quadrifoglio). Spoilers? Nope, no change. Then your eye gets drawn to the front grille insert and badging, which have all been bright chrome up until now; they're now gloss black, which to my eyes looks far more purposeful. You can even raid the Mopar accessories list and order the grille in carbonfibre, the same magic black weave also being available for the mirror caps. Also new are LED rear light clusters with dark lenses.

But it's in the cabin that the biggest changes occur. The centre console looks very different, dominated by a new gearknob. We've always felt the sharp-edged plastic gearknob of the outgoing Giulia and Stelvio felt far too down-market. The new, chunkier one is better shaped and feels so much better thanks to its leather covering. There's even a natty Italian *tricolore* flag at the base of the lever. Other console updates include a new wireless phone charger, a dedicated slot to put the key in, repositioned switchgear and bigger cupholders.

The rotary dial is also nicer, not that you really need to use it much any more. That's because there's a new

central screen operated by finger touch. It's great. You can drag and drop graphic elements around the touchscreen and expand them in size at a touch.

While the letterbox-format screen is no bigger than before (8.8 inches across), the menu bar has moved from the bottom of the screen to the side, freeing up much more on-screen space. Overall it's a massively improved system but it's still far from the best on the market. Since Alfa and Maserati share engineering development teams, I really can't understand why Alfa didn't simply shout across the room to borrow Maserati's excellent new touchscreen system. An opportunity missed.

But here's one thing I really do like. The Quadrifoglio models become the first Alfas to be fitted with 'Performance Pages', giving you a wide choice of displays for the touchscreen. So you can select to see a full panoply of temperatures. Or the torque currently being used by each wheel. Or turbo pressure and power.

Easily the best thing is the screen called 'Drag Race'. Seriously, how un-PC can you get? On-board chronometers measure acceleration and maximum speed in real time, so you get a delicious menu for recording your 0-60 and quarter-mile times. I simply couldn't resist it. In effort to get my times low, I found myself experimenting with ways to get the launch

Giulia Q remains brilliant to drive. 'Drag Race' screen is a new, very un-PC feature – we love it!



Much nicer centre console has rearranged switchgear, new gear lever and a far better touchscreen

right. In the absence of launch control (Alfa does now make such a system but for the new GTA), I found the best method to press my left foot hard on the brake pedal, ease the throttle until there was some movement from the back axle and then smash the accelerator as I lifted my left foot. For the record – and bearing in mind I only tried it three times on each car – I got the Stelvio to 60 in 4.3 seconds and the trickier-to-launch Giulia in 4.6 (sadly some way off the official times of 3.8 and 3.9 seconds respectively). I know many people argue that 0-60 times are pointless, but as a benchmark of performance no other measurement comes close. I recognise the slightly childish streak in me but I really want to better my times. I demand a rematch...

What else? The new 7-inch TFT screen ahead of the driver works much better. The flat-bottomed steering wheel is new, featuring extra buttons, and you can choose between Alcantara and carbon. The seats have changed but only on the Giulia: there's perforated leather-and-Alcantara upholstery, and while electric operation was previously an option, it's now standard (in retrospect that was a pretty penny-pinching omission). Carbon shell Sparco seats remain optional for both Giulia and Stelvio. There's one more new option, too: instead of black seatbelts, you can tick a box for either red or green belts, which certainly adds a


touch of drama to the cabin.

Mechanical upgrades? Nope. The 2.9-litre V6 (510hp and 600Nm) and eight-speed automatic remain untouched. You can order a new Akrapovič titanium exhaust system with carbonfibre tailpipes as an optional extra, which Alfa promises will deliver "an even more sophisticated sound" but sadly I didn't get the chance to hear it. Alfa hasn't taken the opportunity to give us a switch to enjoy the best exhaust sound (that's in Race mode) whenever you want; and while driving a Giulia Q in Race mode is joyful, it can also be a handful because Race switches all your stability and traction control systems off. Whoa! Speaking of sound, I was struck by the lower volume at low speeds – turns out there's extra sound deadening for MY2020.

I did get to play (if that's the right word) with the new active safety gear. Traffic Jam Assist and Highway Assist can take over acceleration, braking and steering to some degree to get you through the boredom of heavy traffic, although personally these systems make me feel uncomfortable, and the first thing I always do is switch off Lane Keeping Assist – yuk. Traffic Sign Recognition is a definite boon, though, and I can see the benefits of Active Blind Spot Assist (which nudges your steering wheel to avoid a collision).

So which model to go for – Giulia or Stelvio? The Giulia Q does have a sportier feel, sitting lower to the

ground and benefiting from less body roll. It's also by far the more playful handler, with an entertaining rear end, and the steering is better – indeed, it's the best feature of the Giulia: so incisive and feelsome. The Stelvio betters it in some departments, though. Traction and acceleration are better thanks to the 4x4 and you can leave safely it in Race mode pretty much all the time. And of course you get a tailgate for moving more luggage extremely quickly.

They're still both the best cars in their class. Prices have gone up a little compared to MY19, though. At £67,195, the Giulia Quadrifoglio is £1640 more than the outgoing model, while the £73,195 Stelvio Q costs £1315 more. 



COLOUR BOX

The cars in our photos are both painted in Competizione Red, the superbly lustrous triple-coat shade that seems to chime with enthusiasts (including me – my own Giulia Q is Rosso Competizione). The other colours for the MY2020 Quadrifoglio remain as before, even if the paint ranges have been renamed – Competizione (Trofeo White and Competizione Red), Solid (Alfa Red) and Metal (Silverstone Grey, Vesuvio Grey, Vulcano Black, Montecarlo Blue and Misano Blue). That means you don't get the Visconti Green option that was recently introduced for the regular Giulia/Stelvio.

But if you want something new and a bit different, it might be worth waiting until October, when an additional palette of 'Classic' colours comes on stream. Each of the three new shades is inspired by past Alfas. There's a searing green called Montreal Green, paying homage to the Alfa Montreal (launched 50 years ago) and exclusive to the Quadrifoglios. The other two are not Q-exclusive but are equally arresting. First is Villa d'Este 6C Red, a wonderfully deep crimson colour; second is Junior GT Ochre, trying but not really succeeding in evoking the Giulia GT Tipo 105 – it's actually an eye-poppingly bright yellow-gold.

GIULIA GTAm

Present at the UK MY2020 launch was the Giulia GTAm, Alfa's very special 500-strong limited edition. While it was strictly a static display (boohoo), it was nevertheless great to have a paw around this mighty machine in the flesh, in particular to soak up the two-seat cabin with its rollcage, race seats and harnesses. Weight is down by 100kg thanks to things like Lexan windows and thinner glass. Power is also up by 30hp to 540hp courtesy of mechanical changes and a specific Akrapovič exhaust, which means 0-62mph takes 3.6 seconds, 0.3sec less than the Q. Handling should also be improved by a wider track and new 20in centre-lock wheels. Wheelarch extensions form part of a Sauber aero kit including a new front splitter, side skirts and a big adjustable rear spoiler. Carbon-ceramic brakes with gold callipers are standard, too. You'll need to save up though: the price is all of £160,000. The first ones will arrive in the UK in the summer of 2021.



TECHNICAL SPECIFICATIONS

	GIULIA QUADRIFOGLIO	STELVIO QUADRIFOGLIO
ENGINE:	2891cc V6 twin-turbo	2891cc V6 twin-turbo
POWER:	510hp @ 6500rpm	510hp @ 6500rpm
TORQUE:	443lb ft (600Nm) @ 2500rpm	443lb ft (600Nm) @ 2500rpm
TRANSMISSION:	8-speed auto, rear-wheel drive	8-speed auto, four-wheel drive
SUSPENSION:	Double wishbone (front), multilink (rear)	Double wishbone (front), multilink (rear)
BRAKES:	Ventilated discs all round (carbon-ceramic optional)	Ventilated discs all round (carbon-ceramic optional)
TYRES:	245/35 R19 (front), 285/30 R19 (rear)	255/45 R20 front, 285/40 R20 rear (21in optional)
DIMENSIONS:	4639mm (L) 1873mm (W) 1426mm (H)	4702mm (L) 1955mm (W) 1681mm (H)
WEIGHT:	1620kg	1830kg
MAX SPEED:	191mph	176mph
0-62MPH:	3.9sec	3.8 sec
FUEL CONSUMPTION:	27.2mpg	24.6mpg
CO2:	236g/km	261g/km
PRICE:	£67,195	£73,195

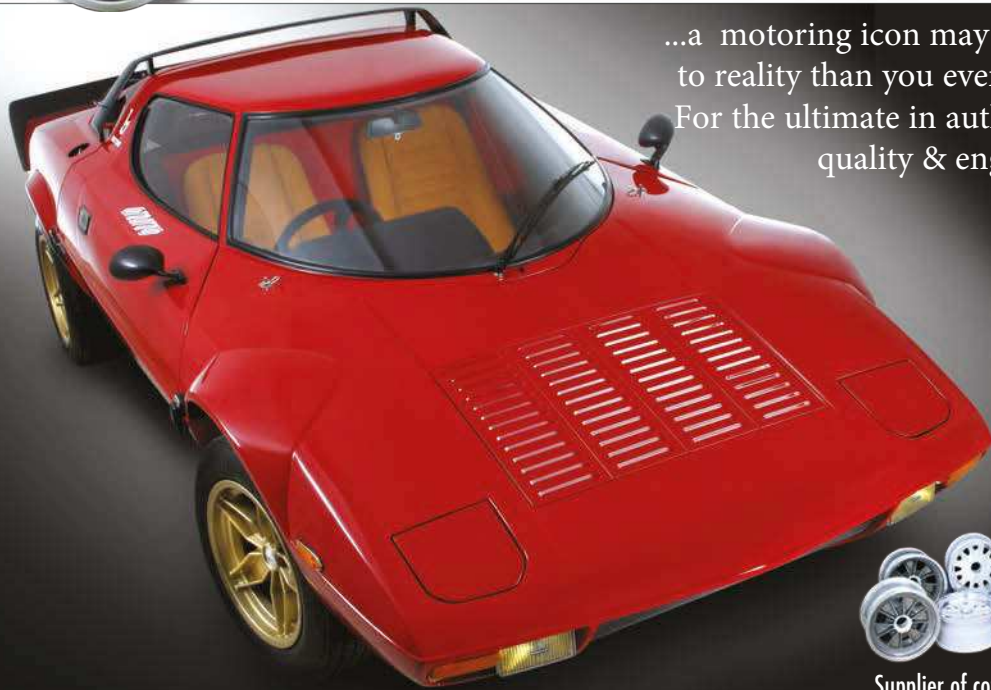


Hawk Cars

www.hawkcars.co.uk

gerry@hawkcars.co.uk

the collection...



...a motoring icon may be closer to reality than you ever thought
For the ultimate in authenticity, quality & engineering integrity



Supplier of coffin-spoke and FIA Mk2 and Mk3 427 wheels

Tel: 01892 750341 / 750 282

Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP

OFFICIAL BUILD AGENTS: Jade Farms; Alland Grange, Manston, Ramsgate, Kent CT12 5BX tel: 07399 114 442

**BINDERS £9.95 UK,
£12.00 EU, £15.00 RoW.**



please email for details
claire@auto-italia.co.uk

Alfa **33** Restoration



Your one stop source for Technical Articles, Workshop Manuals & Hard-to-find-spare parts for your beloved Alfa Romeo.

International House, 24 Holborn Viaduct,
London EC1A 2BN,

www.alfa-restoration.co.uk

email: info@alfa-restoration.co.uk

Tel: (0)20 8144 8095

MODS THAT ROCK

The restomod scene has now well and truly arrived with the Alfetta GTV, as these two seriously talented modified coupes prove. We take a track test in both

Story by Chris Rees
Photography by Michael Ward



Nobody really knows how it happens, but there comes a time in the life of certain car models when they're 'discovered' – when they transform from being 'regular' classics to something much more special.

One day, a light switches on in people's heads and they say, "Actually, this is a great car, not just a good one."

If you could bottle this formula and predict when it will happen, you'd be a millionaire many times over. It's a journey of 'appreciation' in both senses of the word: enthusiasts appreciate the car more, and the car's value also appreciates.

One of the factors in this equation is someone, somewhere deciding that it's worth spending a lot of cash on a car to make it just how they want. This scenario happened long ago with the Tipo 105 Alfa Giulia GT: people started not just restoring them to

original spec, but improving and updating them – a movement called 'restomodding'. Many restomods are true works of art – witness Alfaholics' spectacular Giulia GTA-R, for instance, where pretty much every aspect of the original is reworked. There seems no lack of eager customers prepared to spend significant sums to achieve their dream spec, looks and driving character.

What happened with the Giulia GT is undoubtedly the template for the two cars we see on these pages: the Giulia GT's successor, the Tipo 116 Alfa GTV. Of course, the Alfa-based coupe achieved 'everyday classic' status some time ago, and if you want a nice example today you'll be paying a pretty penny. But how well does the more radical restomod approach work with the Alfa? Here's the full, intriguing story of two superbly modified machines.



“ The idea was to make the ultimate fast road spec version – my dream GTV 6 ”



SILVER BULLET

Johnny Horsfield designs boats for a living, but his original training was as a car designer, which may explain his predilection for design classics in the automotive world. He's a serial Italian car owner, his stable including a Fiat 130 Coupe, Fiat X1/9, Alfa 75 3.0 V6 Veloce and Alfa 4C. We've seen Johnny before in *Auto Italia* magazine: he also owns a spectacular Alfetta GTV racer with a rainbow livery that replicates the 1970s 'Telefunken' South African Touring Car look (see our November 2019 issue).

"I used to have an Alfetta GTV when I was 23 years old, having owned Suds and a 33 before that," says Johnny. "I then went German for a long while but around four years ago, my passion for Alfa Romeo was reignited. I always loved the Alfetta GT shape, it's really my era. I saw Alex Jupe's stuff and decided I wanted the best GTV I could have. The idea was to make the ultimate fast road spec version – my dream GTV 6."

Alex Jupe Motorsport was duly tasked with the restoration and modification process. What the team down in Chichester, Sussex has done is nothing short of a marvel. This car represents, by some margin, the most extensive, and expensive, build on an Alfetta GTV yet – a nut-and-bolt job from every angle. As an indication of the work involved, the whole process took

fully three years to complete.

A large part of the expense came down to the fact that the car started as an old rust bucket. The sheer amount of work required meant that the costs of the shell alone probably exceeded the price of one of the nicest GTs on the market.

"The donor car was a complete but rough GTV that cost £3000," says Johnny. "I could have bought one of nice looking cars out there for £12,000 to £15,000, but underneath they were still rusty. The shell was completely stripped, shot-blasted and power-coated."

The drivetrain comes from an Alfa 75 3.0 V6, not just the 3.0-litre V6 engine but the transaxle too. The engine bay looks like it's brand new. In fact, much of it is: a combination of reconditioned and new parts went into the rebuild, with standards the same as you'd expect of a Ferrari restoration. It's got gas-flowed heads, mild fast road cams and SZ-spec pistons with a 10:1 compression ratio. The radiator is original but recored by Alex Jupe. Some modern bits have been used, mostly in an effort to maximise reliability. New plastic trim parts are very hard to find so have been repainted using Alfa Romeo paint codes.

In its current spec, it's probably producing around 200-210hp. I'd say performance is on a par with my Alfa SZ, and it even sounds a bit like it thanks to the exhaust system consisting of a tubular manifold,

Johnny's rather special GTV6 is currently for sale. Contact Alex Jupe for details on 01243 575760



straight-through centre and Ansa tailpipe – all very beefy. The gearbox comes with a limited slip differential, meaning you can use the full beans quite happily.

The chassis has also been set up to fast road spec using a full RS Racing suspension kit, retaining the torsion bars and coil spring/damper set-up. There's a 30mm anti-roll bar up front and stiffer RS dampers at the rear using height-adjustable platforms.

The wheels are 16-inch split-rim alloys imported from NTM in Italy; they were custom-made with the correct offset for this car. They're shod with Michelin Pilot Sport 3 rubber, 205/45 up front and 215/45 at the rear. Alex Jupe comments: "This tyre

combination is something we normally do on 3.5-litre conversions but the set-up seems to suit this car with its particular stance."

They certainly grip very well; at no point does it feel like it's going to come unstuck. The dominant characteristic is how much the steering loads up on fast corners. As you add lock, the heft builds, to the point where your shirt tears and the Incredible Hulk within you comes out; I exaggerate, but you get the point. Johnny recognises this and is contemplating fitting power-assisted steering.

The brakes are AJM using AP Racing four-pot callipers on 295mm discs with separate alloy hubs up front, and standard rears, and they do a very solid job

of stopping a car with this level of performance.

Quite possibly this is the tidiest GTV on the planet. The overall look is subtle and pretty much standard, retaining factory bumpers, avoiding fat wheelarches and keeping standard Alfa paint. Alfetta parts are becoming hard to find these days; for instance, you can only buy left-hand drive headlamps. "We looked at doing LED lights," says Johnny, "but we'd have to have butchered the front grille to do that."

The interior has Recaro front seats that have been reupholstered in Italian leather, and look superb in chocolate brown. Why this unusual shade, we asked? Johnny cites Singer's restomod Porsche 911s as the inspiration. The Recaros are not massively bolstered on the base but do provide plenty of support.

You'll notice that the dashboard features air conditioning controls. That's because Johnny has gone for a £5000 air con conversion, using an Italian market dashboard. Other changes include a Momo steering wheel and Momo wooden gearknob.

With the fabulous registration plate GTV 6X, Johnny's Alfa slots in as his current commuter car, as well as a regular day tripper and car for driving to races. Although it's running superbly, Johnny is still thinking about other improvements. "As well as power steering, I'm considering altering the driving position to make it more like my racing GTV. I also have a set of very deep dish alloy wheels with gold centres.

"This car is a great showcase for Alex," says Johnny. "It was built as my lifetime car but I would consider selling it to do another one. In fact, I do have another Alfetta coupe shell with Alex at the moment that I'd like to build up into a wide-body rally style machine with 230hp."

GREEN DEVIL

Richard Melvin's name is very well known in Alfa circles, particularly racing circles. Working alongside Chris Snowden of CS Racing, he is, however, equally adept at





Richard manufactures many high quality road and race performance parts for Alfa Romeo transaxle cars. For more info: www.alfettagtv6.co.uk

producing parts for road cars as he is for racers. He's a GTV-aholic, owning no fewer than seven of the things, including a wide-arch 1979 Turbodelta.

Here is Richard's splendid GTV 6, a South African 2.5 that now lives in the UK. It's a 1982 car, making it one of the first 250 built in South Africa. "I bought it on eBay advertised as a car with no engine," says Richard. "But it turned out the engine was in fact present, just smoking, and there was even a second 2.5 V6 with the car, plus a load of EB Spares parts. It was a bargain, even though the suspension was knackered.

"There was rust but it was not in the usual places because it's an African car. I had to replace the lower chassis rails, for instance, but the body panels were all good. The interior was superb – there were even plastic covers still on the rear seats!"

Richard admits he did think about fitting a 3.0-litre engine, but in the end he stuck with the original 2.5 V6 and gearbox. After some work, it's working fine and remains all standard. The exhaust is far from standard, though: it's a prototype system built by Kevin Abigail at EB Spares and sits very low. Also low is the exhaust note: a deep, basso profundo that sounds just wonderful. Alfetta gearboxes tend to be awkward things but this one feels fine, even if the clutch pedal bite point is high.

The wheels are highly distinctive Compomotive TH

replicas, which are available through CSR. These rally-look classics are available in a range of sizes but Richard chose 7x15s as they work best on a road car and give more suitable gearing than 16-inch wheels. They're shod with Vredestein Giugiaro tyres – very fitting considering the Italdesign maestro styled the Alfetta GT – in a low-profile 195/50 size.

The suspension replicates Group A set-up, which is more supple than a balls-out race spec – effectively a racing spec calmed down for road use. The full CS Racing system uses Quantum Zero adjustable monotube dampers specially valved to CSR's own spec, and 30mm torsion bars with Autodelta adjustment (a copy of the original system). The front anti-roll bar is also made by CSR, inspired by the Luigi Racing adjustable item, which is hollow with aluminium blades to make it very light and very stiff. At the rear is an SZ style ball joint with solid Watts links (making it much tighter) plus stiffer, height-adjustable springs.

The geometry up front makes the car sit very low. It uses a knuckle riser and racing ball joint, resulting in a degree of camber that really makes the front end turn in well. I found this out myself when Richard kindly let me pilot it around our test track. It's very pointy and despite being rear-drive with a lot of weight up front, the set-up gives a very neutral feel, with the back end following the front around corners and the



opportunity to 'loosen' it using the throttle. There's far less body roll than a standard GTV and very little understeer to speak of. Like Johnny's car, the steering has no power assistance but it needs a lot less muscle strength to steer. The brakes are standard but will be replaced with a new CSR front set-up (four-pot callipers and larger vented discs).

Cosmetically it's all standard. The green paint is an official, original colour and the bump strips are South African spec. The interior, too, is original and unique to the South African market, with incredible Porsche 928-style chequered brown seat fabric. The dashboard is the early 'split' type with the rev counter ahead of the driver and the speedo offset; an OMP deep-dish steering wheel really sets it off well. Like Johnny's car, there's air con but it's yet to be fitted. One peculiarity of this African car is its driver's footrest, apparently designed to cope better with the bumpy local roads. 🇮🇹



Passionate for Perfection
THE ALFA ROMEO SPECIALIST

Maintenance • Parts • Car Sales

With more than two decades of experience, the business is passionate about the restoration and maintenance of all Alfa Romeo including the GTA marque, and other prestigious Italian vehicles, from the 60s, 70s, 80s and 90s

Tired and neglected vehicles are assessed for the work required to bring these wonderful historic Italian marques back to their former glory, we offer a full restoration facility for our clients

We've a full spectrum of facilities to enable any bespoke operation to be carried out, including any modification or upgrading work that might form part of the project. This might simply be the recommissioning of a fundamentally sound car that has been the subject of a lay-off, or the full restoration of a 'barn find' that still has a thick layer of dust on it's roof!

If it's perfection that you require Auto Stilo is the business to contact

Auto Stilo Limited
Unit 8a Johnsons Way
Park Royal
London NW10 7PF

07809 331082
www.autostilo.co.uk
massimo@autostilo.co.uk



AUTOSTILO



alex jupe motorsport
.co.uk

WE SPECIALISE IN BOTH ALFETTAS & DINOS



general servicing & restoration
engine & gearbox rebuilds
performance upgrades
cars for sale

Alfa Romeo specialist:

- Giulia 105 series
- Giulietta / Alfetta / GTV6 / 75 / SZ
- R S Racing handling kits
- Fiat Dino Servicing / Restoration



Tel: 01243 575760 alex@alexjupemotorsport.co.uk

TWIN CAM TWINS

We reckon this sporty Fiat 124 twin cam pairing represents the sweet spot in the respective histories of each model. But why exactly?

Story by Phil Ward
Photography by Michael Ward



Fiat's boxy 124 saloon, introduced in 1966, was a huge sales success. Even more than that, it became an icon, an accolade deriving from Turin's genius in selling manufacturing rights across the globe to countries like Russia, India, Spain, Bulgaria, Turkey, Korea and Egypt. The very last Lada VAZ '124' rolled off the line in 2012, by which time the 124 had cemented its place as the second best selling car of all time after the VW Beetle.

But it was the sporty models of 1967 that enthusiasts remember. The 124 Sport Spider and Sport Coupe offered performance driving that was truly affordable. Almost 200,000 Spiders were built, plus around 280,000 Coupes. The Spider was a great success in the USA, some 70 per cent of production crossing the Atlantic. While the Coupe also crossed the pond, it sold better in Europe and was also produced in Spain by Seat.

