

AUTO Italia

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Lancia Delta HF integrale Ex-works Group A Track Test



Fiat 500X Launch



Alfa Romeo Giulietta



Ferrari 512S



De Tomaso Pantera



Carrozzeria Riva



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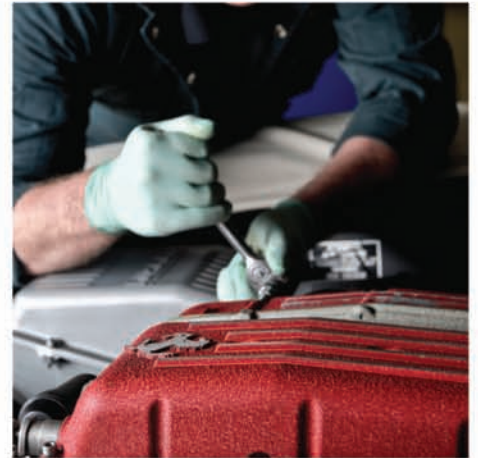


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WELCOME



After a short absence our 'letters' page is back in this issue. Well, it used to be letters, nowadays it's emails. While we don't receive a huge amount of car related material from our readers in our in-box we do receive notes in support of what we are doing, which is encouraging - and much appreciated. I would like to add more pages about readers' cars and the idea is to invite you to send in pictures of your own car, or one you have spotted, accompanied by up to 200 words. The story can be about a car you have seen or an event or location that you visited. I know we have attempted to run stories on readers' cars before but the picture quality has been variable and it would not be practical to send a photographer along, much as we would like to. So, if you would like to see your car in *Auto Italia* then please send me a selection of decent images that should be saved at 300dpi. The better the image the more we can do with it.

I am taking this opportunity to preview our March issue because it will record *Auto Italia's* 20th year in production. There will be some special features in this bumper issue including the story of how the magazine began accompanied by a selection of the top cars we have featured. In the meantime, my sincere thanks and seasonal best wishes to all our readers and business clients who have supported us over the last 20 years - and hopefully through 2015 and beyond.

Phil Ward
Editor

philward@auto-italia.net

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CONTENTS

ISSUE 228

FEBRUARY 2015

FEATURES

- 16 Fiat 500X**
New Crossover launched
- 24 Ferrari 500 Superfast**
Super car for the super rich
- 32 De Tomaso Pantera**
Ownership inspired by *Top Trumps*
- 36 Alfa Romeo Giulietta**
Special 'elaborazione' version by Bertone
- 46 Carrozzeria Riva**
A small but talented, specialist coachbuilder
- 52 Lancia Delta integrale Group A**
Kankkunen's 1000 Lakes rally winner
- 60 Ferrari 512**
Driving the Le Mans legends
- 72 Our Cars**
Running reports on the Editorial fleet



SUBSCRIBE

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SEE PAGE 44 FOR DETAILS

REGULARS

- 06 News**
Ferrari Sergio – but only for the few
- 12 Design**
Ferrari FXX K – LaFerrari goes large
- 82 Events Diary**
Italian car club contacts and events
- 88 Auto Vendo**
Pre-loved readers' cars for sale

CLUB ITALIA

- 68 Spettacolo Sportivo Alfa Romeo**
SCARB Club at Zandvoort
- 78 Company Profile**
Hoyle-Fox restorations
- 98 Obscurati**
Pavesi Ferrari 412 Ventorosso



NEWS & VIEWS

FERRARI SERGIO: ONLY FOR THE FEW



The first Ferrari Sergio has arrived in the United Arab Emirates. Designed by Pininfarina, just six of this limited edition roadster are being built. The car was created to celebrate the spirit and core values of the historic Cambiano company in the 60th anniversary year of its collaboration with Ferrari. The Sergio name pays homage to Sergio Pininfarina, who sealed the unique, longstanding partnership with Ferrari.

Based on the 458 Spider, the Sergio is powered by the latest 605hp version of Ferrari's naturally aspirated 4497cc V8. This power unit also guarantees the car sprints from 0 to 100km/h in just three seconds.

The example delivered to Abu Dhabi has three-layer

red exterior paintwork and a cockpit with black leather upholstery with contrasting red stitching, Alcantara seat inserts, and extensive carbon dash and door well trim. It also features Sergio-specific forged wheels, in this instance gold in colour with a diamond finish.

Each one of the six Ferrari Sergios was configured by its owner in dedicated sessions at the Tailor Made atelier in Maranello where clients are invited to personalise their cars to their own individual tastes. The atelier offers enormous freedom of choice in terms of colours, materials and finishes. As a result, every detail is extremely exclusive, thereby continuing the Ferrari tradition begun in the 1950s and '60s of creating bespoke cars.