The 124 Spider was based on a shortened version of the saloon floorpan, the wheelbase shrinking from 2420mm to 2280mm (124 Coupes, on the other hand, retained the longer wheelbase). Aurelio Lampredi's legendary twin cam engine was used throughout the life of both the Spider and Coupe, shared with a variety of other Fiats, including the 124, 125 and 132. The 124 Coupe lasted until 1977, its DNA then passing on to the Lancia Beta. The Spider, however, was updated with a 2.0-litre engine and remained in production until 1985.

The two cars in this feature are both examples representing what we reckon are the ideal

specifications among the wide choice of derivatives on the market. While it is a fact that the majority of Spiders currently available are imported US versions, they are all compromised to some degree, both in terms of performance and aesthetics. European Spiders and Coupes are the most desirable on both counts but are harder to find. The saving grace for both versions is the current availability of European-specification original and aftermarket performance parts, so that any US import can be readily updated.

CLASSY COUPE

Alex Jupe's 1971 second series (BC1) 1608cc Coupe is a superb example, one of quite a few low-mileage, excellent condition examples being imported from Italy in recent times. All three series of 124 Coupes (AC, BC and CC) remain highly underrated as classic car choices. While the 124 Spider was never officially sold in the UK, the Coupe was. Sadly the vast majority of UK cars succumbed to corrosion, exacerbated by salted winter roads. Many were scrapped or reduced to a source of spares because the cost of restoration far exceeded the value of the car. Now that more Italian-market cars are becoming available, prospective owners can buy excellent, unmolested examples for half the price of an average Alfa Romeo 1750 GTV.

The BC Coupe was available in two versions, one with the gohp 1438cc twin cam and a single carb, the other a 110hp 1608cc with twin carbs. The Spider (BS) equivalent had the same choices, although the





bespoiled US version had only a single carb. Twin cam tuning guru Guy Croft regards the 1608 engine as the ideal production specification. The all-square bore and stroke of 80mm x 80mm offers both strong torque and a free-revving nature, while the twin carbs and long-overlap cams provide top-end sparkle. Guy reckons that this set-up has only been bettered in Fiat twin cam history by the 1585cc Strada 105TC.

Alex Jupe's car hails from the sunny Sicilian capital of Palermo. It has had its original paint refreshed and the interior is original. Italian owners are renowned for keeping their cars in original condition (including colour); indeed modified cars – except for competition use – are illegal in Italy. Quite why such a wonderful car as this has seen such little use in over 40 years is a mystery, but Alex's find is showing just 35,000km, which, when looking at the superb interior, seems genuine (although it must be noted that 124 odometers only display five figures).

One departure from originality is Alex's replacement of the 4.5J x 13 magnesium wheels with wider 7J x 13 reproduction Cromodora alloys. 124 Coupés have always looked under-wheeled and the 7Js fill the wheel arches nicely without looking 'boy racer'. This is sensible because old magnesium wheels do corrode and are not repairable safely.

On the road, the BC feels lighter on the steering than expected, given the big wheels and 185/70 boots. Unlike many restored Coupés and Spiders, Alex's car retains the original steering wheel. The rim is thin by any standards and I found it quite



uncomfortable. The gearbox works well enough, although having owned many 124s (I lost count after 10), I still don't understand why the fifth gear ratio is so close to fourth. However, changing up at 90mph is always a thrill.

Starting the BC from rest during the test was troublesome because the carbs 'went off' during the drive to the shoot. Alex reckons it's a rebuild issue using suspect parts that have created an air vacuum. According to renowned Fiat/Abarth specialist Tony

SPORTY SPIDER

Michael Cobelli owns one of the nicest and rarest 124 Spiders in the UK: a 1973 European-spec, chrome bumper 1800 (CS1). Build numbers of this model are disputed but the most popular opinion is that just 778 were built. From 1974 to 1978, every CS1 (over 16,000 of them) was built to US spec, fitted with front and rear wing indicator repeaters, impact bumpers and down-rated engines.

“ I still don't understand why fifth gear is so close to fourth but changing up at 90mph is always a thrill ”

Castle-Miller of Middle Barton Garage, there is an issue with poor parts coming from Far Eastern sources. Starting can be an issue with early twin cams that have a mechanical fuel pump. It can take a good prod on the accelerator and a few engine rotations to get the fuel into the carbs. While downdraught Weber 40IDF carbs (or the less favoured Solex option) are the norm for left-hand drive 124s, they can be quite needy in the adjustment and balance department. Side-draught DCOEs are much more reliable. They are an easy retrofit on right-hand drive 124s, which have better engine bay access. Depending on the distributor location (the top-mounted version is best for clearance), a rear offset inlet manifold may be necessary.

The third series Spiders were an evolution of the previous AS and BS models in that the engines were further developed. The 1438cc unit derived from the original OHV 124 and the 125-sourced 1608cc engine were replaced by 1592cc and 1756cc 132 series engines. Rationality of parts meant that both of the new engines were identical mechanically save for an 80mm bore on the 1592cc and 84mm for the 1756cc. The blocks were longer than the earlier engines, intended to improve cylinder head sealing. While this would suggest that the AS and BS series are undesirable due to potential head gasket failures, this is no longer the case as modern replacement gaskets are of superior quality. To avoid any issues, make sure your engine doesn't run out of water and overheat!



Shape looks great today, especially so on wider 7J alloys. This BC Coupe is one of a growing number of recent imports from Italy





Another ultra-clean Fiat shape from the 1960s. Euro-spec chrome bumper cars are best regarded



FIAT 124 SPIDER & COUPE



In terms of desirability, Michael Cobelli's Spider is a fine example of what a restorer and US-spec uprater should be looking at. Not only that but Michael's car has also been enhanced with twin carbs and a 4-2-1 exhaust manifold. From the basic 118hp the engine is now nearer, if not the same as, the 124 Abarth's 128hp.

This Spider originally hailed from the Veneto region of Italy and was painted black from the factory, the former body colour being evident in the engine compartment. Somewhere along the line it has acquired Lancia seats, which don't look at all out of place. It also has a smaller, thicker steering wheel than standard, which is certainly more confidence-inspiring than the thin-rimmed OE item.

Starting the car is more determined than the 124 Coupe, mainly due to later models having an electric fuel pump to prime the carbs on start-up. The steering feels slightly stiffer than I remember and I suspect that the steering box might have been over-adjusted. In any event, this didn't affect my enjoyment of the car. The shorter wheelbase makes the Spider more nimble than the Coupe. The whole car feels taut and the suspension is well damped. Pininfarina's build quality is such that scuttle shake is barely noticeable, even after 47 years of driving. The engine is well sorted with a smooth power delivery and no flat spots or hesitation. Clearly this engine wants to go and has plenty of revs in reserve beyond the mid range.

BUYING A 124 SPIDER & COUPE

Most mechanical issues on any 124 are within the capability of a competent enthusiast, including changing the cambelt, which makes both the Spider and Coupe an attractive choice among Italian classics.

Built at a time when Fiat was indifferent to corrosion protection, most early 124 Coupes were not undersealed from new and those that were treated by aftermarket products were not that well implemented – these were the days before Waxoyl. The very last CCs had the benefit of having some protection from the factory, with wheelarch liners doing wonders for preserving the front wings.

The Coupe has suffered more than most 1970s cars mainly because of its roof construction. While the slender pillars are great for allowing light into the passenger compartment, they carry plenty of stress, which creates cracks at the attachment points. Movement in the roof affects the integrity of the windscreen sealing, which is 'hot' bonded. While this system is common today, it was unusual in the 1970s and the correct seals were hard to come by. As a result, some replacement screens simply received a coat of mastic on top of the old bonding, and if poorly applied the screen could actually become detached.

The rear side window attachments can cause issues. The AC and BC have a rear opening latch that, when worn, can allow the window to open of its own accord. The CC has a different arrangement, the base of the rear pillar being redesigned to incorporate an air vent. Unlike the positive mounting on the AC and BC, the latch is bonded to the glass and if the sealing breaks then the window cannot be secured. Re-attaching the metal latch support to the glass will require some patience and a very efficient sealant. Both versions have delicate hinges on the B-pillars that weaken with use and will be very difficult to repair. The best option



is never to open the windows...

The critical areas when inspecting any 124 Coupe are the front and rear screen scuttles. Effective repair requires the removal of both the screen and even the dashboard. The scuttles were never available as separate parts and so need to be fabricated. Many otherwise excellent coupes have been scrapped because of the cost of professional repairs in this area.

Given these circumstances, it would be an advantage for the prospective buyer to locate a car that has had these repairs properly undertaken or, better still, a low-mileage imported car in original condition.

The 124 Spider has fewer corrosion issues than the Coupe, in particular imports from dry US states. Affected areas are likely to be the chassis area around the front jacking points and the inner sills. Spiders have detachable outer sills which may well hide the issues within.

Purchasing a US-spec 1800 CS1 and running it without uprating it to European specification may well be something of a disappointment to the owner. The low-compression engine with its lowly power output, combined with heavy bumpers and a high ride height, are certainly not attractive sports car attributes. However, using a solid US-spec car as basis, it is perfectly possible to recreate a Spider to the same quality as Michael Cobelli's superb example.

In theory buying a US import for £5000 and spending £15,000 on a DIY upgrade could equate to spending £20k on a good, restored example. If the prospective owner is not prepared to get the spanners out then perhaps a readily available post-1980 fuel-injected Spider 2000 or Spidereuropa would be a better bet. Current values for good, low-mileage cars vary between £15,000 and £25,000. 🇮🇹

Spider is clearly a sportier drive than the Coupe but both have their allures. Fully and properly restored cars make the best buys



Selected Specialists
 Middle Barton Garage
www.middlebartongarage.com
 Alex Jupe Motorsport
www.alexjupemotorsport.co.uk

The 124 Coupe is currently for sale. Contact Alex Jupe for details on 01243 575760



MIDDLE BARTON GARAGE

FIAT AND ABARTH SPECIALISTS

ESTABLISHED 1987

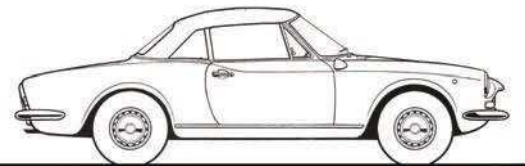


Spares and Workshop
• Servicing •
Repairs • Restoration
E-COMMERCE WEBSITE
FOR ALL CLASSIC FIATS

MBG specialises in both parts and engineering for 124's.
We can supply most parts and our workshop undertakes servicing, repairs and restoration of all 124 models. You can visit our very comprehensive 124 parts section on our eCommerce website.



NEW ALLOYS
5.5", 7" and 8x13
Campagnolo style
wheels available
for classic Abarth
and Fiat models
(98 PCD)



Middle Barton Garage, Troy, Ardley Road,
Somerton, OX256NG

Tel ++44 (0)1869 345766 • Fax ++ 44(0)869 346581

www.middlebartongarage.com

SWEET SHORT

This short wheelbase 250 GT stormed Le Mans, the Nürburgring and many other great European circuits. We tell the remarkable story of chassis 2689GT

Story by Richard Heseltine
Photography by ted7.com





Over time, certain words lose their potency through misuse or overuse. The words 'legend' and 'icon' are among their number in the modern age. However, the Ferrari 250 GT Berlinetta (aka the Short Wheelbase or SWB) was – and remains – a legend in motor racing lore and an icon in the marque's compelling backstory. Its status as one of the greatest GT cars ever to turn a wheel was cemented while it was still winning in the FIA's Grand Touring World Championship and elsewhere.

Nothing has changed in the meantime. If anything, its standing has been amplified.

The car pictured here, chassis 2689GT, is a SEFAC 'Hot Rod' edition (SEFAC standing for Società Esercizio Fabbriche Automobili e Corse, the name under which the Ferrari company was publicly incorporated in 1960). Only a handful of SWBs were built to 'Comp/61' specification, complete with Rizla-thin aluminium coachwork and assorted engine mods. Some sources claim as few as eight were made. It enjoyed a

relatively slender competition career in period, but it was a stellar one nonetheless. Acquired new by textile magnate and gentleman driver, Pierre Noblet, and also steered by industrialist (and future works Ferrari star) Jean Guichet, its third place finish in the 1961 Le Mans 24 Hours – its maiden race – was merely the opening salvo.

That Ferrari scorched to victory in the 29th running of *Les Vingt-Quatre Heures Du Mans* came as a surprise to nobody. Eleven cars bearing the prancing

Noblet/Guichard [sic] with 4258.009 kilometres [2645.804 miles].” Such was their pace, they averaged 110.245mph and completed 317 laps. That was three more than overall victors Olivier Gendebien and Paul Frère had managed a year earlier aboard their works Ferrari TR59/60.

The car’s second outing was at Monza for the September 1961 InterEuropa Cup races that supported the Italian Grand Prix. In the event for larger-displacement GT cars, it soon boiled down to a battle

“ By 4pm on Sunday at Le Mans, they ended the race in third place overall and first in class ”

horse logo featured among the 55-strong entry. For Noblet and Guichet, however, the race was a voyage of discovery. They had been obliged to participate in the April Le Mans time trials aboard a different Ferrari, since 268gGT was still in the throes of creation. Noblet took delivery on 30 May 1961, a mere 11 days before its maiden outing, and 48 hours *after* the car’s intended circuit debut in the Nürburgring 1000km. Accordingly, they had spent little time behind the wheel prior to the start of the race at 4pm on 10 June 1961.

As was his privilege as the car’s owner, Noblet took the wheel for the opening two-and-a-half-hour stint before handing over to Guichet. It had rained for 38 days in a row during the run up to the start, and precipitation early on resulted in poor conditions that caught out several drivers. By 11pm, Noblet and Guichet were circulating in ninth place. As dawn approached, they had moved up to fifth amid further attrition. By 4pm on the Sunday afternoon, they ended the race in third place overall and first in class. Gregor Grant reported in *Autosport*: “No Grand Touring records are, as yet, officially recognised, but the greatest distance ever covered in this category was by

between the SWBs of Carlo Maria Abate and Noblet. The former held a slender lead early on, only to lose precious minutes during a botched tyre change. In the closing stages, Noblet was comfortably clear of his pursuers. However, Abate charged back into contention, guiding his car on its lockstops as he made up places. According to *Autosport*: “Abate eventually overtook all but Noblet who was driving faster than he has ever done before. Closer and closer he came, but he just could not take the Frenchman.” Despite a late coming together, Noblet held on to take the win.

A month later, Guichet was entered in 268gGT for the Coupe du Salon meeting at the Autodrome de Linas-Montlhéry. He led comfortably during the first half of the race, only to retire amid a fug of white smoke. A fortnight later, 268gGT returned to the circuit near



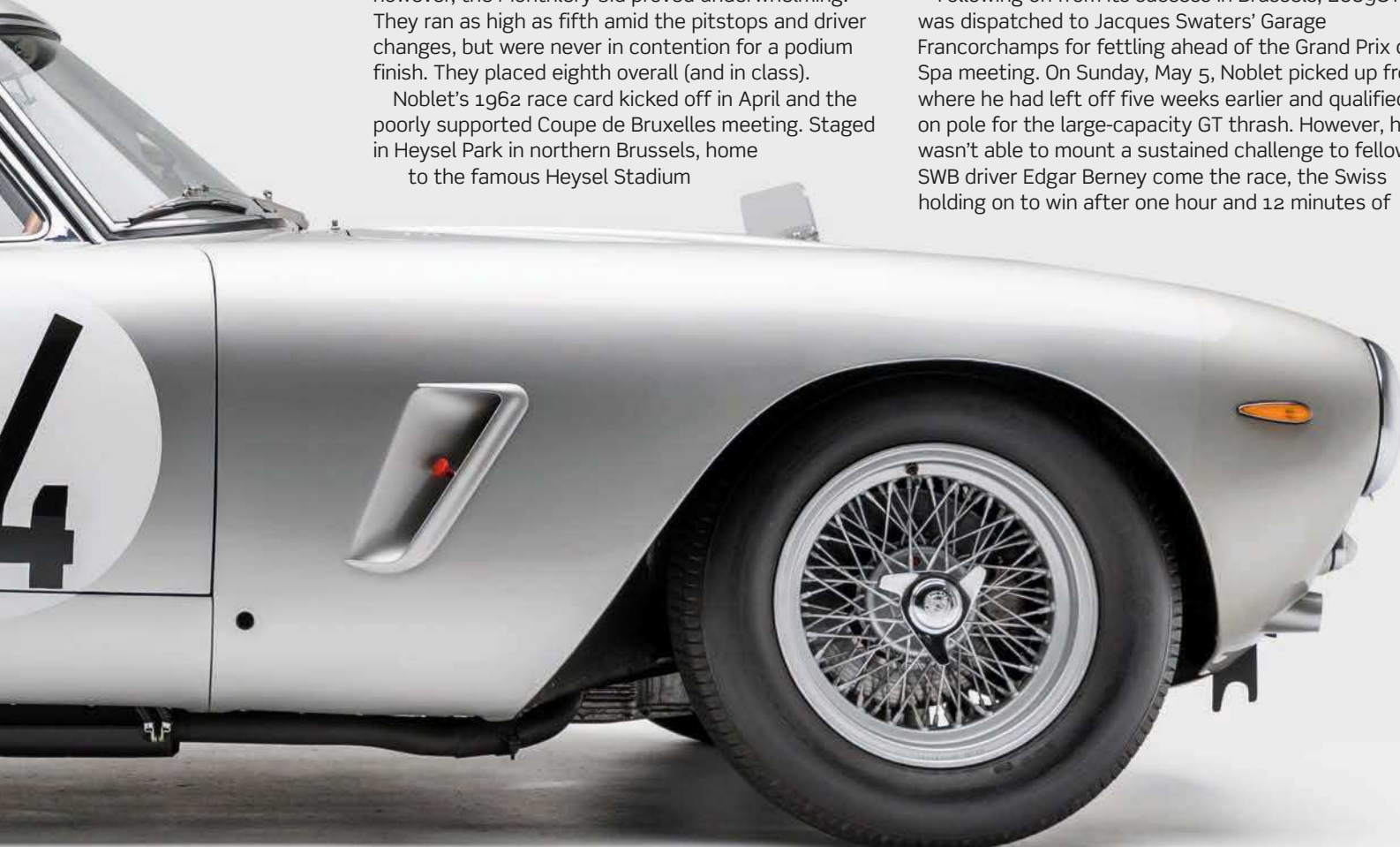


the French capital for round nine of the International Championship for Manufacturers – the Paris 1000km. The organising body, the Automobile Club de l'Isle de France, attracted a bumper crop of privateer and works teams, the heavily promoted event playing out before more than 30,000 spectators. For Guichet and Noblet, however, the Monthléry bid proved underwhelming. They ran as high as fifth amid the pitstops and driver changes, but were never in contention for a podium finish. They placed eighth overall (and in class).

Noblet's 1962 race card kicked off in April and the poorly supported Coupe de Bruxelles meeting. Staged in Heysel Park in northern Brussels, home to the famous Heysel Stadium

and the Atomium, the event comprised Grand Touring races for a variety of classes, with Noblet competing in the 2.5-litre and above category aboard 268gGT. His was one of five 250 GT SWBs entered in the headline race. He blasted into an early lead, which he maintained throughout the 10-lap encounter.

Following on from its success in Brussels, 268gGT was dispatched to Jacques Swaters' Garage Francorchamps for fettling ahead of the Grand Prix de Spa meeting. On Sunday, May 5, Noblet picked up from where he had left off five weeks earlier and qualified on pole for the large-capacity GT thrash. However, he wasn't able to mount a sustained challenge to fellow SWB driver Edgar Berney come the race, the Swiss holding on to win after one hour and 12 minutes of





FERRARI 250 GT SWB



This is one of only a handful of 'Comp/61' SWBs with ultra-thin alloy bodywork and tasty engine mods



racing; Noblet had to settle for second place. Later that month, Noblet and Guichet teamed up once again to contest the Nürburgring 1000km. A persistent oil leak blunted their challenge, but they finished in seventh place overall, and second in class. This was the car's sixth finish in seven races.

However, the partners would not share 268gGT for the following month's Le Mans 24 Hours. Despite Guichet and stand-in Willy Mairesse having been fastest of all 22 runners during April's test weekend (albeit with some works teams conspicuous by their absence), the former would be armed with his new 250 GTO for the round-the-clock race in June. He and Noblet finished a brilliant second overall and first in class. Mairesse, incidentally, had been first, second and third fastest during the test weekend, having alternated between 268gGT, the UDT Laystall 250 GTO and the factory-entered 330 TRI/LM.

Following the Nürburgring run, 268gGT was dispatched to Jacques Swaters' workshop in Brussels before returning to France ahead of its final frontline outing. Noblet was about to race the silver-and-Gordini-blue Short Wheelbase on home soil. During the July 1962 Trophée d'Auvergne meeting at Clermont-Ferrand, Noblet came home in sixth place. For Noblet, whom *Sport Auto* praised for his "performance splendide", this outing was perhaps not the swansong he had hoped for, but it was a strong showing nonetheless.

In November 1962, ownership passed to Natalia Morabito of Rome, who didn't keep the car long; it was acquired a year later by gentleman driver, Federico Martignone. He reputedly bought it for his son to race, but there is no record of Martignone Jr ever campaigning the car. In 1965, 268gGT was offered for sale via Rome-based airline pilot and sometime car dealer, Roberto Goldini. Around this time, the colour was changed from silver with a blue stripe to 'resale red'. That same year, the SWB was dispatched to California, having been acquired by American, Edwin K 'Ed' Niles. He didn't keep the car long, either. 268gGT



was sold to Anthony Tersigni in 1965. It remained in California, but was little used during his ownership.

In 1974, Michael Pokorni acquired the car, purportedly for \$4500, by which time it was in decidedly careworn condition. His ownership lasted only a few months as it was sold to Bob Solomon via well-known dealer/race entrant, Harley Cluxton. Pokorni clearly knew a thing or two about flipping cars because it changed hands for

long since hung up his helmet, but he came out of retirement to have one last dalliance with an old flame. Using only second and third gears while he learned the track, he guided car 14 to a respectable ninth place in his first race since the late 1960s.

Upton showed the Ferrari from time to time thereafter, and also campaigned it as a driver/entrant during the 1987 Historic Automobile Races at

Today chassis 2689GT has earned its retirement, being used as a tool for occasional blasts in the US

“ *Sport Auto* praised his ‘*performance splendide*’ in the car’s swansong outing – it was a strong showing ”

\$10,000. Solomon, in turn, moved it on a year later, John Upon of Hillsborough, California purchasing what was effectively a wreck. He then initiated a restoration that would last the better part of a decade.

Upton wasted little time enjoying the car on its completion. He arranged for Pierre Noblet to travel from his home in Coix, France to the Monterey Peninsula for the 1984 Historic Automobile Races at Laguna Seca. Noblet, by now of pensionable age, had

Monterey, before offering the car for sale in 1993 via UK dealer, Adrian Hamilton. “John called me one day out of the blue,” Hamilton recalls. “I brokered the sale between John and Bob Baker.” 2689GT changed hands for an eye-watering £1.3m, then a commanding figure for a 250 GT SWB. In February 1996, the car was sold to Australian Kerry Manolas for \$1.6m in a deal once again brokered by Hamilton.

Manolas arranged to take delivery of 2689GT at the



Maranello

CLASSIC PARTS

THE **ONLY** AUTHORISED WORLDWIDE FERRARI CLASSIC PARTS DISTRIBUTOR

- More than **35,000**, and still increasing product lines in stock
- Over **£38 million** of parts inventory and detailed information for over **385,000** lines
- **We buy** old genuine stock - contact us for details
- Parts for road cars from **1950** to the supercars of today
- Unrivalled **knowledge** and **experience** in identifying your parts requirements
- **Licensed** to remanufacture a huge range of parts for older models
- We will **price match** on all genuine Ferrari parts
- Delivery **anywhere** in the world

☎ +44 (0) 1784 559102 ✉ parts@ferrariparts.co.uk 🌐 www.ferrariparts.co.uk

📘 @Maranelloclassicparts 📷 @Maranelloclassicparts 🐦 @Maranelloparts

PRESERVING THE PAST, PRESENT & FUTURE.





August 1996 Pre-Historic races at Laguna Seca, a week before the Historic Automobile Races meeting. The car was entered for Matthew Martin, son of former Ferrari 250 LM pilot, Spencer Martin, who was down to drive Manolas' Jaguar C-Type. The SWB performed well, but Spencer Jr tangled with an errant Chevrolet Corvette driver which resulted in a damaged left flank and a bent wing. The next few days were spent patching the car up prior to a repeat run at Laguna Seca seven days later. While it may have appeared a little battle-scarred, the SWB placed third behind a pair of 250 GTOs. The Ferrari's next outing was the Colorado Grand, with Manolas and Spencer Martin sharing the driving during the 1000-mile event, before it was shipped to Australia. Christchurch's Auto Restorations then set about returning the car to pristine condition ahead of its next race meeting, the July 1997 Historic Festival at Silverstone where Martin Jr claimed a brace of class wins.

Shortly after this successful showing, 268gGT was sold to Lord Cowdray (Michael Pearson) in a deal brokered – yet again – by Hamilton, which involved a partial trade against an aluminium-bodied, non-SEFAC-

spec 250 GT SWB. The aristocrat drove it in the *Régularité* class of the April 1988 Tour Auto alongside Roger Middleton. By this time, it was wearing the registration number '100 SWB'. In January 2000, the car was transported to West Palm Beach for the 11th Cavallino Classic concours d'elegance. It was displayed by Hamilton who that same month brokered a third sale to American collector Greg Whitten for \$2.375m. 268gGT remained in his keep until 2003 when it was acquired by Bruce Meyer. The Californian spotted an advertisement in a car magazine while on holiday in France (Adrian Hamilton was again brokering the sale – quelle surprise!). The Californian cut short his trip and hotfooted it over to Hampshire to buy the Ferrari, a car he had coveted since his youth.

268gGT nowadays enjoys a pampered existence, but Meyer appreciates the SWB's worth as opposed to its value. This old warhorse gets used, its current custodian driving it to his favourite California hangouts as and when the mood takes him. This may be a world away from the car being guided with gusto at Le Mans, Monza and the Nürburgring, but this most feted of Ferraris has certainly earned its retirement. 🇮🇹

No two examples of the 250 GT SWB were exactly alike. Top speed of 160mph possible with right gearing



SPECIAL OFFER

The book *Ferrari 250 GT SWB – The Remarkable History of 268g* – can be ordered from Porter Press at www.porterpress.co.uk with a reader discount of 10 per cent. Simply quote **ITALIA10** to obtain your discount

FERRARI PARTS SPECIALIST
SUPERFORMANCE

UNRIVALLED ENGINEERING AND TECHNICAL EXPERTISE



LARGEST
INDEPENDENT SUPPLIER OF
PARTS FOR FERRARI CARS

OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING

UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE

DEPENDABLE
BIG ENOUGH TO COPE
SMALL ENOUGH TO CARE

CONTINUOUS
REMANUFACTURING OF OBSOLETE
AND UNAVAILABLE PARTS

FAST EXPRESS
WORLDWIDE SHIPPING DAILY



SUPERFORMANCE.CO.UK +44 (0)1992 445 300

CELEBRATING 37 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



ENZO'S Q-CAR

In an effort to remain incognito, Enzo Ferrari would usually travel around in ordinary Fiats. His personal Ritmo 85 S, a gift from Fiat, looked pretty much standard but it had a hidden secret: it was 'Abarthised' by the Fiat factory

Story: Luca Gastaldi/Ruoteclassiche
Photography: Alessandro Barteletti







Hang on, this doesn't look right at all: a Fiat Ritmo five-door with Abarth wheels and little Prancing Horse badges. Abarth never made a five-door Ritmo. Nor did Abarth invent its 'Tributo Ferrari' badge until the Abarth 695 special edition of 2010, long after the Ritmo was retired. So what on earth is this Fiat/Abarth/Ferrari hybrid?

It all stems from the fact that, when he was out and about, Enzo Ferrari liked to remain incognito. He was happy to accept, as gifts from Fiat in Turin, ordinary models in which to be chauffeured around. This Ritmo

85 S is one such gift, a car that would become his favoured personal car for fully three years. But although it looked pretty much like a regular Ritmo on the outside, the car delivered to Modena was far from being ordinary under the skin. It had the heart of an Abarth 130 TC beating inside it.

We got the chance to catch up with this unique car at the Officine Classiche Abarth workshops in Turin. Fiat's classic car department has been restoring and tuning Scorpion brand cars for several years now, and has even taken a leaf out of Ferrari's book by offering official certification for

classics. And it's not just Abarth-badged cars cosseted here, either: as well as road and race Scorpions, also welcomed are all the Fiat, Lancia and Alfa Romeo models that ever had any connection to the House of the Scorpion. For instance, most of Fiat's competition models up until the 1990s, including the last Alfa Romeo Touring Cars, were manufactured in Corso Marche, the legendary address of Abarth up until 1994.

The Officine Classiche team occasionally comes across unique cars. One such car to cause great excitement recently is this apparently anonymous Fiat Ritmo. It's a



second series, five-door 85 S in metallic silver. On the face of it, nothing special – perhaps slightly rarer than the Ritmo 60s that populated the garages of Italian families in the 1980s, but hardly collectable. However, many small clues give away the fact that it's no ordinary Fiat.

For instance, the Pirelli alloy wheels are the same as you'd find on the Abarth 125 TC and 130 TC. Then there's the fat exhaust tailpipe. Looking inside reveals a nice wood-rim Nardi three-spoke steering wheel and three extra Veglia gauges housed where the radio should be – one for the battery charge, one for oil pressure and one for oil temperature.

It's clear that this unusual Ritmo has a whole story to tell, and that story begins with a particular pair of badges under the front wing indicators: Ferrari Prancing Horses on a yellow background. Although discreet, they don't go unnoticed and betray the fact that this car's story concerns Maranello.

Yes, this silver Ritmo belonged to Enzo Ferrari. It rolled off the production line in 1982 (just after the launch of the second series Ritmo). It was registered by Fiat Auto SpA with the numberplate TO Y48401 on 22 November 1982, quite possibly as a demonstrator or press car (interestingly, *Quattroruote* magazine published a the road test of a 'twin sister' car registered TO Y37066 in December 1982).

Then, in early 1985, our Ritmo underwent a major organ transplant. The engine, exhaust and suspension were all replaced with those of the 130 TC Abarth. Its 2.0-litre twin-cam engine, complete with two big 40 Weber carburettors, replaced the original 1.5, increasing the power output from 82hp to 130hp. The brakes also came from the Abarth 130 TC, as well as the uprated exhaust system and dampers. An update of the registration certificate and numberplate legalised all the modifications.

The modified Ritmo was delivered to Modena (hence the new numberplate – MO 647734 – with MO standing for Modena) as a gift for Enzo Ferrari on 9 March 1985. According to his trusted driver, Dino Tagliacruzchi, who served from 1969 to 1988 and passed away on 9 April 2016 at 73 years of age, *il commendatore* did not like to attract attention when travelling. For his frequent trips, he preferred anonymous, inconspicuous cars, but they did have to be both comfortable and fast, if possible. Not that the original 1978 Ritmo impressed Enzo. When he was first given an early example on trial, he was reportedly baffled by the interior design, asking "What is all this cardboard packaging?"

The list of 'ordinary' cars used by Enzo Ferrari is very long indeed. Most of them were Fiats (including the 128, 124, 125, 130, 131, 132 and Croma), as well as a few Peugeots and Renaults. He also famously used a Lancia



ABOVE: Enzo Ferrari and his trusted driver Dino Tagliacruzchi, on board the Ritmo, which was used for journeys between 1985 and 1988

BELOW: Interior boasts a Nardi steering wheel with a wooden rim and three extra Veglia gauges housed in the radio compartment



TECHNICAL SPECIFICATIONS

FIAT RITMO 85 S ABARTH

ENGINE:	1995cc 4-cyl
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	9.4:1
INDUCTION:	2 x Weber 40 DCOE
	145/146 carbs
POWER:	130hp at 5900rpm
TORQUE:	130lb ft at 3600rpm
TRANSMISSION:	Five-speed manual, front-wheel drive
BRAKES:	Front discs, rear drums
TYRES:	185/60 HR14
DIMENSIONS:	4014mm (L), 1650mm (W), 1374mm (H)
WEIGHT:	1020kg
MAX SPEED:	121mph
0-62MPH:	7.8sec

RAUCOUS RITMOS: THE ABARTH STORY

The first Ritmo with an Abarth badge was the 125 TC launched in Italy in September 1981. Available only in three-door hatchback form, it received the same 2.0-litre twin camshaft engine (hence 'TC') as in the 131 Rally Abarth, with Marelli Digiplex electronic ignition. The maximum power output of 125hp was boldly emblazoned on the car's badge. It had a ZF five-speed gearbox, while its suspension was derived from the Group 2 racing Ritmo. This was indeed a true hot hatchback, capable of a top speed of 118mph and 0-62mph in 8.7 seconds, and represented a real challenge on the road to the Volkswagen Golf GTI, even if the VW proved much more popular in the marketplace. Which sadly did not include the UK – the 125 TC was never imported here.

The launch of the second series Fiat Ritmo in October 1982 led to an upgrade of the Abarth, whose power duly increased to 130hp. The engine now featured two twin-choke carburettors (Weber 40 DCOE 145/146 or Solex ADDHE). Top speed and acceleration times both improved and a longer final drive ratio (15/51 instead of 14/50) allowed slightly better fuel consumption. Both on the outside and inside, the 130 TC looked sportier and more purposeful. The new Abarth 130 TC appeared in price lists in Italy in May 1983, and in the UK (as the Strada 130 TC) in 1984, lasting until 1987.



Thema 8.32 which, since it had a Ferrari engine fitted, was perfect for him. This Abarthised Ritmo was reputedly the very last car which Enzo used before his death in 1988.

Even after Signor Ferrari's demise, the Ritmo remained at Maranello – in fact, it wasn't retired until the end of 1995, after a full decade in service, latterly as a corporate pool car. The silver Fiat was eventually purchased for a mere 250,000 lire by a Vicenza-based scrapyards owner, ready to be crushed. Fortunately, though, it escaped the crusher's jaws. It was deregistered, however, and lost its nice Modena number plate.

Then a collector from Tuscany rediscovered the car and decided to restore it. He took it to the FCA Heritage workshop for official certification, since the car's

relatively high-profile tyres, it rolls quite a lot. And while grip is good, you always feel like it's on the edge. There's mild understeer and it's possible to lift a front

“ This Abarthised Ritmo was reputedly the very last car which Enzo used before his death in 1988 ”

Abarth 130 TC parts were fitted in period by the Fiat factory. Under the skin, it had all the parts necessary to obtain Abarth certification. The car was duly re-registered, although not with a Modena plate.

As befits an engine that, with 130hp, surpassed all other hot hatches in its day, this is a real wild horse to drive. On

wheel but the thing you really take away is just how nervously alive the front wheels feel: all 130 horses

snort away wildly, seemingly desperate to break free of their reins.

One thing's for sure. Should you ever find yourself next to an anonymous-looking silver Fiat, think twice before you press the accelerator as the traffic light turns green. Hidden prancing horses, all too eager to gallop away, may be hiding under its bonnet. 🇮🇹

You can now have that car you once dreamed of.
An iconic classic Alfa Romeo or Lancia from the 1970s,
80s or 90s, but re-imagined.

At Originale Italiano we share your passion.
Each project typically takes 700 hours, such is the level
of detail and finish we strive to achieve



Legends Reborn

Relive the experience.



Originale Italiano projects:

#002 - VX Coupe / Sold

#010 - Trevi 2000 / POA

#012 - VX HPE / just completed 837 hour rebuild to new.

#017 - VX Coupe and #018 VX HPE Coming in 2021.



To enquire contact:
Patrick 07738 291388
patrick@patrickhurst.com



TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



Probably the UK's best known Daytona conversion, and one possessing a fascinating history, '14397' comes complete with its Ferrari leather book pack; a large file of sundry invoices; old MOT certificates; two keys; a copy of the factory build sheet; and copies of the original order form, Italian customs form, and warranty booklet.

OTHER FERRARI CLASSICS FOR SALE



1950 Ferrari 195 Inter Coupe



1963 Ferrari 250 GT Lusso



1952 Ferrari 212 Europa Cabriolet



1967 Ferrari 330 GTC



1973 Ferrari 246 GTS



1962 Ferrari 250 PF Cabriolet S11



WWW.TALACREST.COM

+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com



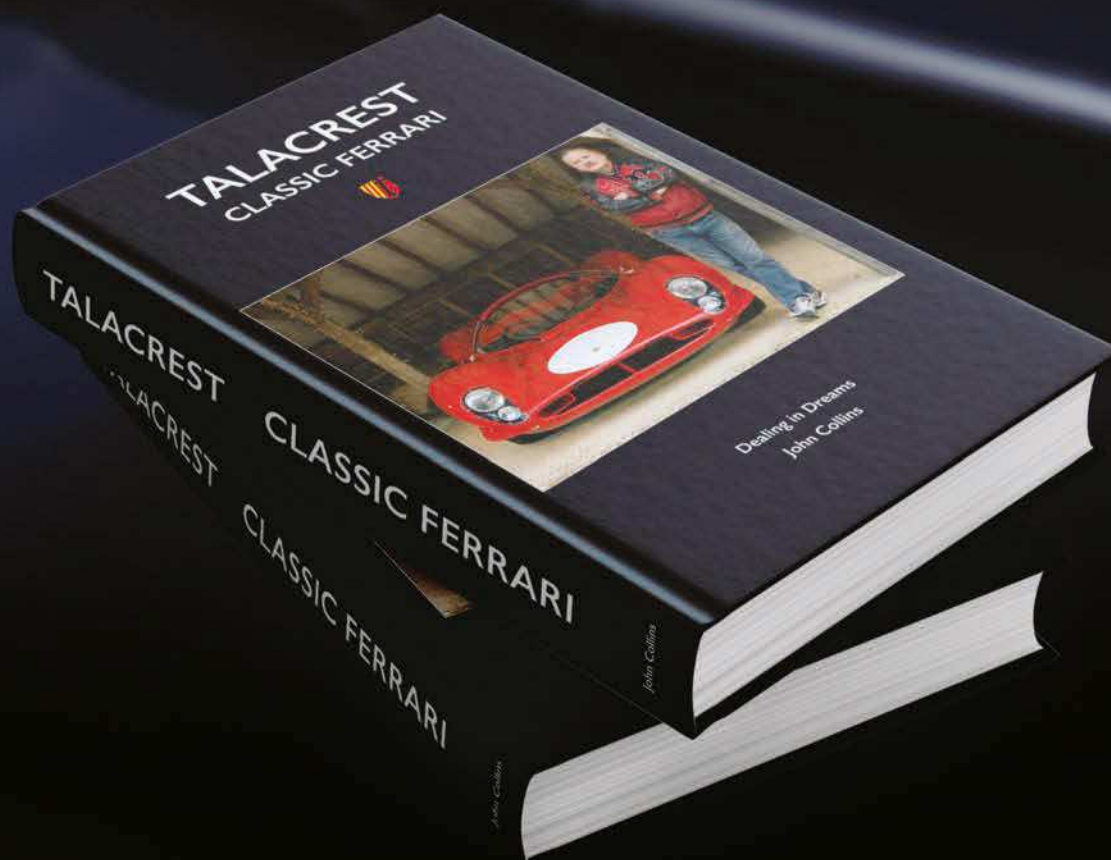


TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER

DEALING IN DREAMS

A fascinating new book by John Collins
A must read for Ferrari enthusiasts



This is a beautifully printed coffee table book measuring 310 mm x 250mm and tells the inside story about John Collins and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia magazine and Marcel Massini amongst others and includes many important Ferrari road and racing cars, many are accompanied with histories, track tests and how the deals were done.

The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win the Queen's Award for Export.

Apart from the cars there are fascinating chapters about John's personal life and other achievements. John's connections with the Sport of Kings and his love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and the Racehorse Sanctuary

ORDER YOUR COPY SECURELY AT TALACREST.COM



WWW.TALACREST.COM

+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com





MC MIDSHIPS

The launch of a new Maserati is always a celebration – and with the new MC20 supercar due imminently on both road and track, we take a look at Maserati's illustrious line of mid-engined racers from 1961 onwards

Story by Peter Collins

Images by Michael Ward & Peter Collins

In just a few short weeks' time, we'll know everything there is to know about Maserati's all-new MC20 mid-engined supercar. While it's obviously going to set Trident showrooms alight, the meaning of its name – it stands for 'Maserati Corse 2020' – clearly indicates that the brand will soon return to racing.

This is entirely fitting. Maserati not only has a long history of racing but also an illustrious line of mid-engined racers that stretches back decades. As a taster for the arrival of the new MC20, here we're going to celebrate those forebears, from the Tipo 63 of 1961 through the 64 and 65 to the Barchetta and the MC12 of the modern era.

The reason for the appearance of the very first mid-engined Maserati, the Tipo 63, was purely down to racing expediency. Maserati had gained an undying reputation for success and innovation with its great little Tipo 60 and 61 sports racers, colloquially known as 'Birdcages' due to their highly complex but effective multi-tubular chassis. These legendary racers carried their power units in front of the driver and, whilst in

the hands of the likes of Stirling Moss and Masten Gregory this proved to be a winning combo, time and science was moving on.

The late 1960 Nassau sportscar event was the first in which a Tipo 61 had not led a race it had entered. Earlier in the year, Lotus had introduced its Type 19 and Cooper its Monaco, both with the power unit placed behind the driver, while Porsches had always been rear-engined. And when conservative Ferrari ran a rear-engined car at the Grand Prix in Monaco 1960 for the first time, the direction of design was clear.

Giulio Alfieri started work on what was to become a mid-engined Birdcage successor in 1960, duly given the title Tipo 63 (Tipo 62 had been allocated to a stillborn V8-engined drawing-board design and powerboat engine).

The familiar steel tube Birdcage structure was used, clothed in aluminium bodywork, with double wishbones up front and a de Dion tube at the back. Most 63s used the trusty, lusty big four-cylinder engine, but Maserati's 3.0-litre V12 screamer was also fitted.

The best race results achieved by Tipo 63s were





during 1961 when, in April at the Targa Florio, two cars finished fourth and fifth, while in June 1961, one car completed the 24-hour grind at Le Mans to take fourth place overall.

Further developed versions of the 63 – the 64 and 65 – followed in 1962 and 1965, but problems including budget restraints, reliability and a tragic fatal accident finally put a stop to these activities. As Maserati racing expert, Willem Oosthoek, put it: “By the end of 1962 the rear-engined Birdcage programme was dead”.

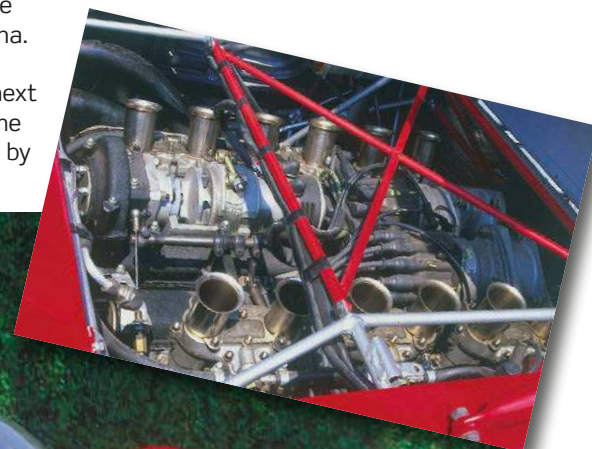
During the 1970s and 1980s, Maserati got busy building and developing mid-engined road cars in the shapes of the V8 Bora and V6 Merak. Of the former, two chassis (3000 and 3001) were constructed in 1973 on the instigation of Maserati’s French agent, Jean Thépenier, to the then-current Group 4 GT racing regulations with the intention of running at Le Mans. Sadly this never happened due to the FIA being unprepared to grant the cars homologation. One of the cars raced successfully in the Ferrari/Maserati Historic

race series around the turn of the century.

Moving on, at Maserati’s press presentation in December 1990, an exciting concept of what the company could be building in the future was displayed in the form of the Marcello Gandini-designed mid-engined Chubasco. The wedge-shaped profile of the newcomer was similar to Gandini’s Lamborghini Diablo. It featured a backbone chassis, which had been one of Alessandro de Tomaso’s pet design principles, twin wishbone rear suspension with pull-rods and power was to have come from a 3.2-litre V8 (as used in the Shamal) developing 430hp. However, it never proceeded beyond the concept stage and the mock-up ended in the superb Panini collection near Modena.

Certain features of the Chubasco prototype were carried over to the next ‘middie’ bearing the Trident badge: the Barchetta of 1991. This was created by the design team of Carlo Gaino and

*ABOVE & BELOW: Tipo 63 was first Maserati ‘middie’
NEXT PAGE: Group 4 Bora at Vallelunga; Chubasco; yellow Barchetta at Zandvoort*



MID-ENGINE D MASERATI RACERS





MC12s raced extensively with great success. Farina's Birdcage 75 (bottom right) was also MC12-based



Sergio Beccio of Synthesis Design in Turin. Gaino was ex-Italdesign and Beccio's background had been in aerodynamics at Pininfarina, Lancia Corsa and Osella. Between them, they had the Lancia ECV2 from 1988 on their CV (see *Auto Italia* September 2020) and were later to follow up with the racing Alfa Romeo 155 GTA in 1992. Also theirs was the De Tomaso Guara, which borrowed its backbone chassis from the Barchetta.

The Barchetta was one of the last ideas to come from Alessandro himself before his untimely death. It was conceived as the basis for a one-make race series entitled the Grantrofeo Monomarca Barchetta Maserati which, it was planned, would revive the marque's waning fortunes.

During 1992, on circuits throughout Italy and Europe, six rounds were held; the series was then expanded to 10 events for 1993, but there were not enough takers and it folded after that. A number of famous drivers took part, including Le Mans winner Jan Lammers, Carlo Facetti and Sandro Munari, as well as privateer Thomas Bscher who was an avid collector of Maseratis. The first series champion was John Nielsen.

The Barchetta's innovative aluminium and composite central chassis had racing-style suspension attached via subframes and used push-rods at the front and pull-rods at the rear, as in then-current Formula 1 practice. The bodywork was of moulded carbon composite. The power unit was the 2.0-litre turbocharged 90-degree V6 as fitted to the Ghibli Open Cup car, tuned to provide 315hp at 7200rpm, which provided strong performance in a car weighing just 775kg. The transmission was a six-speed ZF manual gearbox.

It's thought that 17 cars were built in total. One Stradale prototype was proposed, but never fully realised. One Barchetta was purchased by Drummond Bone and campaigned successfully in the UK in the *Auto Italia* Intermarque race series at circuits



DRIVING THE TIPO 63

We were lucky enough to drive chassis number 63.008. This car uses a V12 producing 300hp at 8000rpm – a lot in a car weighing just 730kg – and its 24 spark plugs, 12 open trumpets for six twin-choke carbs and four 'anti-aircraft gun' tailpipes look, and sound, quite something. Firing it up brings a massive mechanical thrash.

These were early days for rear-engined racing cars and Maserati was on a steep learning curve. This Birdcage may look effective but it's not an easy car to drive. The V12 engine is placed so far forwards that it pushes the driver too close to the pedals. Distortion through the Plexiglas screen is truly horrendous, forcing you to look over the top of it.