FERRARI FXX K: EXTREME PERFORMANCE

Ferrari's new FXX K research and development programme received its world premiere at the Yas Marina Circuit in Abu Dhabi. The laboratory-car is based on Maranello's first hybrid model and will grace the world's tracks from next year onwards. The K in its title is a reference to the 'KERS' kinetic energy recovery system it adopts in maximising its track performance.

Unfettered by homologation and racing regulations, the FXX K will never be used in competition. It was developed to be a completely uncompromising driving experience to the exclusive group of Client Test

Drivers with whom Ferrari will roll out a test programme over the coming two years.

The car's enormous potential is attested to by two significant figures: a total power output of 1050cv (860cv delivered by its conventional V12 engine and 190 by its electric motor) and maximum torque in excess of 900Nm.

The FXX K's 6262 cc V12 features new camshafts and a modified valve train with mechanical rather than hydraulic tappets. The intake manifolds have been redesigned and given a special type of polishing treatment. The exhaust system is silenced.



MASERATI MILESTONE

On the final day of the Maserati Centennial celebrations, the 50,000th car was celebrated at the Avv. Giovanni Agnelli Plant.

This important result for Maserati was achieved in less than two years. The plant, where the Quattroporte and Ghibli saloon are manufactured, was officially inaugurated on the 30th January 2013 and with a production ramp-up designed to maximise the quality of the finished product, it has been possible to reach 50,000 cars in just 22 months.

Car number 50,000 is a Quattroporte S Q4 painted in the new Grigio Maratea, with red and black interior upholstery and intended for the US market. The North American market reached a new sales record, with more than 10,700 Maseratis delivered in the first 10 months of the year.

RSD: TOP RALLY RESULT

Rallysport Developments took top honours in the UK's Roger Albert Clark 2014 Rally. The unprecedented result was 1st, 2nd and 3rd places overall.

Matthew Robinson and Sam Collis took the top spot followed by Nick Elliott and Dave Price both crews in RSD built Mk2 Escorts, 3rd place went to Julian Reynolds and Patrick Walsh in the RSD 131 Rallye as featured in Auto Italia. An impressive performance from the crews and the engineering team at RSD.



RACE RETRO 2015

Save the dates for Race Retro 2015 in your new diaries when the historic motorsport show returns to Stoneleigh Park on Friday 20th to Sunday 22nd February.

Guest celebrities and motorsport legends will be on hand throughout the weekend ensuring enthusiasts are entertained with interviews and anecdotes from the halcyon days of racing. The popular live Rally Stage will include live action from Group B rally cars (Sat and Sun).

Auto Italia will be there with a stand displaying current and classic Abarths from specialists Middle Barton Garage and the 131 Rallye from Rallysport Developments. Book now and take advantage of the generous ticket discounts.

www.raceretro.com

LOST AND FOUND

Just when you thought that they couldn't find any more rare cars that have been hidden away, here are three examples that are coming up at two auctions on Florida's Amelia Island.

Gooding and Company have two cars entered in their sale to be held over January 16-17. The first is a 1956 Allemano-bodied Maserati A6G/2000 Coupe that was last registered back in 1969. Chassis 2165 is estimated to fetch between \$750,000 and \$950,000. The second car is a 1960 Alfa Romeo Giulietta SZ. Hidden away since its arrival in the United States 50 years ago, this Giulietta SZ is being offered for public sale for the first time, presenting collectors with a rare opportunity to acquire an important Alfa Romeo with both a rich racing history and exceptional patina.

On March 14 RM Auctions are offering a 1971 Ferrari 365 GTB/4 Daytona Berlinetta, which has recently emerged from 25 years in dry storage. Chassis 14385 was hidden in plain sight, tucked away in the corner of a condominium parking garage under a cover. Costing \$18,000 in 1971 this remarkable find is expected to command in excess of \$600,000 at the March sale.



Photo: Brian Henniker for Goodings



Photo: Mike Maez for Goodings



Photos: Darin Schnabel for RM

ALFA ROMEO GIULIETTA BUSINESS EDITION

Alfa Romeo UK has launched a new derivative of the Giulietta aimed specifically at business drivers. On sale now, the new 'Business Edition' is based on the well-equipped, mid-range Distinctive trim level but with a host of additional features which are fast becoming essential equipment for buyers.