Clunk the five-speed lever left and back for first gear, do the usual balancing act with the racing clutch and away you go. With 2.2 turns between locks, the big wood-rim wheel responds quickly, although there is little grip at the tyres. With plenty of torque, the V12 is quickly into its power band.

Top speed is a frightening 190mph and 0-60mph takes 5.5 seconds. But braking and handling are of the 1961 variety, worse still with a full fuel load. Relax for a second and you'll be in the soup. Failing to plan a long way ahead is something you only do once. This may be a difficult car to master but the lasting positive memory is just how fabulous the Tipo 63 looks close up. Beautiful things, like beautiful people, are always forgiven. – *Roberto Giordanelli*



DRIVING THE BARCHETTA

The Barchetta looks a simple and neat machine as you drop down into it: two tartan race seats, two Sabelts, conventional instrument pod, tiny suede Momo wheel, Tilton pedal box and token windscreen. Starting up the 2.0-litre twin-turbo V6, it idles like a road car. Setting off, 1.2bar of boost is already available at 3500rpm and by 4250rpm maximum torque (373Nm) really flings the Barchetta along. 315bhp arrives at 6250rpm and as for top speed, that depends on which of the three final drives available you chose – between 170mph and 190mph.

The clutch is easy and the gear linkage works very positively in operating the six straight-cut gears. In motion, though, all you hear is deafening wind noise.

The rear wing is set to maximum downforce and the fully adjustable suspension is set up to understeer. Maintaining long sideways action for the photographers proves easy, though. The Barchetta's rear weight bias never turns mild power-induced oversteer into terminal oversteer and the quick (2.5 turns) steering is a delight, as are the huge Brembo brakes. – *Roberto Giordanelli*



throughout the country, as well as hillclimbs abroad.

The launch of Ferrari's hypercar, the Enzo, was not initially expected to produce a competition version, but Maserati had other ideas. Some 13 years after the introduction of the Barchetta, the 2004 debut of the MC12 road car led rapidly to the development of a racing version, the *Versione Competizione*. Initially 25 Stradales were constructed in 2004, followed by a further 25 in 2005. In addition to these, 12 racing cars were made to compete in the FIA GT Championship, making a total of 62 MC12s in all.


Ferrari's Enzo provided the chassis but the MC12 was a whole lot more than just a different body mounted on a chassis from the Trident's erstwhile competitor down the road in Modena. For a start, it was a bigger machine than the Enzo in terms of height, width and length. It had been designed by Frank Stephenson, then director of Ferrari/Maserati Concept and Design, who had also been responsible for the 599 GTO amongst others.

The original thinking for the shape had been presented by Giorgetto Giugiaro, and both the Corsa and Stradale versions were subsequently developed side-by-side by Stephenson and Giorgio Ascanelli. The most noticeable difference between the two models was that the Corsa carried a prominent rear on-the-deck aerofoil, compared to the Stradale's which was mounted around the tail.

Power was supplied by the Enzo's 5998cc V12 F140 engine, which developed 621hp at 7500rpm in Stradale form and was fitted longitudinally. This was coupled to a six-speed automated manual gearbox that was very similar to the Enzo's but renamed Maserati Cambiocorsa. The bodywork was entirely in carbonfibre while the chassis was carbonfibre and Nomex with aluminium subframes at the front and rear to carry the suspension, which employed push-rods.

Debuting at Imola in 2004, the Corsa cars enjoyed a very long career at the top of FIA GT racing, winning the FIA GT Manufacturers Cup from 2005 to 2009 and topping that with the Drivers' and Teams' World Championships in 2010.

A spin-off project using the MC12 chassis was the Birdcage concept car produced by Pininfarina that debuted at the 2005 Geneva Show. This was built to celebrate the carrozzeria's 75th anniversary and carried over retro inspiration from the 1960 Birdcage racers, in particular the very long and flat windscreen.

The MC20 will be unveiled very soon, seemingly set to continue Maserati's epic mid-engined story, both on road and track. Look out for our full report in next month's issue. 



DRIVING THE MC12

I pull open the driver's door, upwards and outwards on its intricate hinge, thread myself over the sill into the semi-racing, fully-harnessed seat. Here I am, strapped into a missile able to better 205mph, sprint to 62mph in 3.8 seconds and double that speed in 9.9.

Button pressed, engine idling impatiently like a dog clawing at the door, I pull the right-hand paddle for first gear. Accelerator down, 1335kg is seemingly converted to anti-matter as we achieve blast-off. Change up as the needle passes 7000rpm. Now I'm doing 150mph approaching a chicane. I brake, way too early, then flick-flick through the kink in second gear. Next time I brake later, and later, and still the enormous discs and callipers haul me down.

Do you know something? This is almost too easy; the steering is ultra-precise but also light, as are the brakes, despite their road-shredding bite. Although the long, banked curves feel as if they might nudge the MC12 into oversteer, it never happens. There's no sense of momentum with which to battle, no need to 'set the car up' for the corner; every tiny movement of steering and accelerator have an instant, proportional effect.

Then Andrea Bertolini, MC12 racer and Ferrari F1 tester, shows me how it should be done. We power-slide through the chicanes (very neatly, this is not a pendulous car) and Bertolini is in the groove, like a slot-racer. The nose follows its invisible groove and masses seem suspended, such is the bite and agility and eagerness to change direction. The MC12 screams louder than any DJ's sound system, the sandpapery shriek echoing back as if a Ferrari F1 car is on my tail, even though it's just us. – *John Simister*





Kent's Leading Ferrari, Lamborghini and Maserati service centre

Passionate about keeping your supercar in pristine working condition!



- Over 30 years of experience
- Routine servicing to complete engine overhauls
- Latest diagnostic tools
- Insurance approved bodyshop facilities
- Competitive prices
- 30 minutes from central London



Visit us at Biggin Hill Airport or call us for a quote!

☎ 01959 928 277
07765 554367

📍 Unit 12, Airport Trading Estate
Wireless Road, Biggin Hill, TN16 3BW

✉ info@supercaritalia.co.uk
www.supercaritalia.co.uk

Omicron

Lancia spares and restorations



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



Omicron Engineering Ltd.,

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

WWW.FIAT500.CC

**MAIL ORDER PARTS
AVAILABLE ONLINE
FREE VALUATIONS
SERVICING
REPAIRS
CRASH REPAIRS
RESTORATION**

**AUTO ELECTRICS
DIAGNOSTICS
TUNING
PERFORMANCE
CONVERSIONS
MOT PREPARATION
WELDING**

BUY PARTS ONLINE

**SPECIALISTS IN ALL ITALIAN MARQUES
ALFA ROMEO FIAT LANCIA**

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



R. PROIETTI LTD
ITALIAN CAR SPECIALISTS EST. 1965

CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Stella Alpina 2020

Mountain event marks the welcome return of classic rallying to Italy

Images: Canossa Events

With a huge sigh of relief, the very first regularity rally for cars in Italy took place after the lockdown towards the end of June. The 35th Stella Alpina saw 70 teams – 23 in classic cars and 47 in moderns – get back behind the wheel again, in both a competitive event and a tourism category. Highly impressive was the number of Ferraris present: no fewer than 43.

The smiling faces and enthusiastic responses made it clear that everyone was delighted to be back on the road. Organised by Scuderia Trentina and Canossa Events, the safety of the participants was clearly evident.

Over three days through some of the most scenic routes and spectacular mountain passes in the Dolomites, drivers and passengers enjoyed some very challenging roads – even if there were fewer mountains than usual. There was plenty of hospitality to enjoy, too, notably at the Madonna di Campiglio, the ‘Pearl of the Dolomites’ high up in the Italian Alps.

Competitors faced time trials and average speed trials over a route covering around 300 miles. The first leg on Friday saw teams line up at Trento’s airport before dashing off along the legendary Trento-Bondone road with its famous hairpin bends and ‘endless’ climb, then heading towards Lake Toblino, Terme di Comano, Tione, Valle Rendena and finishing the day at Madonna di Campiglio, a total of 115km.

Saturday’s second leg was undoubtedly the most demanding, climbing up into the Dolomites on a complex route with many lesser-known mountain passes. The cars drove up to Campo Carlo Magno and Folgarida, dropping down into Val di Sole and Val di Non, before crossing Piana Rotaliana and climbing up again towards Cavalese and back down again into the Adige Valley. After crossing Passo Mendola, through Val di Non and Val di Sole, the teams returned to Madonna di Campiglio after 250km.

The final leg on Sunday saw crews head off towards Carisolo, through the Passo Duron, Val Lomasona, Passo Ballino and Lake Tenno, before finishing back at Trento after about 130km.







The winners were celebrated at an awards ceremony held in the spectacular setting of Villa Bortolazzi in Trento. Crew 31 (Mario and Roberto Crugnola) took the top place on the podium for classic cars in their 1971 Lancia Fulvia HF. Riccardo Roversi and Michele Bellini came second in their 1954 Fiat 1100/103 and also won the Trofeo Stella Alpina for pre-1957 cars. Michele Laforteza and Ilaria Carturan secured third in their 1976 Lancia Fulvia Coupe. The award for the under-30 crew went to Ciro Agostini and Diletta Montagni in a 1963 Alfa Romeo Giulia 1600.

Giovanni Carretti and Antonella Furlan dominated the



Lancia Fulvias featured strongly in the final classifications. Best under-30 crew was an Alfa Giulia

crews taking part, some in classic cars but most driving modern Ferraris.

Scuderia Trentina and Canossa Events decided to donate a large chunk of its budget to a foundation dedicated to autism. Luigi Orlandini of Canossa Events said: "We are very satisfied and even proud that we were the ones to get the ball rolling again for motoring events. I would like to thank everyone from the bottom of my heart who made the success of the event possible."

Fiorenzo Dalmeri of Scuderia Trentina, added: "This post-lockdown edition of the Stella Alpina was a

“ It was a perfect way to celebrate the easing of lockdown and we enjoyed every minute of it ”

rankings for modern Ferraris in their Ferrari 488 Spider, ahead of Enrico Zobele and Ivana Trentinaglia in their Ferrari 812 GTS and Fabio Vergamini and Maurizia Bertolucci in their Ferrari 488 GTB.

In the Average Speed Trials contest for classic cars, Andrea Giacoppo and Daniela Grillone Teciou came first in a 1965 Mercedes 230SL, while Enrico Zobele and Ivana Trentinaglia in their Ferrari 812 GTS won the modern cars class. The tourism formula was also judged to be a great success, with around 40

challenge for us and demanded a great deal of effort and courage, but we're so glad we did."

British participants Adrian and Ali Martin, who tackled the event in an Abarth 595, said: "For us as competitors it was a perfect way to celebrate the easing of the Covid lockdown and we enjoyed every moment of it. The route was very well planned with the dramatic scenery of the Dolomites and a nice balance between some challenging passes and some relaxing stretches."



alfaworkshop



Tel: 01763 244441

- Service & Repairs for all Alfa Romeos •
 - 4C Upgrades & Modifications •
 - Online Parts Shop •
- Restoration of all Classic Alfas •
 - Genuine Parts •



Follow us this season in the
Alfa Romeo Modified Championship
with our Mito 404. . .



Photo: Guy Swarbrick

www.alfaworkshop.co.uk info@alfaworkshop.co.uk

Unit 3 & 4 Orchard Road Industrial Estate – Royston – Hertfordshire – SG8 5HD



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Poltu Quatu Classic

Italy's Costa Smeralda hosted one of the first concours events of 2020

Images: DeglerStudio & Instaemotion

The fifth edition of the Poltu Quatu Concours d'Elegance took place in July 2020, with the spectacle of dozens of classic cars parading through the streets of the Costa Smeralda in Sardinia. The slogan of the event was "Make life sweet again" – an especially poignant phrase following this year's lockdown.

The concours jury was chaired by well-known car historian Paolo Tumminelli, who was joined by Giorgetto Giugiaro's son, the designer Fabrizio Giugiaro, who designed and manufactured the Best in Show trophy. Other jurors included Valentino Balboni, the legendary Lamborghini test driver, plus Ferrari expert Luciano Bertolero, Emmanuel Bacquet, Alberto Vassallo, J Philip Rathgen, Carlo Di Giusto, Alberto Scuro, Enrico Renaldini, Augustin Sebatíé-Garat and Ted Gushue.

Friday saw the world premiere of the new Dora Bandini electric sports car prototype, designed by Giorgetto Giugiaro for Hyper 3 (pic right). This marks the rebirth of the historic Bandini marque, and is said to be merely the first in "an ambitious programme of historic brand revivals aimed at the collector market".

GFG Style (the design company set up by Giorgetto and Fabrizio Giugiaro) also brought along another prototype that was to have been shown at the cancelled Geneva Motor Show: the GFG Vision 2030.

The whole of Saturday saw a lengthy tour of the Costa Smeralda with its spectacular scenery. The cars ended up at the Vesper beach of Capriccioli, made famous by the movie *The Spy Who Loved Me*, where Roger Moore emerges in his Lotus Esprit from the crystal clear waters in the company of Barbara Bach. A drive-past of cars then took place in front of the jury at the Grand Hotel Poltu Quatu. On Sunday, participants enjoyed visits to historic towns in Sardinia, with a finale at the Li Neuli Country Club.

There were six concours classes in all. The winner of the 'Racing Legend' class was Edoardo Schon's Lancia Delta Martini Safari, as raced in the African Rally by two-time world champion Miki Biasion. It beat another Delta Martini driven by Miki Biasion, as well as Colin McRae's 2001 Ford Focus WRC racer (owned by former sailing Olympian Carlo Falcone).

The 'Mille Miglia' class was won by a 1947 Alfa



Romeo 6C 2500 Cabriolet Pininfarina that competed in the 1949 Mille Miglia. Brought to the concours by Mattia Colpani, it represented the height of elegance with its cabin decked out with a mother-of-pearl steering wheel and switchgear. The 'Spirit of 1000 Miglia' was awarded to the car that best represented the essence of the *Freccia Rossa*, the jury plumping for Enrico Bertone's Lancia Lambda Casaro which competed in the very first Mille Miglia race in 1927. Meanwhile Enzo Moroni's 1954 Osca MT4 Morelli won the Jury Prize.

A 1953 Lancia Aurelia B52 Roadster Vignale was voted the most glamorous car at the event, winning the 'Dolce Vita' class. Winning the Fiat Register prize was another 'dolce vita' era car: a Fiat 600 Jolly Multipla with Ghia bodywork, of which only 30 were made in 1961. Also present was a legendary Fiat 500 Spiaggina, redolent of summers spent in Sardinia by the international jet set such as Gianni Agnelli and Aristotele Onassis.

The 'Wonderful Coupes' class was won by a Ferrari 365 BB Pininfarina, while the ASI prize went to Mauro Milano's Lancia Flaminia Sport Zagato. The modern classics category, called 'Forever Young', went to the Porsche Carrera GT of Raul Marchisio.

Ferrari having won last year's Best of Show award, it was a close-run thing this year with a Ferrari, too, in the form of Scaglietti's masterpiece, the Ferrari 857 S, one of only three such racing cars produced in 1955. However the overall winner of the concours this year was the 1970 Porsche 917 LH – nicknamed 'psychedelic' because of its livery – driven by Gérard Larrousse and Willi Kauhsen in the 1970 Le Mans 24 Hours.

The organisers have said they are planning on a much bigger event in 2021 that will involve the entire Costa Smeralda, modelled on the Monterey Car Week idea. That means that Poltu Quatu Classic will become the concluding pinnacle of a whole series of events in Sardinia. It's set to take place in the first week of June 2021, following the Villa d'Este Concours d'Elegance.





Chris Snowdon Racing

www.cs-racing.co.uk
chris@cs-racing.co.uk

01243 572242

- Adjustable Torsion bar beams ● Torsion bars for historic race ●
 - Rose jointed upper arms and sickle upper arms ●
 - Rose jointed upper ball joints with extended pin ●
 - Front anti roll bars ● Watt link kits with rose joints ●
- Rose jointed de-dion bushes ● Re-enforced clutch housings ●
 - Race and performance clutches ●
 - Straight tooth close ratio gear kits ●
 - Adjustable height rear spring kits ●
- Adjustable shock kits with or without helper springs or full coil-over ● V6 2.5 and 3.0 race heads or full engine builds ●



www.alfettagtv6.co.uk



NEW: SUSPENSION KITS



NEW: CSR BRAKE KITS

Parts available through EB Spares or r.melvin@fiscali.co.uk

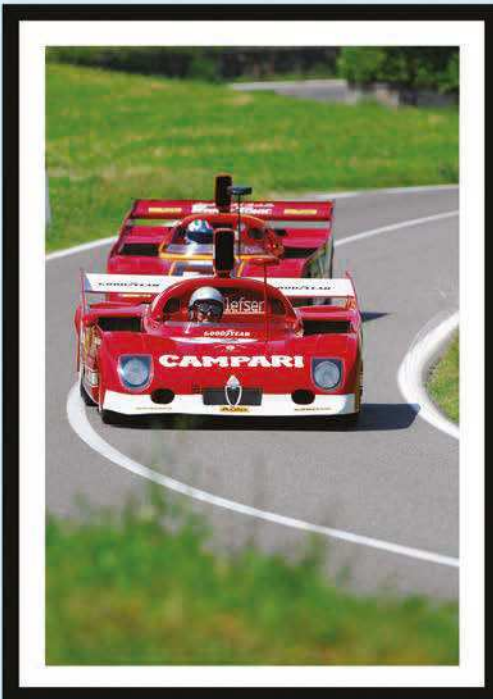
AUTO ITALIA A2 PHOTOGRAPHIC POSTERS (420 x 594 mm 16.5 x 23.4 in)

FIVE STUNNING DESIGNS TO CHOOSE FROM

£9.95 EACH OR THE SET OF FIVE FOR £45.00

(+ postage UK £3.50, EU £4.00, RoW £5.00 in cardboard tube)

email: claire@gingerbeerpromotions.com for details



*Frames for illustration only

WHAT'S ON YOUR DRIVE?

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

FIAT X1/9

CHRIS FELL

Words by Steve Edwards
Images by Autoholic Photography

Chris Fell had always been interested in how things worked, he studied electronics in college, loved to tinker with stuff and built a couple of radio transmitters before going to work in a garage, doing welding and repairs for MOT failures. He then started his own auto electrics business. One of his customers had this 1987 1500cc X1/9 on his drive that wasn't running. Chris diagnosed the issues but also said that if he decided to sell, he would be interested.

A year passed before that call came. Chris went along armed with suitable parts and started the car right up and drove it away. He took it straight to an MOT station and it passed without issue, having covered only 33,000 miles. Chris drove it in standard trim for a while before deciding to add more power. He first added a K&N air filter, a pair of twin Weber 40 DCNF carbs, a sport cam and a performance head which he had gas flowed. This produced 150hp, some 65hp above standard.

Chris then got it resprayed in a gloss black,



similar to the standard colour, before he uprated the brakes by adding the discs from a Fiat 500 and installing some Wilwood callipers. The engine and gearbox had to be removed for various reasons at least five times and it was after the last one that Chris wondered if there was a better way to increase both performance and reliability.

He discovered a company called Midwest Bayless Italian Auto, a family-run business in Ohio, which had developed a conversion kit for a Honda K20 engine. Chris saw a video of an X1/9 chasing a Ferrari down a mountain road, and a kit was duly ordered. Chris found a suitable engine and gearbox, complete with the loom and Kpro Hondata ECU on eBay.

The kit includes a wishbone subframe, engine and transmission mounts and a custom helm-jointed direction reversing



shifter head complete with cabling. Some modification is required to the chassis, fuel pump location and engine bay cooling lines, so it's by no means one for the beginner.

The project was undertaken outside under a large plastic tarpaulin on a gravel surface. Chris Sutton at 1320werks was asked to fabricate, amongst other things, a bespoke three-inch exhaust from 316 stainless steel including silencer, a Screamer pipe and a manifold for the Owen Developments GBT turbocharger, which is currently running at 13psi.

The converted car was taken to Ricky at Racetech in Sheffield to have it mapped, this achieving 400hp at the flywheel. The stock Japanese internals were switched out for forged rods and pistons, the valve springs were uprated and matched for



strength so that the engine could be meticulously balanced and the whole thing reassembled with ARP bolts. Ricky then had to fabricate a custom rig for the car as the Screamer pipe was at just the wrong spot for the webbing straps that hold it in place on the rolling road; they were melting from the heat.

Two aluminium radiators have been added up front, one to cool the air from the turbo and the second for engine coolant, which is transported to the rear of the car with a little help from a pump and metal tubing. The rear boot space has been taken over by the new engine and exhaust and the front storage area now houses the 35-litre, fully baffled fuel tank (but the removable hardtop can still be securely stowed here).

The original suspension has been replaced by a fully adjustable set-up from AVO that has been supplemented front and back with the addition of anti-roll bars and a strut bar. 15-inch Junk Rejekts wheels sit at each corner, 7.5J up front and 8J at the rear.

The Fiat seats have been replaced with a pair of Cobra items, the gauges have been swapped for a set from Speedhut, including a handy GPS speedo. Chris's one of a kind X1/9 now has 490hp at the flywheel and 430hp at the wheels.

FIAT PANDA
NIGEL COX

When company cars stopped being a thing in 2008 and an allowance was doled out instead (I know, lucky me), it seemed sensible (and profitable) to avoid the obvious temptation of a flash, high-depreciation car, and instead look for a low-cost replacement from my favourite car maker - Fiat.

So I traded my Merc (three years old and 127,000 miles) for a one-lady-owner 2006 Fiat Panda in Teseo Blue, with only 20,094 miles on the clock. We bashed up and down the motorways to work together (100-mile round trip) every day, with longer journeys as and when.

As it's a Multijet diesel, it often surprised other cars with its spirited acceleration in the mid-range. She would often manage 500 miles on a full tank (only 35 litres), despite proper motorway cruising speeds, so I was well happy.

I did sometimes hanker for a change, and after 18 months she was traded in for a sexy red Panda 100HP. The original Panda was always popular with the oldies (due to easy access), but the beautiful 100HP with rock-solid suspension definitely got a thumbs-down so I traced the blue Panda to a dealership in Wiltshire and the cars were swapped back over - and my second entry on the ownership documents was added.



Another six months saw me trade-in again for a nice grey Grande Punto (a little more comfy plus a lovely shape - a hint of Maserati around the grill). But gosh, we were down into mid-40s mpg - our fuel bill jumped by 50%! What to do? We swapped back to the blue Panda of course - and created the third entry on the V5.

Miles continued to clock up, with fab reliability, helped by excellent TLC (from Gareth at Northern Alfa Performance). After another year or so, the itch for a change came back again, prompted by hot weather and no air con, so in came a higher-spec Punto Eleganza, but not for long. A design fault with the wiring stopped the air con from reliably delivering the goodies, so back to the dealer and I slipped back into my familiar blue baby.

By now my four stints of ownership had become the running family joke but I really couldn't live without it - until my son Robert needed transport urgently and I volunteered my venerable blue Panda, now with 160,000 miles on the clock. My daily driver became - guess what - a mint condition yellow Panda (petrol). All was well, or so I thought.

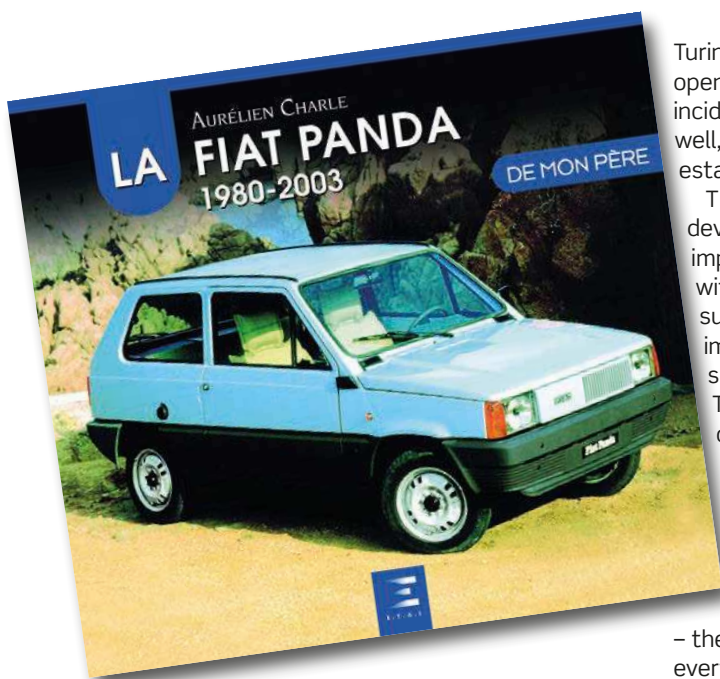
Six months passed and the steadfast blue

Panda was accidentally driven into deep water during exceptional rain and drowned. It was dried out, came back to life and carried on, albeit a bit smelly. This was soon followed by a problem with second gear (exuberant driving by my lad) so it needed a new gearbox. The potential cost dissuaded Rob from investing more money, so a trip to the scrapyard was discussed. This was breaking my heart, so I bought it back and became the proud owner for the fifth time!

The yellow Panda was quickly sold back to the dealer (he did enjoy seeing me every six months or so!), and my friendly expert Gareth installed a recon gearbox, and we both vowed to see her through 200,000 miles.

All has been well ever since, and my stalwart blue Panda sailed through 200k and is now past 206,000 miles. As I hope you can see, my brand loyalty is pretty robust. Dad ran a Fiat dealership during my childhood and I was always hooked. There have been other Fiats in the family (126, 128 and 3P Coupe), plus a continuing dalliance with a Fiat Coupe 16v Turbo and its famous Lampredi engine - rescued from becoming a parts car - but that's another story. I can't be separated from my blue Panda - here's to 250,000 miles!





La Fiat Panda de Mon Père
By Aurélien Charle
ETA I
£25

This is yet another tome from that prolific French publisher ETAI which has carved quite a niche with the 'de Mon Père' series of single-model books. It does not stick solely to French cars but also strays into foreign makes, for instance just reprinting its Fiat 500 book and have already having covered the Fiat 850, featuring some wonderful specials such as the Abarth OT2000 2.0-litre 850 Coupe (but that is another story).

This latest French-text publication features the series one Fiat Panda, arguably the most characterful of three series of delightful models. Launched in March 1980 at the Geneva Motor Show, the little Giugiaro-designed car caused quite a stir with its utterly functional features and rustic charms, and despite being what one could hardly call pretty, the little gem took off, launched as it was with the tried 903cc pushrod engine from the

Fiat 127 plus the vertical air-cooled twin from the 126, simply turned round for front-wheel drive.

This hardback is superb in its detail over 119 well-printed pages and it covers the numerous, almost bewildering, variations that were available over the 23-year life of the model. Logically, in the main it's from the French market's point of view, with many adverts but also the special editions in various markets, including the UK. Many of the photographs are previously unseen and the author has obviously done an enormous amount of research over a long period. He has also looked at overseas production, such as the Seat Marbella along with its van variants, the Trans and Terra.

Special variations are also covered and, apart from well-known coachbuilders such as Moretti and Maggiora, the author has uncovered other hilarious 'specials', particularly from Germany, including a six-wheeled version. However, nothing eclipses the original Panda Strip developed by Giugiaro as one of two 4WD prototypes shown at the

Turin Show in 1980. This open model is, incidentally, alive and well, living on Giugiaro's estate on Sardinia.

The various developments and improvements are dealt with in some detail, such as the greatly improved 'Omega' rear suspension of 1985. The author also covers the Elettra, the electric version of 1990, a brave and well-developed idea but which suffered from the perennial issue of battery life – these needed changing every 22,000 miles! The other small problem was that the initial cost of the Elettra was three times that of a Panda 750. The author also gives credit to the Panda as the overlooked progenitor of the Lancia/Autobianchi Y10, the floorpan of which was developed post-1986 Panda.

Only the most eagle-eyed will notice that on two of the six ghost drawings of the Panda superimposed on its competitors, the model names have been reversed. But this is totally trivial and it has to be said that this eagerly awaited book is nothing short of excellent. – Stefano Coprimozzo

Richie Ginther: Motor Racing's Free Thinker
By Richard Jenkins
Performance Publishing
£27



We have been greatly looking forward to reading this book about a racing driver who has been poorly served by history. Richie Ginther was a well-known fixture on the West Coast road racing scene long before he headed to Europe. He often shone driving for Scuderia Ferrari, and his epic battle with Lotus-mounted Stirling

Moss during the 1961 Monaco Grand Prix aboard a 156 'Sharknose' is the stuff of legend. The future knight may have won, but Ginther pushed him to the flag.

However, what we loved about this book were the sections dedicated to what the Californian did after he hung up his helmet. Much has been written about Ginther since his death in 1989, and most of it is erroneous; not least that he eked out a meagre existence living out of a camper in Mexico. Far from being a bitter and pauperised dropout, he enjoyed a fruitful life. He did so away from the glare of publicity, and in arenas far removed from motor racing.

First-time author Jenkins deserves a pat on the back for this deeply personal – and revealing – biography. It's good value, too. – Richard Heseltine

Jochen Rindt: Uncrowned King of Formula 1
By David Tremayne
Evro Publishing
£14.99

Motorsport biographies are usually lush hardback affairs with plenty of colour photography. That's exactly what David Tremayne's original



biography of Jochen Rindt was like when it was first published by Haynes in 2010. So it's something of a surprise to see it in reduced format as an A5-sized paperback with only a handful of images in a centre colour section. The reason is that, on the 50th anniversary of the Austrian driver's death in 1970, Evro is making the book more accessible in paperback form.

Rindt was usually described as the fastest man on the race track, from scorching early form in Formula 2 to late dominance in Formula 1. His successes in Italian cars included a surprise win at the 1965 Le Mans 24 Hours in a NART-entered Ferrari 250 LM with Masten Gregory, and Formula 1 seasons with Cooper-Maserati from 1966. At the peak of his career in 1970, he tragically lost his life at Monza, four races before the end of the F1 season. Even so, his points tally was so high that became F1's one and only posthumous World Champion.

With a foreword by Rindt's close friend, Jackie Stewart, this is an entertaining, well-written book, even if we'd like to have seen more illustrations.



Alfa Romeo Owners Club
'Serving Alfa enthusiasts since 1964'

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

www.aroc-uk.com

Alfa Romeo Owners' Clubwww.aroc-uk.com**Alfaowner.com Club**www.alfaowner.com**Club Alfa UK**www.clubalfa.co.uk**Alfa Romeo Association of California**www.alfaromeoassociation.org**Alfa Romeo Club Quadrifoglio Belgium**www.clubquadrifoglio.be**Alfa Romeo Owners' Club of Canada**www.alfabb.com**Alfa Romeo Owners' Club Australia**

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

www.alfaclubvic.org.au**Alfa Romeo Owners' Club Australia**

(South Australian Division)

www.alfaclubsa.org.au

Malcolm Ebel

membership@alfaclubsa.org.au**Abarthisti**www.abarthisti.co.ukwww.abarthforum.co.uk**Abarth Owners Club**

On-line club for owners, fans and

enthusiasts of the Abarth brand

www.abarthownersclub.com**De Tomaso UK Drivers' Club**www.detomasodc.co.uk**Ferrari Owners' Club**Cavallino House, 2 Church Way,
Whittlebury, Northamptonshire, NN12 8XS
gary.dearn@ferrariownersclub.co.ukwww.ferrariownersclub.co.uk**Fiat Club America**www.fiatclubamerica.com**Fiat Club Africa**www.fiatclub.co.za**Fiat Club of New South Wales**www.fiatclub.com.au**Fiat Club of Victoria**www.fiatclub.org.au**Fiat & Lancia Club of Western Australia**www.fiatlancia.org.au**Fiat 500 Club**www.fiat500club.org.uk**Fiat Motor Club GB**The original UK club for owners of all Fiat
models. membership@fiatmotorclubgb.co.uk;editor@fiatmotorclubgb.co.uk;press-officer is gavin@fiatmotorclubgb.co.ukchairman is b.stigant@ntlworld.comwww.fiatmotorclubgb.co.uk**Fiat 500 Enthusiasts Club GB**www.fiat500enthusiasts.co.uk**Sporting Fiats Club**www.sportingfiatsclub.com**Fiat Barchetta UK Owners' Club**www.fiatbarchetta.com**Fiat Forum**www.fiatforum.com**Fiat Multipla Owners' Club**www.multiplaowners.co.uk**Fiat Cinquecento & Seicento**www.clubcento.co.uk**Fiat X1/g Owners' Club**www.x1-gownersclub.org.uk**Fiat 127 Forum**www.fiat127.com**Fiat 131 Mirafiori Forum**www.131mirafiori.com**The Fiat Coupe Club UK**www.fccuk.org**Fiat Punto Forum**www.puntosports.co.uk**The Other Dino (Fiat)**Brian1Boxall@btinternet.com**Fiat Scotland**

Scotland's dedicated Fiat community

www.fiat-scotland.com**Lamborghini Club UK**membership@lamborghiniclub.co.ukwww.lamborghiniclub.co.uk**Lancia Motor Club GB**Contact: Sarah Heath-Brook
31 Creffield Road, Colchester, CO3 3HY
membership@lanciamc.co.uk**Lancia Montecarlo Consortium**www.lanciamontecarlo.club**International Association of Lancia**Clubs www.viva-lancia.com**Club LanciaSport**www.lanciasport.com**Stratos Enthusiasts Club**www.stratosec.com**Maserati Club**Dave Smith admin@maseraticlub.co.ukwww.maseraticlub.co.uk**Sports Maserati Club**Matthew Yates www.sportsmaserati.com**Northern Ireland Italian Motor Club**www.niimc.net**Italian AutoMoto Club**www.italianAutoMotoClub.co.uk**Italian Made Cars Club**www.italianmadecarsclub.org.au**Scuderia Italian Car Club** South Australiawww.scuderiaitaliancarclub.asn.au**POSTPONED UNTIL MAY 2021****September 4-6****Concours of Elegance**

Hampton Court Palace

www.concoursdelegance.co.uk**September 13-15****Best of Italy Race**

Salsomaggiore

www.bestofitalyrace.com**September 23-26****Salon Privé**

Blenheim Palace, Oxon

salonpriveconcours.com**September 25-27****Milano AutoClassica**

Fiera Milano, Italy

milanoautoclassica.com**POSTPONED UNTIL MAY 2021****Auto Italia Italian Car Day**

Stanford Hall, Leics

October 3**Auto Italia Italian Car Day at****Brooklands**

Brooklands Museum, Surrey

www.auto-italia.co.uk**October 11****Auto Italia Motorsport Day**

Brooklands Museum, Surrey

www.auto-italia.co.uk**October 16-18****Goodwood Speedweek**

Goodwood Motor Circuit, Sussex

www.goodwood.com**October 22-25****Auto e Moto d'Epoca**

Padova, Italy

autoemotodepoca.com**November 13-15****NEC Classic Motor Show**

NEC Birmingham

www.necclassicmotorshow.com**September 17-20****Gran Premio Nuvolari**

Mantova, Italy

gpnuvolari.it**September 18-20****Monza Historic**

Autodromo Nazionale Monza

peterauto.peter.fr**September 19****AROC Southern Alfa Day**

Stonor Park,

Henley-on Thames

www.aroc-uk.com

STYLISH DELIVERY...

SUBSCRIBE TODAY

SAVE ! SAVE ! SAVE !

Save over £10.00 for 12 issues



PRINT SUBSCRIPTION PRICES

Yes, I would like to subscribe for 12 issues

- Quarterly Direct Debit £11.50 (£46.00 per year) **UK ONLY**
- Annual Credit/Debit Card/Cheque £49.50
- Europe £67.00
- USA £77.00
- Rest of World £80.00

Your details

Name:

Address:

Postcode:

Telephone:

Email:

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

Service User Number



Account Name

Account Number

Sort Code

Name and postal address of your Bank or Building Society

Postcode

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

Signature

Date

The Direct Debit Guarantee

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

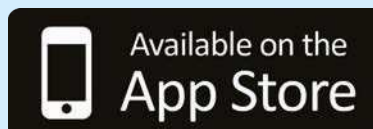
Please also notify us. Auto Italia Magazine, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS www.auto-italia.co.uk



ORDER ONLINE AT:
www.auto-italia.co.uk
www.magsdirect.co.uk
www.pocketmags.com
www.magzter.com

SMART PHONE or TABLET ACCESS

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



ABARTH

Allemano 2400 and 2200	19	Grande Punto Italy launch	138	8C 2300 Tim Birkin	27	Montreals	47	2000 Berlina / Alfetta 1.8 /	
Abarths at Monza 1998	19	Grande Punto Abarth Sanremo	141	8C 2300 (Spitzley)	56	Montreal (Modified on carbs)	81	Giulietta 2.0	188
Abarths at Silver Flag	85	Grande Punto Abarth Belgium	143	8C 2300	244	Montreal v Dino V Biturbo	159	Giulietta Turbo	123
Radbourne Abarth 1300	21	Grande Punto Abarth SS UK	149	2900A	83	Montreal Buyers' Guide	174	Giulietta (Time Machine)	171
595SS	118	Grande Punto Abarth SS	162	8C 2900B	25	Montreal V8 Engine Feature	187	Alfetta 2.0 Saloon	231
595SS Classiche Kit	287	Grande Punto Abarth v 130TC	158	8C 2900B Le Mans	267	Montreal Group 4 Autodelta	263	Alfetta GTV 2.0 Racer	115
750 Zagato Dubble Bubble	60	Grande Punto Abarth v Mito	171	8C 2900B Spider	248	1900 Matta Jeep	47/126	Alfetta GT/GTVs	14/41
750 Zagato Record Monza	196	Grande Punto Abarth v Mito CL	177	8C 2600 at Spa	114	1900 Matta Jeep 'AR51'	246	Alfetta GT 3 car test	95
750 Zagato Record Monza + 750		Grande Punto Abarth EVO	173	8C 2600 Simon Moore	142	2300 RIO	106	Alfetta GT Racers 3 car test	266
Zagato Dubble Bubble	258	Grande Punto Abarth Guide	267	8C Tipo B/Montreal/8C Comp	149	Alfa 90 and Alfa 6	62/162	Alfetta GTV6 + integrale 'Ring	101
850 Allemano Spider	50	500C Abarth	173	8C 2300 v 8C Competizione	163	Alfa 6	97	Alfetta Turbodelta	107
Abarth 1000 SP	37	500C Abarth/Punto Abarth EVO	175	8C 2300 v 8C Comp Spider	283	Alfa 90	102	Alfetta GTV6 (Ron Simons)	135
Abarth 2000 SP	165/250	Abarth Grande Punto EVO	197	8C Engine Feature	151	Junior Zagato	128/271	Alfetta Giulia	232
Abarth Osella PA1	30	Abarth Punto EVO Scorpione	224	8C Tipo B 'P3'	253	B.A.T 11 Bertone	146	Giulietta, Giulia Super,	
Abarth Osella PA2	89	500 Abarth 2008 Italy launch	148	Alfetta 159 meets Maserati 8CL	14	Gransport Quattroruote	241	2000 Berlina, Alfetta, Alfa 90	16
Abarth Osella PA2 Nordschleife	144	500 Abarth 2008 UK launch	156	Alfetta 159	24	Berlinas	48	Alfetta / Autodelta	198
Abarth 1300 OT	43	500 Abarth Trofeo Brands (VBH)	166	Alfetta 159 Track Test	87	Alfa Saloons: Giulietta, Giulia Super,		Alfetta Turbodelta v 75 Turbo	
Abarth OT 1300	93	500 Abarth Trofeo Cadwell	170	Alfetta 12C	101	90, Alfetta, 2000 Berlina	16	EVO v 155 Q4	237
Abarth Simca 1050 Corsa	222	500 Abarth Trofeo GB Race 1	171	Bimotore	95	Giulia Super Dutch Trofeo	35	Alfetta GTS	270
Abarth Simca 1300	119	500 Abarth Trofeo GB (CBH)	175	Clemar Buccì 2500SS	19	Giulia Super "Carabinieri"	129	Alfetta Buyers' Guide '72-'84	266
Abarth Simca 1300 OT	143	500 Abarth Trofeo GB Roundup	181	1900CSS	15	Giulia Ti Super Racer	98	Alfetta Racers (Jupe)	285
204A Cisititalia Abarth	199	500 Abarth (Forge)	179	Tipo 33 Stradale	40/164	Giulia Super	34	Alfetta v Lancia Beta Saloon	287
205A	220	500 Abarth SS Hillclimb UK	182	Tipo 33/3	56/111/188	Giulia Super, TI & Nuova Super	76	GTV6 Readers View	31
207A Boano	48	500 Abarth 'Polizia'	204	Tipo 33/2	194	Giulia TI Super (Factory car)	196	GTV6 "Rare" 550bhp	52
1000 Bialbero	50	500 Buyers' Guide	218	Tipo 33 Daytona	109	Giulia Coupes	82	GTV6 (Lindsay)	66
1000 TCR	106	500 595 695 Buyers' Guide	271	Tipo 33 TT12	113/258	Giulia Dossier (105)	235	GTV6 South Africa	126
1000 TC	145/264	Abarth 595 by Oakley Design	213	Tipo 33 Concepts	124	Bertone GTV	36	GTV6 /33/156 Club Racers	133
1000 TC v 600 Modified	238	Abarth 595 by Oakley/TMC	218	Tipo 33 Elvio Deganello	204	Giulia Sprint GT Tripletest	65	GTV6 2.5 V6 (Time Machine)	176
Abarth Tipo 139	197	Abarth 595 SS (2019)	281/287	1900SS Ghia Coupe	22	Giulia 105 Series 3 car test	208	GTV6 Buyers' Guide	178/284
Abarth Tipo 140	201	Abarth 595 New V Old	216	1900 SSZ	80	Giulia (105) GTC	53	GTV6 3 car test (Jupe)	210
1500S	217	Abarth 695 Biposto	229	1900 SSZ 'Lopresto'	217	Giulia GTC v Flavia Convertible	291	GTV6 v SZ v GTV (916)	238
2200 Allemano Spider	147	Abarth 695 New V Old	251	1900 Golden Oldie	115	GTAm/BMW 2002 Replicas	25	GTV6 3.0 V6	249
2400 Allemano (Carlo's car)	288	Abarth 695 Rivale	273	1900 C SS	15	GTAm 1750	39	75 Driver's Choice	2
850, 1000 OTR	55	Abarth 695/SS/Biposto/Tributo	283	1900 C SS BOANO 1955	266	GTAm Turbo (Giordanelli)	44	75 Owners View x 2	19
1000 Berlina Corsa /Abarth Simca		Abarth Classics at Franciacorte	181	1900 SS	176	GTAm 1300 Peter Crutch	55	75 'Progetto Cinque'	22
2000 / 500 Esse Esse	167	Abarth Classics at Franciacorte	191	1900 Ti (Pininfarina)	202	GTA (Track Test)	70	75 1.8, Tipo, Dedra	25
750 GT Zagato / 500 Trofeo / 124		Abarths 124 MY2017	248	1900 Disco Volante	64	GTA vs Lotus Cortina	77	75 Turbo Evo Presley's Car	36
Stadale / 1000TC (VBH)	168	Abarths 124 R-GT v		1900 Disco Volante	230	GTA (Tipler)	159	75 AROC Enzo's car "Rare"	48
850TC Nürburgring	103	Ex-works 124 Group 4	259	1900 Pinin Farina x 2	236	GTA Stradale Portugal	289	75 Turbo Humphrey's car	58
850 Allemano	58	Abarth Classiche	255	1900 Berlina	272	GTA 105 through to 155	197	75 Turbo Road car	58
OT 1600 (rep)	235	Abarth MY2017 range test	257	2000 Sportiva	125	GTA 105 Giulia Sprint GT	203	75 Classic Choice	84
Scorpione Corsa Prototipo	141	Abarth 124 Spider	265	2000 Sprint	212	GTA-R 290 (Alfaholics)	252	75 At the 'Ring (Ron Simons)	93
Lombardi Grand Prix	265	Abarth 124 Spider Buyers' Guide	275	Alfa Twincam engine feature	137	GT Junior/Fulvia/124 Coupe	147	75 3.0 V6 twin test (EMC)	139
Abarths at Monza	58	Abarth 124 GT	268/278	Alfa Twinspark engine feature	145	GT Junior with 75 Engine	247	75 3.0 V6 vs 3.5 GTV6	157
Autobianchi A112	75/270/217	Abarth at 70 (Castle-Miller)	279	1750 GT Prototipo	132	Spider Duetto/ S3 vs Fiat 124	116	75 Buyers' Guide	167
Ritmo (Alitalia)	90	Abarth 15 best road cars	279	Giulia Sprint Veloce Zagato	36	Junior Zagato	45	75 Turbo IMSA (Arese)	175
Ritmo Group 2	229	Abarth 70 years of Racing	281	Giulia Sprint Veloce Zagato	195	Spider Duetto	272	75 V6 Twin Test (Jupe)	219
Formula Italia	90	Abarth Days Milan	286	Giulietta Sprint Veloce 'Goccia'	94	Spider Duetto 1750 racer	295	75 3 car Test	239
Formula Abarth 033	138	ALFA ROMEO		Giulietta Sprint Veloce v GT Q2	147	Giulia Spider (105 Prototype)	121	75 3.0 v Giulietta V6(Jupe)	262
124 Abarth Rally	67	100 Years of Alfa Romeo. Pt1	167	Giulietta Sprint Barn Find	223	Alfa Spider 105 (Time Machine)	193	75 VS GTV 3.0 VS Giulietta	266
124 Abarth Grp 4 Rally x2	73	100 Years of Alfa Romeo. Pt2	168	Giulietta Sprint Bertone	228	Alfa Spider 105 series	11	75 3.2 24V Track Day (Porter)	266
124 Abarths x3	145	100 Years of Alfa Romeo. Pt3	169	Giulietta Sprint Zagato	50/295	Alfa Spider Group test	79	75 3.2 24V Track Day (Porter)	278
124 Abarth Rally	196	100 Years of Alfa Romeo. Pt4	170	Giulietta Sprint Zagato (Turin)	282	Alfa Spider Group test		75 LE	273
124 Abarth Rally Group 4	214	Autodelta	209	Giulietta Spider	28	S4/916/Brera Spider	186	Alfa SZ + Zagato Story	13
124 Abarth Rally Targa Florio	257	Autodelta at 50 GTA/TZ1 test	214	Giulietta 50th Birthday	97	Alfa Spider (Unleaded conv)	25	Alfa RZ vs 3.0 Spider	26
124 Abarth/Fulvia/Alpine	32	Alfa Romeo prototypes (TZ3)	171	Giulietta Ti	233	Alfa Spiders concept designs	291	Alfa SZ/RZ Guide	41
Polish/124 Group 4 Abarth	38	Alfa Romeo Commercials	192	SZ Coda Tronca	268	Alfa F1 179 vs Tornado etc	28	Alfa SZ 3 car test	100
San Remo Rally 124 Abarth	47	Alfa Romeo at Balocco P3/1300GTA		LDS Formula One	69	Alfa SZ 24v Supercharged	207	Alfa SZ Buyers' Guide	167
124 Abarth Stradale	280	/155DTM/Disco Volante	173	Giulietta Sprint Speciale	205	Alfa SZ 24v Supercharged		Alfa SZ (Time Machine)	191
131 Abarth Stradale	43	SE048 (Group C racer)	106	Giulietta Sprint Speciale	274	Alfasuds	42/72	Alfa SZ v Stelvio (Zagato)	198
131 Abarth	53	G1	264	Giulia SS	18/140	Alfasud (Golden Oldie)	110	Alfa SZ vs VZ	266
131 Abarth/Integrale/Coupe	58	RLSS	49	Giulia Spider (B&W)	167	Alfasud V6 Alitalia (Colvil)	150	Alfa SZ vs VZ RZ	266
131 Abarth Alitalia	68	RL	213	Giulia Spider (Concours)	253	Alfasud 7 car test	151	Alfa SZ v K Coupe v Shamal	274
131 Abarth (San Remo)	81	6C 1750	38	Giulia Spider Veloce Racer	259	Alfasud Engine Feature	177	145 1.7 16v	2
131 Abarths x3	178	6C 1750SS	117	Giulia or Giulietta?	24	Alfasud Trofeo (Pearson)	292	145 CL vs BMW 318Ti	12
131 Prototypes	215	6C 1750SS (1929 Mille Miglia)	226	2600 Sprint	16	Alfasud Trofeo	226	145 1.8TS	19
131 Abarth Diesel	231	6C 1750	189/225	2600 Spiders	51	Alfasud Buyers' Guide	259	146 145 Team Cars	116
131 Stradale v Group 2	251	6C 2300 Replica	75	2600 Spider v Lancia Flaminia	255	Alfasud - Giugiaro	265	146 + 145 Buyers' Guide	103
131 Alitalia v Stratos v Fulvia	273	6C 2300 Aerspider	201	2600 SZ	56	Alfasud Club Racer	279	145 Cloverleaf/Bravo HGT	42
131 (Martin Holmes)	284	6C 2300 Mussolini	127	2600 Berlina	286	Sudsprint (Time Machine)	185	145 Cloverleaf/Bravo HGT	180
131 Story	292	6C 2500 Freccia d'Oro	50	TI Supers	38	Sudsprint Buyers' Guide	37	145 CL Fleet report	54
X1/9 Prototipo	130	6C 2500 Freccia d'Oro	50	Disco Volante 2012	198	Sudsprint Racer (Lewis)	86	145 vs 33 vs Mito	160
Abarth Rally Range 2004		6C 2500 by Castanga	134	Canguro	205	Sudsprint 3 car test	138	145 Buyers' Guide	198
Panda/Stilo/S1600	96	6C 2500B Mille Miglia	155	TZ2 1966	43	Sudsprint 1.5 Veloce	275	145 Turbo by Autodelta	249
Panda Rally EVO 2007	136	6C 2500 Supergioello Gilco	292	TZ1&1/2	62	33 Buyers' Guide	28	146 1.6 Junior	32
Stilo WRGB 2005 /2006	101/129	6C 2500S	156/229	TZ1&1/2 History + Prototypes	276	33 AKK Motorsport	38	146 Ti vs Audi A3	30
Stilo Trofeo Abarth	193	6C 2500SS	187	TZ1	179	33 Turbo Alfa Aid	41	146 2.0 Racer	76
Grande Punto S1600	183	6C 2500 Competizione	243	TZ2	135	33 Buyers' Guide	111	147 Pre-launch test	51
Grande Punto S2000	134/253	6C 3000 Superflow	285	TZ3	185	33 P4 (Time Machine)	173	147 Italy launch	55
		Nardi-Danese 6C2500	31	Montreal v Dino v Citroen SM	14	Classic Saloons: Giulia Super 1.6 /		147 5-door + 2.0 Manual	59

147 Selespeed vs BMW 316	63	156 ETCC track test	91	GT Q2 v Giulietta Sprint Veloce.	147	Alfa Buyers' Guide Special Issue.	156 F1 Sharknose	93
147 5-door 1.6 + 2.0	68	The Range 164 / 75 & GTV	26	GT Cloverleaf + 147 Ducati.	150	Giulietta, Mito, Brera, 159Ti,	166 Fangio's first	51
147 GTA	76	156 2.5	27	GT 3 car test.	168	147, GT, 156 GTA, 156 Ti,	166 F2/FL	240
147 GTA Road Test	79	156 JTD vs 156 1.8TS	28	GT Buyers' Guide.	176	GTV 3.2, 166, SZ,	166 Mille Miglia	153
147 GTA Road Test (Steve Berry)	87	156 Group N	29	GT 3.7 v 3.2.	233	Alfa Buyers' Guide	166 Mille Miglia Ch.0066	180
147 GTA x 2 Autodelta	102	156 Group N (Powermods)	69	GT 3.2 v GTV v Coupe v 3200	265	Classics Special Issue. 1750 GTV,	166 Mille Miglia Ch.0314M	183
147 GTA Cup Track Test	92	156 Selespeed	33	Brera (Ital Design Concept)	91	Montreal, GTV6, 75, 155, GTV 916,	166 MM Fontana Ch.024	255
147 GTA Modified	253	156 2.0 Selespeed (SW)	70	Brera Italian launch 2005	113	147 GTA, 156 GTA,	212 Export Mille Miglia 2010	169
147 GTA/Integrale/Coupe 20vT	164	156 vs Audi A4 Quattro	33	Brera / GT / 159 JTD-M	120	Giulia Special. 101/750 Series, 105	212 Inter Coupe. Ch.0257	219
147/156 Monza Sport	70	156 Q system/Selespeed	34	Brera UK Launch 2006	119	Berlina, SS, 105 Bertone, GTA, TZ1,	212 Inter Coupe. Ch.0137E	229
147 1.6 Turbo (Autodelta)	78	156 1.9 JTD	41	Brera Spider Launch Italy.	123	TZ2, MY2017 Giulia QV	212 F1	216
147 Rally Car SS1600	86	156 2.4 JTD	67	Brera Spider Launch Morocco.	132	Giulia 2015 Museum Launch	225 S	292
147 1.9 jtd 16v	90	156 Buyers' Guide	44	Brera Spider J6 by Autodelta.	144	Giulia 2015 Balocco Test	340 America	10/45/158
147 Range test 2005	101	156 Buyers' Guide (Soper)	138	Brera V6 Q4.	124	Giulia Super	340 / 375 MM Ch.0320	207
147 Facelift 2005	105	156 Sportwagon	45	Brera 2.2 at MBW.	130	Giulia 2016 UK Drive	335 S Ch.0674	241
147 Buyers' Guide (Soper)	114	156 Corsa	46	Brera Q Tronic.	133	Giulia 2017 Veloce	500 Mondial	12/239
147 + GT Q2	127	156 Sportwagon JTD	47	Brera S Prodrive.	146	Giulia Veloce	250 California/Mistral	30
147 JTD 24hr racer	131	156 Sportwagon JTD 16v	175	Brera S Buyers' Guide.	165	Giulia Veloce Ti	250 California Guide	47
147 Collezione	132	156 Sportwagon	48	Brera 3.2 V6 Vs GTV6 3.2.	181	Giulia Buyers' Guide	250 California Spyder	128
147 Collezione + GT Blackline	145	156 Group N Racer	49	Brera 3 car group test.	227	Giulia 2017 QV by Celtic Tuning	250 California Spyder x 2	148
147 Sport + GT Q2	137	156 Superturismo Track Test	81	Brera V 8C. (Ray Hutton)	280	Giulia GTA	250 California Concours Winner	215
147 JTD-M by Janspeed	149	156 + GTV (Autodelta)	50	159 (John Simister)	105	Giulia GTAM Fabio Migliavacca	250 GT Boano	34
147 Buyers' Guide	150	156 Sportwagon 1.6	53	159 V6 (John Simister)	108	Stelvio Italian Pre-Launch.	250 GT Boano x 3	243
147 5 car group test	184	156 Tarox & Zender	52	159 V6 Range Test	109	Stelvio Italian Launch.	250 GT prototypes	2
155 ITC	11	156 Red Dot brake test	53	159 2.4 JTD-M 2.2 JTS	117	Stelvio UK Launch.	250 GT/GTO	92
155 ITC (Arese)	143	156 / 147 Monza Sport	70	159 Sportwagon Italy Launch	118	Stelvio on the Stelvio.	250 Europa.Ch.0313	238
155 2.5 V6 ti (Martini)	213	156 GTA Launch	69	159 Sportwagon 2.2 V6 Q4	122	Stelvio Quadrifoglio	Dino 246 Tasman	174
155 Buyers' Guide	24/68/201	156 GTA Sportwagon	71	159 Ti	139	Stelvio QV Vs Giulia QV	Dino 246S	60
155 Q4/Dedra integrale	32	156 GTA Saloon	79	159 V6 Q4 (Nordschleife)	141	Stelvio QV Vs Giulia QV 2020	Dino 246S Ch.0784	144
155 Q4/Delta integrale EVO	284	156 GTA Bridgestone tyres	82	159 2.2 J4 Supercharged	153	Stelvio 2020 + Giulia 2020	250 GT Pininfarina Coupe	38
155 4 car group test	150	156 GTA Monzasport	112	159 2.0 JTD-M	166	Police Cars last 60 years.	250 GT Pininfarina (Bowtie)	270
155 / 156 / 159 Saloons	183	156 GTA Buyers' Guide	160	159 1750 Tbi	167	Alfa Romeo F12 van	250 GT Pininfarina	
155 BTCC	231/283	156 JTS Sportwagon (Selespeed)	73	159 1750 Tbi SW	182	Alfa Romeo F1 group test	Collectors' Guide	255
155 DTM Drive at Goodwood	260	156 JTS S/Charged Autodelta	124	159 1750 Tbi v Giulia Veloce Ti	286	Alfa Romeo 8cyl group test	250 GT Cabriolet	220
155 GTA	271	156 V6 vs 2.4 JTD (OBD tuning)	82	159 5 car group test	190	Tonale (News)	250 GT Drogo	69
164 3.0 V6 v Thema 16v Turbo	17	156 2.0 JTS (2002)	83	Brera S Supercharged /GT 3.7/159	166	Alfa Romeo 110 years	250 GT Nembo Spider.	137
164 Twin Spark	22	156 Giugiaro Facelifted (1.9jtd)	84	3.2. Autodelta (UK)	139	CISITALIA	250 GTE	101
164 Guide	49	156 Drivedata remaps	89	8c Competizione	161	Cisitalia 202	250 GTE Collectors' Guide	263
164 Racer (Soper)	78	156 20v M-Jet (2003)	93	8c Competizione Spider	248	Cisitalia 202 Nuvolari Spider	250 GTE Police Car	293
164 Buyers' Guide (Soper)	105	156 2.4 M-Jet (Tunit)	97	8c Disco Volante Spyder	290	Cisitalia 202 Voloradente	250 MM Mille Miglia 2010	174
164 Bimotore	107	156 GTA AM (Autodelta)	100	8c Disco Volante Spyder/Coupe	140	Cisitalia 360 Grand Prix	250 SWB replica	52
164 Procar	142/288	156 Buyers' Guide	102	Alfa Romeo Test 2008	256	Cisitalia 360 Automobili	250 SWB Stirling Moss	56
164 v Croma v Thema v Saab	153	156 2.0 TS HBE Suspension	103	4x4 33,155,159,164,Brera.	178		250 SWB at Spa	104
164 (Time Machine)	188	156 3.7 South Africa	128	Alfa Cloverleaf 5 car test	147	DE TOMASO	250 SWB Ch.2335	238
GTVs Modified (Autodelta 1997)	17	156 GTA/TSpark/V6 24v/JTD	172	MiTo Italian launch	155	Mangusta	250 GT Sperimentale Ch.2653	20
GTV 2.0 16v J10 (Autodelta)	22	156 GTA 4 car test	199	MiTo UK launch	155	Vallelunga	250 GT TDF Ch.1309	14
GTV 3.0	20	156 GTA 3.7 by Autodelta	215	MiTo M430 by Marangoni	164	Deauville	250 GT TDF	151
3.0 GTV Spider vs RZ	26	156/166/147/GT Range 2005	103	MiTo Multiair	171	Deauville (2011)	250 GT TDF Ch.0585 (Disney).	227
24v V6 GTV	14/29	156 Ti Buyers' Guide	182	MiTo Multiair Cloverleaf	171	Deauville	250 GT Lusso (Fyshe)	42
24v GTV vs Lotus Elise	43	156 Buyers' Guide Twinsparks	203	MiTo 1.4 TB vs Abarth Punto	171	King Cobra	250 GT Lusso	94/97
Spiders New & Old	35	156 GTA (Supercharged)	281	Mito CL vs Grande Punto Abarth	177	Pantera Racer	250 GT Lusso (4.0)	121
Spider Duetto vs 939	152	156 GTA V 164 Cloverleaf (Berry)	284	Mito Buyers' Guide.	189	Racing Pantera vs Testarossa	250 GT Lusso Concours Winner	193
Spider 2.0 TS Fleet Report	209	156 Auto / GT /156 GTA	240	Mito Carbonio (Monzasport).	191	Pantera owners view	250 GT Lusso Ch.4713	264
Spider 105 S4/916 2.0/939 JTS	221	156 2.5 V6 SW Auto Jap Import	276	Mito 5 car group test.	193/257	Pantera Restoration	250 GT Coupe Speciale (PF)	277
Spider group test 916	256	166 News pages	24	Mito TwinAir.	200	Pantera Si	250 Testarossa/206 SP (Fiorano)	90
V6 Coupes Alfetta/916/Brera	153	166 International Launch	27	Alfa Giulietta Italian Launch.	170	Pantera	250 Testarossa Ch.0714	161
V6 Engine Feature	153	166 UK Launch	32	Alfa Giulietta UK Launch.	175	Guara	250 Testarossa Ch.0738	173
Busso V6 Profile	284	166 3.0 V6 24v	37	Alfa Giulietta v Mito MY2014	215	Guara Spider	250 Testarossa	237
GTV Cup	39	166 2.0 Twin Spark	49/71	Giulietta Marangoni G430	183	Guara Coupe	206 SP Track test	133
GTV Cup (Road Car)	65	166 Let's go to Italy	52	Giulietta TCT Launch	194/196	Guara Barchetta	206 SP Maranello	197
GTV Cup v Fiat 20v Turbo	224	166 3.0 24v V6 Super	54	Giulietta 3 car group test	197	Guara Switzerland	206 P Berlinetta Ch.0834	251
GTV Cup v Fiat Coupe v Brera	275	166 Germany Launch	88	Giulietta Buyers' Guide	216	Mangusta/Qvale	206 Spider	220
GTV (Autodelta)	50	166 TI (2.0 TS Lusso)	94	Giulietta + Mito QV	223/229	Mangusta/Pantera/Guara.	290 MM Ch.0626	170
GTV LMA/AROC Racers	85	166 Supercharged by Autodelta	134	Giulietta Sprint New and Old	227	Mangusta + Pantera	290 MM Ch.0626 (News)	239
GTV6 LMA Racer (Soper)	112	166 Buyers' Guide	148	Giulietta 4 car test (mod)	263	Mangusta (Ex Freddy Moss)	290 MM Ch.0628	275
GTV6 3.2 V6 in Italy	90	166 Dossier	251	4C	184/211/214/220	Longchamp vs Kyalami	410 S	32
GTV6 (916 V6 + 2.0TS facelift)	92	V6 Saloons 164/166/159.	158	4C (Jamie Porter)	230	Factory Collection	410 Superamerica Ch.0671S	193
GTV (916 Buying Advice)	96/143	V6 Saloons Group Test		4C Modified (Jamie Porter)	246	P72	410 Carrera Messicana Ch.0594	199
GTV (916 3.0 Team Cars)	119	155/156/164/166/159.	218	4C Modified (Jamie Porter)	282	Panther by ARES	268 SP Ch.0798	17
GTV (3.0 Supercharged)	122	1997 Scighera	33	4C v 8C	223		330 P	124
GTV6 3.2 Buyers' Guide	152	Science Museum Exhibition	67	4C SBK	236	FERRARI	330 P Ch.0818	230
GTV6 v integrale v Coupe 20vT	155	Gippo Salvetti (Blue Team)	72	4C Spider (News)	229	Auto Avio 815	330 LMB track test	24
GTV6 916 Series Group Test	244	New Alfa Imports	81	4C Spider	234	125 S	330 LMB	232
GTV6 916 3.2 facelift twin test	284	GT (2004)	89	4C Spider RHD	241	Ferrari V12 Engine Feature	330 GTO at Monza	67
155 2.0 + V6 SZ & 33	20	GT (2004) JTS	94	4C Spider Buyers' Guide	265	Supersqualo	250 GTO/Daytona Replicas	12
156 Supercharged (Engstler)	23	GT (2004) 1.9 jtd 16v	95	Alfa Club Racers 2012	200	Ferrari 246 vs 250F	250 GTO (#3505GT)	16
156 Launch	18	GT 3.2 V6 Novitec	110	Alfa Club Racers 2015	234	196S (rep)	250 GTO vs Jag E-Type	37
156 in Spain	20	GT Novitecrosso 1.9 16v M-jet	99	Alfa Museum Revival 2014.	229	195 + 196	250 GTO vs 250 LM (Nord)	102
156 Hormann	25	GT 3.2 V6 (Autodelta)	106	Alfa Museum Visit 2017.	262	Dino 196SP	250 GTO Goodwood Revival '09	165
156 Superturismo	25	GT 1.9 jtd 16v Novitec	141	Alfa Museum Visit 2020.	293	195S Coupe by Ghia	250 GTO Ch.4675	169

250 GTO x 2	200	312 B2 F1	149	355 Challenge car	54	F430/360/355/348/328.	205	F8 Tributo	285
250 GTO (#3505GT)	231	330 P4 Can Am	161	355 Challenge (Rockingham)	70	F430 Buyers' Guide.	242	F8 Spider	285
250 GTO (#3387GT)	252	330 P4 Ch.0858	218	355 + 360 by Imola Racing	90	Enzo	83/101/295	488 Pista Spider	288
250 LM	27/84/195	P3/4	54	355 / 360 / 430 V8s	115	Enzo vs Maserati MC12	158	812 GTS	285
250 LM Ch.6045	195	P3 at Spa	118	355 Buyers' Guide	154/232	Ferrari/FIA GT Championship 03	87	Universo Ferrari	285
250 MM Ch.0344MM	22	712 Can-AM	76	F355 Collectors' Guide	268	Ferrari Club Racers 208/355/360	94	Ferrari Roma	285
250 MM Ch.0352MM	184	712 Can-AM	254	F355 25 years on	279	599 GTB Fiorano	120/142	Ferrari Collection (Korecky)	294
250 MM Ch.0276	268	512 M 'Sunoco'	13	365 Iding (355)	20	599 vs Daytona	150		
250 Monza Ch.0432M	23	512 M 'Tergal' Ch.1002	246	456 GTA	14	599 Drive Story	156		
500 MD/TR	101	512 S	55	456 M GT	25	599 HGTE	159/166	Mephistopheles	186
500 TRC	137	512 S/M 712	228	456 Estate/Spider/FX	58	599 Hybrid	172	1899-1999 4hp	42
500 F2	139	512 S vs Porsche 917	163	456 M GT vs Daytona	66	599 GTO	178	1905 60hp	226
500 Mondial / Mille Miglia '08	160	512 BBLM	40/155	456 M GTA Buyers' Guide	183/230	599 Tribute Mille Miglia	188	1906 Fiat Heavyweights	16
625 TRC Ch.0680	196	365 Boxer vs Bora 4.7	78	456 M Racer	195	599 XX	217	803 Corsa	44
750 Monza Ch.0552	20	512 Boxer	23/114/254	F50	10	599 Buyers' Guide	245	501	86
750 Monza (ice racer)	89	512 BBi Buyers' Guide	62	F50 Track Test (Donington)	28	Ferrari Technology (Dron)	139	503 Spider	188
750 Monza Ch.0492M	187	512 BB Buyers' Guide	236	F50 Track Test (Rockingham)	68	California GT 2008	151	505	46
750 Monza	234	512 BBi v Pantera v Bora.	154	550 Maranello	11	California GT 2010	177	509	140
212E Montagna (Hillclimber)	73	512 BB by Koenig	291	550 Maranello vs Vantage	22	California HS	197	510S	173
Dino Formula 2 Ralt	79	500 Superfast	228	550 Maranello vs Aircraft	40	California T	223/242	521C	98
275 GTS vs Nanchang	43	365 GT4 BB Buyers' Guide	179	550 Maranello (Prodrive)	75	California T HS	244	525SS	273
275 GTS/Aston Martin DB6	49	365 GT4 BB 512 BB Testarossa	180	550 Maranello Buyers' Guide.	209	California Buyer's Guide	282	514 Spider	133
275 GTB/C Ch.09079	227	365 GT4 GT4 Targa (Eastwood)	267	550 Maranello Buyers' Guide.	237	Ferrari at Palm Beach 2009.	157	8V	37/157/239
275 GTB/C	44	512 Testarossa Reader's Car	209	550 Barchetta (News)	54	Ferrari at Le Mans 1998.	18	8V mega 8 car test	290
275 GTB (Celebration)	98	512 TR + 512 M Buyers' Guide	277	550 Barchetta Track Test	65	Ferrari at Le Mans 2009.	160	2800 State Phaeton	115
275 Tour	100	Pinin - Four Door Concept	289	575M (John Simister)	70	458 Italian Launch.	167	1800 State	120
275 GTB/4	130/134	Ferrari V8 Engine Feature	157	575M Manual (Steve Berry)	86	458 Italia Sebring 12h.	187	1900 Granluce	195
275 GTB/4 (Ex McQueen)	223	308 GT4	18/26	575M Novitec	112	458 ISpa 24h (2015).	238	2300	117
275 GTB/4C	235	308 GT4 vs Merak SS	50	575GTC	98	458 by Oakley Design.	184	2300S Coupe	235
275 GTB/4C Ch.06885	260	308 GT4 vs Urraco vs Merak	149	575GTZ	133	458 by Gallardo Superleggera	186	Balilla 508S	26
275 'NART Spyder'	145	308 GT4 LM (NART)	194	612 Scaglietti	88/97	458 Spider	191	Balilla Taxi	131
275 GTS/4 'NART Spyder'	211	308 Buyers' Guide	43	612 Scaglietti (John Simister)	93	458 Italia (EVO 2)	192	Topolino (Hotrod)	75
275 GTB Collectors' Guide	258	308 GT4 Buyers' Guide.	219/234	612 Scaglietti/456/400	111	458 Italia Buyers' Guide	248	Topolino Variations (Sparrow)	69
275 GTS Collectors' Guide	272	308 GTB/GTS Buyers' Guide.	241	612 Scaglietti Road Trip	123	458 Spider vs Gallardo Spyder	204	Topolinos	80
365P	64	308 GTB	126	612 Scaglietti HGTC	129	458 Speciale	216	Topolino 500B	106
375 Plus Ch.0384	105	308 GTB Michelotto	181	612 Scaglietti Buyers' Guide.	246	458 Speciale on Silverflag '14.	225	Topolino Mare	204
375 Plus	218	308 GTB Michelotto (Olio Fiat).	87	Ferrari V12 Buyers' Guide.	260	458 Speciale v 430 Scuderia v 360		500 (Modified)	27
375 Ch.0388	181	308 IMSA Track Test	187	Ferrari by Alcan	30	Challenge Stradale	237	500 (Sparrow)	58
375 MM Ch.0490	182	308 Carma FF	201	Ferrari at Le Mans	18/26	Ferrari Finales 2005 Monza	103	500 Variations (Sparrow)	62
375 S Ch.0030	232	308 GTS vs Urraco	65	Ferrari at Le Mans (Historic)	80	Ferrari 60th at Silverstone	135	500 Jolly (Sparrow)	66
330 P	273	308 GTS vs Jalpa.	162	Ferrari at Imola	32	Ferrari Racing days Silverstone	264	500 50th Birthday	134
330 & 365GTC	31	308 4 car test.	171	Ferrari at Monza	69	Ferrari 60th at Fiorano	136	500 Coccinella	136
330 GTS & 330 GTC	140	308 Collectors' Guide	266	Ferrari at Shelsley Walsh	78	Ferrari Superamerica	109	500 Engine Feature	156
330 GTC	231	308E (EV)	281	Ferrari at Fiorano	113	Ferrari Tribute Mille Miglia 2010.	176	500 Buyer's Guide	173
330 GTC Collectors' Guide	253	328 GTS v Porsche 911	19	Ferrari Supercars at Mugello	115	Maranello Rosso Collection	182	500 Based Spada Zanzara.	212
330 GT 2+2 Vignale	276	328 and 348 Buyers' Guide	46	Ferrari F1	13/18/47	Ferrari Mondiali at Mugello	219	500 L Readers' Car	217
365 GTS	85/278	328 Buyers' Guide	147/231	Ferrari F1 2000	78	Ferrari Mondiali at Mugello '19	288	500 The Coachbuilt cars	243
365 GT 2+2 Bora vs Jensen	35	328 Racer (Barkaways)	281	Ferrari F1 126C4 Track test.	168	Ferrari by Pininfarina 60 years	203	500 Sixty Years	257
365 GT 2+2 Collectors' Guide	270	328, 348, 355, 360	82	F1 Ferrari/Minardi Test	27	Ferrari by Bertone	221	500 Ferves Ranger	259
365 GT 2+2	290	348 GTC/GTS	32	F1 Today and Tomorrow	32	Museo Casa Enzo Ferrari	196	500 (EV)	281
365 GTC4 vs Espada	36	348 Spider/Mondial	58	F1 Season Round-up	53	Maranello Concessionaires	244	600 (Modified)	18
365 GTC/4	274	348 tb+ts Buyers' Guide	243	Maranello Concessionaires	49	FF	183/202	600s	29/82
365 GT 4 BB (Elton John)	280	348 + 348 Challenge	274	50 years of Ferrari Poster	38	FF by Oakley Design	219	600GT (Tornado Lotus engine)	193
365 GTC/4 Spider	288	400 Buyers' Guide	39	Coys Historic Festival	41	FF Buyers' Guide	292	600 Prototype	205
Pinin (Four door prototype)	144	400 Buyers' Guide (Hackett).	112	333 SP (Derek Bell)	15	F12 Berlinetta	201/212/222	600	234
Daytona Spider	36	400 Cabrio by Straman.	138	333 SP	45	F12 TDF	241	600 Jolly	246
Daytona Spider by Straman	250	412 Buyers' Guide.	190	360 Modena	37	LaFerrari	207/221	Fiat 1100S Millecento	52
Daytona Group 5	107	400/412 Buyers' Guide.	233	360 Spider	45/52	LaFerrari vs Bugatti Veyron vs		Fiat 1100S Millecento MM.	162
Daytona by Michelotti	146	412 Reader's Car	206	360 Spider (Digitec)	75	F35 Lightning	249	Fiat 1100D Millecento	123
Daytona vs Ferrari 599	150	Mondial 3.2/3.4	29	360 Club Fiorano Test	59	488 GTB	237	Fiat 1100 EZ Millecento	198
Daytona 'Pozzi' V Road Car.	236	Mondial Buyers' Guide	197/235	360 Spider (Hamann)	63	488 GTB v Huracán	247	1100 TV	128
Ferrari 365 GTB/4 Daytona	261	Testarossa/Pantera (Racers)	26	360 Challenge Stradale	85	488 Spider	239/251	1100 103 TV	225
NART Panther.	256	Testarossa vs Countach	33	360 Manual vs Ducati 999	88	488 Pista	268/270	1100 Padmini	119
246 Racer (Goodwood T Dron)	88	Testarossa Buyers' Guide	244	360 Bi-Kompressor (Novitec)	96/100	GTC4 Lusso	247/267	1200+1500 Cabriolets	233
246 GT/GTS	11	288 GTO Evoluzione	2/89/105/233	360 Racers x 2	104	GTC4 Lusso T	256/271	Formula Juniors	28
246 GT	48	288 GTO v Porsche 959	18	360 Modena (Manual v Gallardo)	182	70 Years of Ferrari A-Z Pt1	256	1500L	176
246 GT vs Stratos	81	288 GTO (Simon Park)	95	360 Modena Buyers' Guide	240	70 Years of Ferrari A-Z Pt2	257	1600S Coupe	96
246 GT Buyers' Guide	163/238	288 GTO V 488 GTB	257	360 Modena v Gallardo	278	70 Years of Ferrari Top Racers	260	OSCA 1500S Coupe	41
246 GT Classiche Feature	205	F40LM vs Bugatti EB110SS vs Diablo		F430	99	812 Superfast	259/273/289	1400B Junior	215
246 GT/GTS Collectors' Guide.	252	SV Roadster	176	F430 Spider	106	Under 50k Buyers' Guide	271	850 Buyers' Guide	53
246 GT/GTS	237	F40 vs Bugatti EB110SS	15	F430 Spider (Phil Ward)	119	V8 Buyers' Guide: 308GT4/GTB/328		850 Bertone Race Team	221
Dino V6 Engine Feature	180	F40 vs Porsche 959	34	F430 by Novitec	116	/348/Mondial/355/360 Modena	259	850 Coupe v Spider	245
246 Dino vs Urraco vs Merak.	190	F40 vs Ducati 996SP	41	F430 Vs Gallardo SE	122	Ferrari Portofino Italy Launch	266	850T Camper	286
246 Dino vs Lancia Stratos.	265	F40 Michelotto	76/214	F430 Challenge Corse Clienti	125	Ferrari Portofino UK	278	Dino Coupe vs Spider	118/250
246 Dino vs 308 GTB 50th.	273	F40 LM	189	F430 Whisky Trail	128	Ferrari Monza SP1/SP2	275	Dino Spider / Biturbo/Montreal	159
312 P	63	F40 Buyers' Guide	247	F430 Bi-Kompressor (Novitec).	132	Ferrari Monza SP2 (Goodwood)	283	Dino 2400 Buyers' Guide	175
312 F1	30	F40 at 30	262	F430 Scuderia	138/153	F80 Tributo	280	Dino 2400 Buyers' Guide	239
312 T5	66	355 vs Cobra vs 200NSX	26	F430 GTC Team Modena.	156	P80/C	280	Dino Coupe (Fuel Injected)	264
312 T3	80	355/Diablo/ AR F1/Tornado	28	F430 Scuderia 16M.	164	SF90 Stradale	282	124 Saloons	215
312 B3 "Spazzaneve"	129	355 Spider F1	29	F430 (Vicki Butler Henderson)	165	SF90 Stradale	295	124 Special	252

FIAT

Fiat Twin Cam Engine	149/279	Panda 4x4 (2005)	104	Grande Punto Buyer's Guide	221	500x MY2018	273	Iso Rivolta GT	216
124 Spider vs Barchetta	18	Panda 4x4 Cross	224	Grande Punto TwinAir	195	500x Sport	285	Iso Rivolta Racer	216
124 Spiders	50	Panda 4x4 Cross (UK)	226	Grande Punto 3 car group test	201	500 MY2015	236/237	Isotta Fraschini	90
124 Spider vs Fiat Barchetta	148	Panda 4x4 Buyers' Guide	294	Coupe 20v/Turbo	13	500 Anniversario	260		
124 Spider vs Alfa Duetto	116	Panda MK1 (Time Machine)	172	Coupe 20v/Punto ELX	25	500 Collezione	275	LAMBORGHINI	
124 Spider Buyers' Guide	164	Panda MK1 4x4 (Time Machine)	192	Coupe 20v Turbo LE	28	500 on the North Coast 500	286	Miura V12 Engine Feature	147
124 Spider + Tom Tjaada	203	Panda MK1 4x4 v MK v MK3	262	Coupe 16v Buyers' Guide	30	500e	291	Miura S (Twiggy)	18
124 Spidereuropa 2000	290	Panda Cross 4x4 / Monster	129	Coupe 16v vs Integrale	68	500 Coupe by Zagato	292	Miura (Shah of Iran)	39
124 Coupes	52	Panda 100hp Italy Launch	126	Coupe 16v Turbo Prototype	259	Multipla + Vignale Gamine	130	Miura (Giordanelli Rebuild)	106
124 Coupe/GT Junior/Fulvia 1.3	147	Panda 100hp UK	136	Coupe/Honda/Pug 306	31	Multipla	36/44	Miura (3 car test)	111
124 AC Coupe / 124 Spider	222	Panda 100hp 3 car test	213	Coupe 20v	39	Multipla Eco versions	45	Miura Jota (Piet Pulford)	120
124 AC Coupe	293	Panda 100hp v 500S	232	Coupe 20v Turbo (Modified)	40	Multipla 1.9 JTD	50/66	Miura Jota (Italian Job Feature)	283
Fiat 124 Sport Coupé AC/BC/CC	261	Panda Buyer's Guide	149	Coupe 20v Turbo Plus	43	Multipla 1.9 JTD (Modified)	79	Miura P400	145
125	49/95/220	Panda Group Test	179	Coupe 20v Fleet report	45	Multipla Facelift 2004/2006	96/127	Miura SV (Jean Todt)	281
125 S	161	Panda 160hp (Turbo)	184	Coupe 20v Fleet report	143	Multipla Buyer's Guide	113/202	350 GT	152
125 Group 1	211	Panda MK3 Italian Launch	193	Coupe 20v Turbo Fleet report.	209	Doblo MPV and Van	62	400 GT	11
125 Samantha	105	Panda MK3 UK Launch	195	Coupe Buyers' Guide	48	Doblo and Iveco Truck	63	400 GT Monza	113
125 Samantha Ireland	210	Panda MK3 4x4 Italy	202	Coupe Buyers' Guide (Soper)	109	Doblo 1.9 JTD MPV	73	Espada v Ferrari 365GTC4	36
Superchargers 124 and Argenta	30	Panda TwinAir Rally Phil Young	205	Coupe Buyers' Guide	137	Doblo Italian Launch 2006	114	Espada	119
Fiat the Seat Years	35	Panda MK3 4x4 UK	206	Coupe x 3 Modified	126	Doblo Family MY2009	171	Espada Restoration Parts 1-7	
Seat Rally Years	42	Panda 40 years	289	Coupe 20v Turbo 185bhp	55	Ducato 160 Multijet	121	197/199/200/201/203/206/210	
127 Sport 105Occ	76	Uno	10	Coupe 20v Turbo Buyers' Guide	153	Ducato MY14	223	Espada 3 car test	239
127 Group Test	129	Uno 45 (Time Machine)	179	Coupe 20vT/GTV6/integrale	155	Marea HLX	17	Silhouette	13
Fiat 127 'Stradale' (Restomod)	266	Uno Racer (Bailey)	29	Coupe 20v Turbo 3 x modified	200	Marea 20v Weekend	42	Jarama GTS	141
Fiat 127 Rustica (Obscurati)	268	Uno Racer (Neil Smith)	79	Coupe 20v Turbo v GTV Cup	224	Marea Weekend 2.4 Team Cars	124	Jalpa	35
128 Racer (Giovanni's)	22	Uno Turbo MKII	23	Coupe 20v Turbo 3 car test	242	Marea Buyers' Guide	115	Islero	96
128 1100 CL Fleet report	45	Uno Turbo MKI vs MKII	125	Postert Fiats	13	Importing Italian Cars	40	Islero S	177
128 Golden Oldie	109	Uno Turbo MKI vs Croma Turbo	224	Coupe + Barchetta by Novitec	19	Ecobasic (News)	49	Urraco vs Ferrari 308 GTS	65
128 Rally (Michael Ward)	110	Uno Turbo MKI vs MKII	247	Coupe v 3200 v GT 3.2 v GTV	265	Stilo (Launch)	62/67	Urraco vs Merak vs 308GT4	149
128 Rally	227	Uno Turbo Buyers' Guide	274	Coupe v Brera v GTV Cup	275	Stilo Multiwagon (Launch)	80	Urraco vs Merak vs 246 Dino	190
128 Rally, Estate, Coupe, Turbo	280	Tipo, Alfa 75 1.8, and Dedra	25	Flying Fiats (Irish Racers)	113	Stilo 1.8 16v	71	Urraco vs Gallardo Balboni vs	
128 Saloon (Michael Ward)	209	Tipo 2.0 16v	54	Barchetta Buyers' Guide	22/71	Stilo 1.9 JTD	72/79	LM002	133/264
128 5 car test	163	Tempra (Best Buys)	31	Stola Monotipo/Barchetta	25	Stilo 2.4 Abarth	92	Countach LP400	17
128 MK1 4 door Restoration	248	Croma IE Turbo(Time Machine)	178	Barchetta (Auto Haven)	25	Stilo Schumacher	108	Countach LP400 v LP560-4.	156
128 3P Buyers' Guide	177	Cinquecento Sporting	2	Barchetta/Alfa 156/GTV	27	Stilo Schumacher Buyers' Guide	208	Countach vs Testarossa	33
128 3P Montecarlo Historic	195	Cinquecento Abarth	12	Barchetta/Punto (Modified)	31	Stilo Buyers' Guide	145	Countach Pagani's own car	271
128 Sport Coupe (Seinfeld)	265	Cinquecentos (Modified)	17	Barchetta Turbo (Novitec)	33	Idea Launch	88	Countach Prototype & Espada	286
130 (Steve Berry)	108	Cinquecento Buyer's Guide	26	Barchetta (Revisited)	54	Idea (Steve Berry)	93	Diablo SV	24
130 vs Gamma	151	Cinq Sporting Buyer's Guide	187	Barchetta Facelift	97	Idea Fleet report	107	Diablo/355/F1/ Tornado	28
130 Saloon (Buckley)	282	Cinquecento Sporting	41	Fiat Barchetta vs 124 Spider	148	MPV multitest Doblo/Idea/		Diablo SVR Track Test	14
131 Mirafiori	15	Cinquecento Sport x2 Modified.	258	Fiat Barchetta Buyers' Guide	151	Multipla/Ulysse	102	Diablo GT/SV/SE30	42
131 Sport (Golden Oldie)	118	Cinquecento Trofeo 120bhp	66	Fiat Barchetta Buyers' Guide	254	Croma Turbo vs Uno Turbo MKI	224	Diablo GT	46
131 Mirafiori (Abarth by RSD)	227	Hormann Cinquecento SX	42	Bravo/Brava	10	Croma (2005)	107	Diablo 6.0 VT	50
131 Volumetrico V Argenta VX	288	Seicento (Launch)	23	Bravo/Brava/Marea	59	Croma (UK Steve Berry)	111	Diablo GTR (Reiter Eng)	137
132 + Argenta VX	127	Seicento Turbo (Novitec)	30	Bravo/Brava Buyers' Guide	69	Croma in Ireland	118	Murcielago	63/64
132 Flares by Michelotti	81	Seicento Sporting	44	Bravo SX	34	Croma 2.4 20v Multijet	122	Murcielago (Road Test)	72
The Collectors 124/500/128	39	Seicento Sporting and S	56	Bravo HGT & Marea	15	Croma Buyers' Guide	210	Murcielago (Track Test)	83
X1/9	12/23	Seicento (JAD Motorsport)	70	Bravo HGT	17/36/41	Sedici 4x4 Italy Launch	115	Murcielago Vs Porsche 996	86
X1/9 Best Buy	33	Punto Sporting MK1 (Launch	16/21	Bravo HGT vs Alfa 145 CL	42/180	Sedici 4x4 UK Launch	120	Murcielago Roadster	106
X1/9 Buyers' Guide (Soper)	106	Punto (Buyers' Guide)	56	Brava 105 JTD	41	Sedici 4x4 1.9 Multijet	131	Murcielago Roadster (Batman).	117
X1/9 Buyers' Guide (Dredge)	287	Punto 1.2, 1.9 JTD, HGT	82	Brava 100 16v	53	Scudo	129	Murcielago LP640	121
X1/9 Buyers' Guide	157	Punto MK2 Group test	120	Bravo 1.4 T-Jet (Launch 2007)	130	Fiorino	142	Murcielago LP640 vs Typhoon.	136
X1/9 (Modified)	41	Maggiore - Puntograle	31	Bravo 1.4 T-Jet (Launch 2008)	140	Linea	144	Murcielago R-GT (GT1 racer)	129
X1/9 x 2 (Modified)	150	Modified Punto GT Turbos	39/64	Bravo (UK Launch 2007)	135	Qubo	151/157	Murcielago R-GT (GT1 racer)	142
X1/9 Dallara (Val Savio)	103	Punto Mk2 - Turin launch	37	Bravo ECO	148	Dualogic Panda/Punto/500	186	Murcielago LP670-SV	165
X1/9 Abarth Prototipo (Rep)	104	Punto LS design	46	Bravo 1.4 T-Jet + 1.6 M-Jet	202	Freemont 4x4	197	Gallardo	81
X1/9 Club Racer	115	Punto - Sicily launch	40	Bravo Buyers' Guide	207	Freemont 4x4 Cross	224/231	Gallardo (Track Test)	84
X1/9 (Time Machine)	181	Punto Rally Super 1600	42/56/78	Ulysse	10/80	124 Spider MY2016	240/246	Gallardo (Road Test Italy)	93
X1/9 VX (Modified)	202	Punto HGT/HGT (Jtd)	45/98	500 2007 Launch	135	124 Spider MY2016 UK	250	Gallardo Police Car	108
X1/9 (Heseltine)	219	Punto HGT 2005	104	500 2007 1.3 Diesel	139	124 Spider Spa Road Trip	270	Gallardo Spyder	116
X1/9 2 car test (Modified)	226	Punto HGT Buyers' Guide	166	500 2007 1.3 Diesel (remap)	144	Tipo / Spider MY2016	245/250	Gallardo By Hamann	118
Strada 130TC vs Beta VX	35	Punto HGT Fleet report (M.Ward)	210	500 2008 1.4 Lounge	140	Tipo S Design	280	Gallardo (MSA)	126
Strada 130TC/105TC	26	Punto Speedgear Launch	47/60	500 2008 UK launch	142	Fullback/Fullback Cross	257/273	Gallardo GT3 by Reiter Eng.	130
Strada 130TC/105TC	132	Punto JTD	51	500 2008 1.4 Sport	159	Million Sellers	272	Gallardo by Reiter Eng.	139
130TC v Grande Punto Abarth	158	Punto 1.9 JTD	57	500C	161	Global Unusual Feisty Fiats	276	Gallardo GT3 Adria Track test.	145
Strada 130TC	187	Punto Sporting Turbo R&A	69	500 TwinAir	174/178	Centoventi (News)	280	Gallardo Superleggera	132/143
Strada/Ritmo 40 years	267	Punto/Seicento Abarth	60	500 3 car test	174	Fiat Heritage Hub	280/287/293	Gallardo LP570-4 Superleggera	171
330bhp Strada Cabrio	34	Punto Facelifted	83	500 3 car test	214	Fiat Panda & 500 Hybrid	290	Gallardo LP570-4 Superleggera	199
BMW V8 Strada Cabrio	63	Punto Facelifted Driven (Berry)	85	500 4 car test	192	Fiat Panda Hybrid	295	Gallardo Superleggera v 458	186
Strada (Time Machine)	197	Punto GT/ HGT/ Scorpione	276	500 Buyers' Guide	181	Fiat Turbos		Gallardo LP560-4	146
Strada 130TC/Tipo16v/Bravo	285	Grande Punto Launch	112	500L Launch (Turin)	198	Uno/Punto/Coupe/Croma	293	Gallardo LP560-4 v Countach.	156
Modified Pandas (MK1)	20	Grande Punto UK Launch	116	500L Launch	207			Gallardo LP560-4 Spyder.	162
Panda Buyers' Guide	75	Grande Punto Sporting (1.9).	117	500L Trekking	211/212	ISO		Gallardo Super Trofeo	159/166
Panda MK1 (Time Machine)	172	Grande Punto Sporting Novitec	125	500L MY2017	258	Iso Story Pt1	12	Gallardo Balboni	163
Panda Nuova (launch)	86	Grande Punto 120 Eleganza	123	500L MY2018	265	Iso Story Pt2	15	Gallardo Spyder Performante.	194
Panda 2004	91	Grande Punto T-Jet	141	500 + 500L MY'14 Range Test	219	Iso Grifo A3/C	31/109	Gallardo 5-95 by Zagato.	263
Panda in Dozza	94	Grande Punto 1.4 T-Jet + 1.9.	146	500x Italian Launch	228	Iso Grifo IR8	124	40 years of Lamborghini	83
Panda 1.2	97	Grande Punto EVO.	165	500x Vs Renegade on Snow	232	Iso Grifo S	236	Countach/Diablo/ Murcielago.	135
Panda 4x4 MK1 Buyers' Guide	185	Grande Punto EVO. (VBH)	168	500x Vs Renegade	249	Iso Grifo GL 365	246	4 car test: Urraco/Silhouette/	
Panda 4x4 (2004)	99	Grande Punto Buyer's Guide	184	500x UK	233	Iso Fidia	160	Jalpa/Gallardo	94

COMING SOON

ISSUE 297 ON SALE 10TH OCT

TRIPLE THREAT TIPO 16V v ALFA 33 v DELTA HF



MIURA P400S 'MILLECHIODI'



Some features may appear in a later issue

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



NEW! MERCHANDISE FOR 2020



All orders will receive a
FREE Auto Italia cotton bag



T-Shirts - £9.95

Available in white or navy
Sizes: S/M/L/XL/2XL/3XL



Polo shirts - £14.95

Available in navy only
Sizes: M/L/XL/2XL/3XL



Beanie - £8.50

Available in navy only
One Size



Baseball cap - £12.95

Available in navy only
One Size



Gillet - £65.00

Available in black only
Sizes: M/L/XL/2XL/3XL
Women's: 10-22

PLEASE NOTE THAT
GILLETTS ARE SPECIAL
ORDER ITEMS AND WILL
TAKE LONGER TO FULFILL.



Please email your enquiry to:

claire@gingerbeerpromotions.com or 01462 811115

Payment by bank transfer, Paypal or card.

All orders will be sent Signed For (UK) or International Tracked (EU & RoW)

POSTAGE PRICES

T-shirts & Polo shirts - £5 UK / £11 EU & RoW

Gillet - £5 UK / £14 EU & RoW

Beanie hats - £5 UK / £10 EU & RoW

Baseball Caps - £5 UK / £11 EU & RoW

AUTO ITALIA CLASSIFIEDS

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



ALFA ROMEO



Alfa Romeo 2 pick up. 1960, 4800 miles, grey. Running classic truck, very rare, wonderful patina, complete and very original (better rear lights included), £18,000. Tel: 07973 711948. Email: edseymour@outlook.com (can be viewed in Shropshire). A296/031



Alfa Romeo 147 GTA 3.2 V6. 2004, 107,214 miles, red. Owned for 5 years, full service history, lots of receipts, belts changed 88,430 miles. Black leather interior immaculate, some minor blemishes to bodywork, good for age. Reluctant sale of real modern classic but need space for Spider project, MOT to 24/09/20, will renew prior to sale, £7000 ono. Tel: Keith, 07540 170798. Email: kpchandler@gmail.com (Yorkshire). A296/029



2003 Alfa 916 Spider 3.2 V6 Phase 3. 1 of 38 UK RHD sold. 250bhp Busso V6, 6 spd manual box. Q2 diff, 68K miles, full MOT, Grigio Chiaro with excellent black leather, all original spec, excellent electric hood. New full belt service at Autolusso, new ECU, previous engine rebuild at 60K. New brake discs and pads all round, suspension overhaul including new springs, spring pans, polybushed rear arms and more. Body braces, stainless steel OEM sound exhaust with sports cats and single outlet. Recent paint refresh so excellent all round, powder coated OEM Speedline Enzo 17" alloys with premium tyres, a sure investment that can be enjoyed, £14,950. Tel: 07966 913388 (Hants). A296/39



Much loved 2005 Alfa Romeo 147JTD 16v M-Jet 1.9 Turbo. 125K miles, we have owned the car for the last 13 years, it has good service history and a history file. Fast, economical, great handling and eminently practical, a future classic in good all round condition, original spec, never abused or molested. Great engine and perfect 6-speed gearbox, unmarked interior, all panels are straight and rust free, original paint, everything works. The bad bits: the clutch does not slip but needs replacing as it does not release properly making the car very difficult to drive; the air con needs a new condenser (£100); the MOT expires on 20 August but has a 6 month extension after that date; a year ago another vehicle lightly bumped into the back of it at slower than walking speed, it slightly damaged the rear bumper so the insurance classed it as category N, does not affect anything so left as is. Too good to break for spares although there is a good profit to do so as everything is saleable (apart from the clutch and condenser), the car is located in Sunbury-on-Thames, 7 mins from M25 J12, £500, cash on collection, call Roberto Giordanelli to discuss. Tel: 07973 508132. A296/001



Alfa Romeo 939 Spider 2.2 JTS. 2010, silver, selling on behalf of my late husband, AROC member. 2.2 JTS semi-automatic Selespeed box, 19" Prodrive Brera S wheels. We bought it from Veloces in North London, but it was originally registered in March 2010 in County Kildare in Ireland, at some point it seems to have moved north of the border and acquired a Northern Ireland registration and then moved to the mainland. The current mileage is just under 49,000 and that seems to be in line with old MOT certificates, but those are in kilometres and the speedometer is now in mph, and Veloces have confirmed that it was when they took ownership. MOT to October, comes with a speed camera alert system, dash cam and Alfa car cover as well as Alfa mats and umbrella, £13,000. Email: woofers25@btinternet.com (Kent). A296/037



Alfa Romeo 159 Sportwagon TBi Lusso. 2012, red, one owner, FSH by Alfa dealers and specialist and 70K just carried out, new windscreen. A rare opportunity to purchase a fine example of one of the last 159s, £8000 ono. Tel: Peter Lloyd, 01264 860686 (Hampshire). A296/028



Alfa Romeo 166 3.0 Ti Sportronic. 2005, 190,000 miles, Nuvola Blue. 4 enthusiast owners, very good condition for age/miles, 18-inch Ti alloys (recently refurbished), black Momo leather and DSP audio. MOT January 2021, serviced (engine oil and all filters) less than 1K miles ago, front upper arms replaced @ 174K, cambelt kit Sept 2014 (@164K) incl spark plugs and aux belt kit. Air con not working (cabin fan does work), history on request, exhaust flexis March 2020. Reluctant sale, £2990 ono. Tel: Mike Basketter, 07739 974011. Email: mike@purple-jellyfish.co.uk (Peterborough). A296/032



Alfa Romeo GTV 3.0 V6. Year 2000, mileage 103K, extensive service history and original manual, colour AR659A Grigio Eclipse. 3 keys incl master, GTA clutch, flywheel and Q2 LSD, suspension: Koni Sport and Eibach springs, 17" teledial wheels refurbished with Pirelli P7 tyres, brakes 330mm Brembos, exhaust: Alfabolics sports cat with Wizard quad, Alfabolics sports shifter adapter, top mount brace and BMC CDA air filter, £6500 ono. Email: richardmorrill@gmail.com. A296/025



Alfa Romeo GTV 3.0 V6. 2000, 54,000 miles, blue, lovely car, very reliable, drives and feels new to drive, very low miles. I don't drive it in the wet, I do around 1K or just over a year, it's totally standard, put 4 new springs on around 1.5 years back by Alfa specialist, just had recon alternator and wheels balanced and air con recharge, cambelt water pump was done 50K with major service. Everything works as it should, bodywork excellent, if you had a detail done would look even better, this car has got to be one of the top 10 standard Alfa V6s around, £9500 ono. Tel: Brian, 07414 803134. A296/023



Alfa Romeo GTV Cup V6. 2001, 40,515 miles, red. I have decided to sell my GTV Cup no.73, she is a beautiful example of a modern classic and has been lovingly restored by AutoLusso with original parts where possible. There is lots of history which came when I bought her in 2016 (£16,000) as well as a pile of receipts from the recent mechanical restoration work (£10,000). She wants for nothing, is in excellent health, garaged during winter and the interior is immaculate, please contact me for details and photos, £15,995, offers. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A296/038

CLASSIFIEDS ITALIAN CARS FOR SALE



Alfa Romeo 159 Sportwagon Lusso 1.9 JDTm. 2009, 73,000 miles, silver, 16v diesel engine, manual, near full service history, in very good all round condition. MOT to June 2021, just serviced including new rear tyres, front LH wishbone and front pads, cambelt replaced 53,000, new clutch 52,000. Full black leather interior, electric windows all round, voice recognition, Bluetooth and USB connectivity, paintwork in good condition, £3500. Tel: Clive, 01787 247316. Email: grenville.clive@gmail.com. A296/036



Alfa Romeo 916 GTV 3.0 V6 Lusso. 2001, 41,000 miles, silver, black leather. Cam belt at 36,000 miles, good condition. No advisories on December 2019 MOT, comes with all three keys, £5750 ono. Tel: Dave, 01788 335235 answer machine available (Rugby). A296/026



1998 Alfa Romeo 916 Spider 2.0 Lusso. Reg no 'K900 UFO', MOT Dec, unfortunately engine problem, no compression on 2 cylinders. Lots of money spent in 6 years of ownership, new clutch and rear brake cylinders 2000 miles ago, good tyres and exhaust. Decided to cut my losses, possibly sell for spares, £300, must be worth that for the reg no. Email: vivolsen@yahoo.co.uk. A296/035



Alfa Romeo GTV Spider 2.0 Twin Spark. 1996, 75,000 miles, silver, much loved Phase 1 GTV Spider. Much spent in recent months, including red Momo leather seats and door cards, alloy wheels refurbished and brake calipers sprayed Ferrari red. Good condition, 12 months' MOT, a few age related marks but these will be detailed out, £4000 ono, genuine reason for sale, buying a Series 4 Spider. Tel: Chris, 07541 693627. Email: cbmorgan365@gmail.com (Burton on Trent, Staffordshire). A296/024



Alfa Romeo Spider 939 2.2 JTS. 2007, 29,150 miles, red. Excellent condition, all usual spec, leather seats, 6 gears, cruise control, climate control etc, service history, £8500. Tel: 07753 422271. A296/022



Alfa Romeo 939 Spider 2.2 JTS Limited Edition. 2008, 68,250 miles. Alfa Red exterior, black Limited Edition leather interior, 'Tough Coat' treatment by professional valeting company. Electric hood, electric memory seats (heated with lumbar adjustment), air con, electric windows and door mirrors, Bluetooth, wind deflector, remote central locking, full history, 68,250 miles, MOT to December 2020. RAC Gold Warranty and Roadside Assistance to June 2021, private number plate not included, £9995. Tel: 07831 877778 (location 2 miles M6 Jct16). A296/030



Alfa Romeo Spider 3.0L V6. 2002, 88,000 miles. We bought the car when it was 2 years old and have loved it ever since, unfortunately my husband died recently and I cannot justify keeping two cars. It is a rare example of the right hand drive 3.0L V6, blue with black leather trim, petrol, 215bhp, cambelt replaced at 69,000 miles, MOT November. Very good condition, needs to be seen, £6700 ono. Tel: Gwen, 07724 676486 (Kent). A296/034



Alfa Romeo Giulia Quadrifoglio V6 Bi-Turbo. 2017, 16,908 miles, tri-coat Competizione Red with yellow brake calipers, leather/grey Alcantara interior, convenience pack with sat nav, carbon inlays, electric and heated seats, blind spot/collision warning and a full service history, UK supplied and VAT paid. Excellent condition, immaculate interior, new brakes and tyres all round, just serviced (3 year/27,000 miles). Contact for details and photos, £34,500. Tel: Darren Clement, 07839 180000. Email: darrenpclement@protonmail.com. A296/040

10% OFF*

Italia Diecast



Dedicated to the Finest Diecast Reproductions of Italian Marques



* Visit italiadiecast.com and receive 10% off all orders over £100 using discount code AUTOITALIA10

italiadiecast.com

ITALIAN CARS FOR SALE CLASSIFIEDS



Alfa Romeo Giulietta 1.4 TB MA TCT 170ps Exclusive. 2015, 27,800 miles, Ghiaccio White. Regrettably I have to say goodbye to my G, house move forces sale. Private plate not included, usual Exclusive trim plus: steering wheel paddles, black half leather, electric sunroof, front and rear parking sensors. Built-in rear view camera linked to Garmin Nuvi sat nav with all-time map updates, rearguard boot sill protector, rear mudflaps. Full annual dealer servicing, MOT'd Sep 2021, £9725. Email: alan@thepuds.plus.com for full spec (Tavistock, Devon). A296/027

FERRARI



Ferrari 360 F1. Immaculate black hide interior with red carpets, Bi Xenon headlights, air conditioning, electric windows, electric seats and mirrors, red brake calipers. Standard features: remote central locking, Ferrari crested head restraints, alarm/immobiliser, 18" 5 star alloy wheels, Rossa calipers, CD and nice sound system, Ferrari tool kit, stainless steel pedals, plus much more standard specification. This Ferrari 360 Modena is offered in exceptional condition throughout and has covered only 44,900 miles from new. Stainless steel sports exhaust system, full stamped service history. Tel: 07466 021553. A296/015

Ferrari 458 Spider. 2013 in Rosso Corsa, FSH, 10,500 mls. Full carbon fibre, has £60K extras from new, owned three and a half years, well retired owner who uses very little and wants to stay with Ferrari so will consider exchange for red 430 Spider. Tel 07785 277780 (north east). A296/009



Ferrari F12 Berlinetta 2015. Grigio Silverstone, 14 months balance Ferrari warranty, full Topaz PPF, yellow calipers, yellow dial, black/Bordeaux Daytona comfort seats, Bordeaux carpets, carbon driver's zone and bridge, front lift, f&r parking cameras. A strongly specced car in top condition purchased from Meridian Modena, £175,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A296/012



1997 Ferrari 355 Berlinetta. RHD, 6 speed manual, one owner for last 16/17 years. Full dealer service history with all upgrades and maintenance carried out with no expense spared, including a recent engine out cam belt service. Extensive history file, all factory tools and accessories are present and correct. Some main features include, at the rear: stainless steel Fabspeed headers with Challenge exhaust system, Challenge rear grille, carbon fibre air boxes with rear window intakes, SS flexi brake lines, upper and lower arms re-bushed and painted, cooling fans upgraded and extra radiator fitted for better cooling, all hoses upgraded to silicone. At the front: new shocks, springs, brake lines, upper and lower arms re-bushed, headlights refurbished, all brackets and bolts replaced, new master cylinder. Interior: all handles and switches de-rubbered, carbon fibre door sills. The car is in excellent condition inside and out, and because of the upgrades it has, and a manual gearbox, it's the one to have. For further information email: tom@tbmotorsportlogistics.com or paul.goodge@sclconsulting.co.uk. A296/003



Ferrari 430 Scuderia LHD. 2008, 15,675 miles from new, 1st registered Switzerland, imported UK 2015. Rosso Scuderia with Argento painted stripe, Oro wheels, black interior, all Scuderia features. Stunning car, excellent condition, never tracked by me, certificate conformity included. Purchased by me from DK Engineering 4 years ago, serviced by Dick Lovett each year since, all advisory items completed. Suspension overhaul 2020, 4 new Pirelli Corsa tyres - Pirelli UK, history, £119,000 ono. Email: bob.challis1960@gmail.com. A296/011



2008 Ferrari 612 Sessanta Coupé. Coachwork by Pininfarina, VIN/chassis no: ZFFJY 54B000157955. Engine no: 128351 / 5.7L V12, 7300km (4500 miles), LHD. Two tone Rubino Micalizzato (ruby red mica)/Nero Daytona (metallic black) with Rubino Micalizzato side line. Date of purchase : 15 April 2008. Fully serviced by Ferrari with all books. Dedicated to Michael Schumacher and Ferrari's 2000 F1 Championship (2000 Schumacher Ferrari F1 Champions). Email: clink.robert@gmail.com. A296/016



Ferrari 488 GTB. Atelier specified car, 2017, 4000 miles, FFSH, Rosso Corsa with Nero roof, Nero leather with Rosso stitching and central seat stripe and central tunnel, Goldrake carbon seats, HELE, Scuderia shields, NavTrak, parking cameras, parking sensors, yellow rev counter, forged diamond rims, full external carbon, carbon engine covers, carbon drivers zone/LEDs, carbon central bridge and dashboard inserts, yellow brake calipers, PPF. Showroom condition, £170,000. Email: a.davey@gardiner.com. A296/017



Ferrari F430 Spider Ceramics Reduced. Beautiful black with Nero leather, many original extras and upgrades including Ferrari Sports exhaust, headers, stereo and much more. Mine for 8 years, knew previous owner too. 27,200 miles, full service history, new battery and front tyres. Private 430 plate by extra negotiation, ceramics and lots of carbon, sounds awesome, £75K, call for more info. Tel: 07710 835837. A296/008



Ferrari 308 Vetroresina. 1976, chassis 19459, MTB 191R. 43,685 miles, 4 previous owners. Very rare dry sump (one of only 100 produced), only 154 cars made in right hand drive. Recent major service including belts (March 2020). Metallic silver, with Burgundy leather, original handbooks, wallet, tools, 'space saver' spare wheel etc, £139,500 ono. Tel: Anthony, 07779 726845. A296/010



Ferrari 456. Great condition 456 in silver Argento Nurburging with blue hide and light blue carpets. This car has been meticulously maintained, having 20 stamps in the service book, an extensive file of invoices and old MOT certificates accompanies the car, and it is complete with the original tan hide tool case, leather owner's wallet and all of the original factory books and car cover. I am more than happy to put you in touch with the garage who have looked after it, who are well known in Ferrari circles. Email: ajcleeds@gmail.com. A296/013



2009 Ferrari 599 GTB. Stunning example is finished in one of the most desirable colour combinations, ordered with the addition of an extensive options list that include: fully electric Recaro seats, leather headlining, leather rear parcel shelf, leather sill kicks, carbon fibre interior trim, front and rear parking sensors, Scuderia shields, Rosso Corsa brake calipers, Bose hi-fi system, electrochromic inner mirror and Bluetooth connectivity. Presented in 'as new' condition throughout. Email: james@okanelovers.com. A296/014

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. A296/018

FIAT



Fiat Abarth Punto Evo 2011. A rare car with low mileage and Sabelt seats! Genuine 47,000 miles, MOT until Jan 2021, Sabelt seats, black gloss painted wheels, air con, rear privacy glass. Cambelt and full service one year ago at 40,000 miles, very good condition, drives well, £5750 ono, from a smoke free/pet free home. Email: funkyphilip@gmail.com (Kent). A296/058



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. A296/059



NEXT STOP!
TURIN MOTORS Ltd

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

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



Original ABARTH Exhausts
 UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS


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

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

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

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

ABARTH
 EXHAUSTS



FIAT COUPE SPECIALIST SPARES
 SPARES, SERVICING, RESTORATION & SALES
 WWW.FIATCOUPESPECIALIST.CO.UK
 01684 593187 @fiatcoupes

Unit 3 Buckmans Ind Est Longdon Heath Upton upon Severn Worcestershire WR8 0RJ



General Servicing & Restoration
 Engine & Gearbox rebuilds
 Performance Upgrades

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





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



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

ebay www.ebay.co.uk/usr/fiatandlanciaparts

OMP

Authorised Dealer

Our website is dedicated to the full range of OMP motorsport products

YBRACING
 WWW.YBRACING.COM

Alfanatic

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

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

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



AUTO Italia
 MAGAZINE

To advertise your company in Auto Italia Magazine, call Talk Media Sales
 Tel: 01732 445325

THE DIRECTORY SPECIALIST SERVICES



1967 Ferves Ranger. One of only 50 remaining worldwide out of 600 produced in the late 1960s by Ferrari Veicoli Speciali and understood to be the only running example in the UK. Completely original, in excellent condition, with hood, side screens and tonneau cover, plus an extra set of spare wheels and tyres. Built as an off-roader with fully detachable doors and fold flat windscreen, it would be an excellent addition to any collection or advertising promotion. Exhibited, by invitation, on the Cartier Lawn at Goodwood, £27,000 ovno. For further details call: 01753 883707 or email: slpjrpf@f2s.com. A296/002

LANCIA



1986 Lancia Thema 2000 i.e Turbo 8v. Silver Grey, new engine and turbo 1996, FSH, same owner since 1991, 148,680 miles, MOT expires July 2021, garaged, £4000. Email: antonyzorzo@btinternet.com. A296/060

PARTS

Ferrari F430 Spider exhaust and Mk2 headers. Removed in good condition from my car, available to be collected West Midlands, call for details. Sensible offers considered. Tel: 07710 835837. A296/041



Ferrari California space saver spare wheel. Ferrari California genuine space saver spare wheel for sale. Comes with carrier bag (not Ferrari), tyre has never been used. Wheel has some cosmetic marks on surface, hence heavily discounted price, a new spare wheel costs over £1000, offered at bargain price of £349. As courier will be fairly expensive can deliver up to around 40 miles from Southend or meet you half way for return cost of my fuel. Tel: Chris Taylor, 07771 921317. Email: christaylor.fsc@googlegmail.com (Essex). A296/019



Ferrari 308 GTB wheels. Set of four Cromodora alloy wheels, bead blasted and stove enamelled, complete with centres. Ideal to complete your restoration project, £1000 ono plus shipping. Email: weir.nick@gmail.com (Huddersfield). A296/070



Ferrari 355 Challenge wheels and Corsa tyres. 4 genuine Speedline Ferrari 355 Challenge wheels finished in satin black, complete with Ferrari centre caps. Fitted with Pirelli PZero Corsa tyres. Originally purchased from Damax and refurbished by Kent High Performance and fitted to my 355. Also available complete set of AP Racing discs and callipers from the same 355. Genuine offers to Martin at mwenban@aol.com. A296/062



Ferrari Dino 246 roof top. Dino 246 roof top for sale. Email: gerassimos@windowslive.com. A296/068



Alfa Romeo 116 Alfetta saloon parts. Including two rear bumpers complete, underhood insulation, all unused Alfa parts in original packaging, contact for complete list. Email: robinrands@aol.com (Essex). A296/061



Fiat Coupe 2L 20V Turbo. Complete fuel tank and electronic fuel pump for sale, only 50K, £100. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A296/063



Ferrari F360 gearbox. I am selling a refreshed Ferrari 360 gearbox, this gearbox originally came out of a lightly used Challenge car, and only needed light refreshing (bearings, seals, some synchros). This gearbox can be used with both the street or Challenge rear cover, and can be used in both cars. Email: teaalicol@gmail.com. A26/020

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. A296/042

Alfa 75 TS wheels. 4no. aluminium wheels off 75TS, will fit 156 + possibly others? Grey colour, reasonable condition, 6Jx15 (not Revolutions). Tel: 07952 525053. A296/043

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. A296/044

Ferrari A12/F12 gearbox for sale. This has been professionally stripped down and rebuilt with new bearings and NOS parts. Email: edseymour@outlook.com. A296/045

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). A296/046



Ferrari F355 wheels. The 1996 F355 was sold last year, going through the garage I have 2 wheels I found, 1 front and 1 rear. Both have light scratches and/or some kerb rash but are not bent from what I can see. Email: carlobetr@gmail.com. A296/033



Ferrari F430 headlights. I have a pair of slightly used oem F430 headlights, taken out to fit the carbon items including control units, £1000 each. Email: Waston, watsondnorman@gmail.com. A296/067

g16 Spider exhaust. Alfa g16 Spider MY1999 rear exhaust section, brand new, £75, buyer collects. Tel: Ian Mackenzie, 07552 238394. Email: ianmackenzie56@gmail.com (NE Lincs). A296/047

Ferrari 456 gearbox mounts. I have 2x brand new gearbox mounts, purchased for Ferrari 456 but never used. I am selling a pair. These are discontinued by Ferrari so impossible to find new, part number is 176995, please let me know if you would be interested in these. Email: louisemoni@hotmail.co.uk. A296/048

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. A296/049

Mirror covers. A pair of genuine Giulietta mirror covers for 2015 model, £10. Tel: Paul, 07810 753952 (north Hampshire). A296/050

MISCELLANEOUS

2x Transport Source books on the Lancia Delta (volume 1 and 2), covering road tests from launch to end, £20 for the pair. Tel: 07538 236588. A296/004

'C11 GTV'. On retention certificate, assignment fee prepaid. Offers to: davidhill@richmondconsulting.co.uk. A296/051

Various Ferrari official magazines. 6 Ferrari magazines, nos. 26 Sept 2014– no.27 Year Book, Dec 2014– no.29 May 2015– no.30 Sept 2015– no.31 Y/B Dec '15– no.32 first TOFM edition April 2016. All in excellent virtually unread condition, £125 + delivery cost, collection available nr Bath. Tel: Brian Kendall, (ex FOC member) 01275 332459. A296/052

Pininfarina MGB EX234

PININFARINA DESIGNED THIS GRACEFUL MGB REPLACEMENT IN 1964 BUT INSTEAD THE OLD 'B' LASTED FOR ALMOST TWO MORE DECADES

Story by Chris Rees
Images by Bonhams

Pininfarina was once the darling of the British Motor Corporation. As part of a general rush by the British car industry to Italian designers in the late 1950s and early 1960s, Austin had signed a lucrative contract with Battista Farina to create a whole string of new cars, from the A40 to the A55, and the 1100/1300 to the 1800/2200.

MG even got on board when Pininfarina got the contract to sort out the MGB GT, the fastback sister to the MGB roadster, which was universally liked. The Italian couturier was then courted when MG in Abingdon thought about its next-generation sports car, codenamed EX234, a car that had the potential to replace both the MG Midget and the MGB.

A new chassis was duly designed by MG, using double wishbone suspension all round, an Austin Champ rear axle, Hydrolastic damping and disc brakes on all four wheels. The 1275cc A-Series engine and gearbox were used but the idea was that the B-series engine could also fit just as well.

A rolling chassis was duly despatched to Pininfarina in Turin in 1964. Pininfarina was at the time in the throes of designing both the Fiat 124 Sport Spider and the Alfa Romeo Duetto. What it came up with for MG was something between the two: a

delicate roadster with a low nose, cowed headlamps, small MG grille, very clean body sides and a sharp-edged Kamm tail.

Despite being shorter than the MGB, room inside was superior; there was even space for a couple of small rear seats. The dashboard used a clever symmetrical design so it would have been easy to make left-hand and right-hand drive versions (the prototype was RHD). Pininfarina's working car had not only a folding soft-top but also a hardtop, since a GT version was planned, too, while the exterior trim on either side was different (one style being for the GT, the other for the roadster).

EX234 was returned to the UK where the car was well received: it looked good, had a nice cabin, had excellent visibility and drove well. When it was tested by journalist John Sprinzel, he said it was, "beautifully flat and smooth through the corners, with none of the usual lurch".

However, no production future awaited the project. MG's existing sports cars were doing well in the marketplace, so the need for a replacement was not deemed pressing. The merger of BMC with Leyland in 1968 did the EX234 no favours, either. The sole car built was acquired in 1977 by the MG dealer, Syd Beer. Eventually the car was sold at auction by Bonham's in 2016 for £63,100.



Longstone

CLASSIC TYRES

Longstone tyres are passionate about cars from young-timers of the '70s and '80s way back to vintage. Our purpose is to deliver you the correct information about the tyres that your classic cars will perform at their best with.

Our comprehensive range of tyres is ever-expanding with the reproduction of some classics previously lost.

Whatever you needs, contact us:

www.longstone.com +44(0)1302 711123



PIRELLI
CINTURATO™

AVON



MCGRATH MASERATI

SERVICE, RESTORATION & PARTS



**MODERN SERVICE
TRADITIONAL CRAFT**

MCGRATHMASERATI.CO.UK