In addition to the 16-inch alloy wheels and standard Distinctive extras, the new Business Edition benefits from the 6.5-inch Uconnect™ infotainment system upgrade and voice-programmable satellite navigation with 3D mapping. Other extras include rain sensors, self-dimming rear-view interior mirror, power folding door mirrors, front seat electric lumbar support and front parking sensors to help preserve the metallic or special paint – also a no-cost option on the Business Edition – in pristine condition.

Not only does the Business Edition offer more than £2000 worth of additional equipment compared to the Distinctive model, its OTR price is actually lower when both are equipped with comparable engines. For taxation purposes this ensures its P11D and BIK numbers are highly competitive, making it a compelling package for business users wishing to add a splash of Italian style to the company car park.



Giulietta Business Edition	OTR	P11D
1.6 JTDM-2 105hp 6-sp manual	£18,990.00	£18,935.00
2.0 JTDM-2 150hp 6-sp manual	£20,290.00	£20,235.00
1.4 TB MultiAir 170hp 6-sp TCT	£20,810.00	£20,755.00
2.0 JTDM-2 II 175hp 6-sp TCT	£22,450.00	£22,395.00



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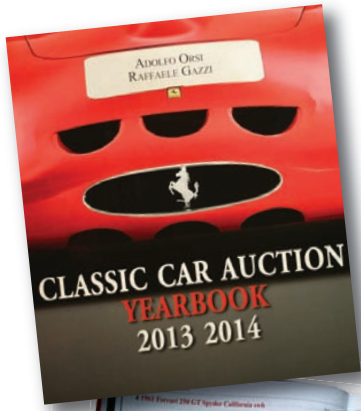
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REVIEWS

NEW BOOKS: EDITORS' CHOICE



achieving a record £107k. Giulia GTs continue to realise top prices, although a 1968 Sprint GT that sold for £56k is probably exceptional. If you have something a bit different, your 1961 Alfa Romeo Ondine (née Renault

just 2379 miles on the clock fetched £17.9k. At the other end of the scale a 2.4 Dino Spider went for £110k.

It's not all facts and figures, though. There are high quality monochrome pictures to accompany the text and there is also a colour section covering 2014's star cars and the top ten sales from 1997 to date.

The Yearbook is available from selected international bookshops, like Chaters, or contact info@historicasellecta.it



Classic Car Auction Yearbook 2013-2014

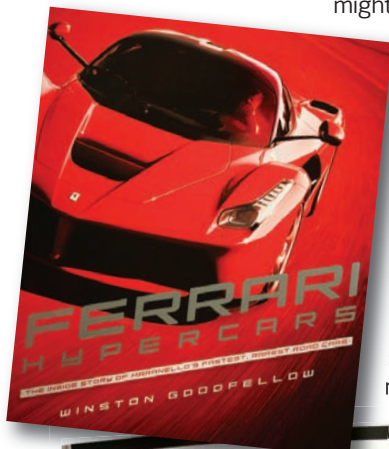
Historica Selecta. €60.00
This annual compilation of auction results has become the bible for the classic car industry and investors. However, this book is not just for those lucky enough to have a £22.8m Ferrari 250 GTO in their garden shed. If you happen to own a classic Alfa Romeo or Fiat at the other end of the scale then the Yearbook is a useful guide to follow the ever increasing values. According to author Adolfo Orsi: "After more than 20 years of market analysis, we're seeing the bigger picture of generational evolution among collectors, with more interest among younger ages..."

Alfa Romeos are rising stars among practical classics with sleepers like the Montreal

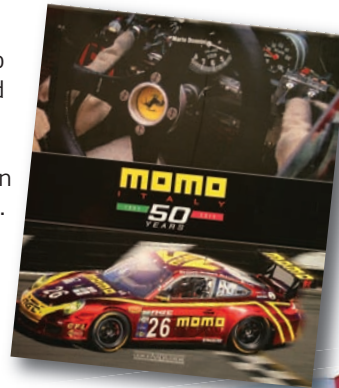
Dauphine) could be worth £11.8k, or your Giulia Super Familiare at £12.8k. Fiat X1/9s continue to be underrated, although a 1983 example with

Ferrari Hypercars The inside story of Maranello's Fastest, Rarest, Road Cars by Winston Goodfellow Motorbooks. £50.00

Don't be put off by the pretentious 'Hypercar' title of this book. Unless you know what is between the covers you might think it is just another lightweight Ferrari picture book. It's more than that, but most of the cars are not the rarest or even road cars. From someone with Winston Goodfellow's credentials this should be a good read, and it is.



This book is about people as well as cars and there are chapters on the many personalities with direct quotes from their conversations with Enzo



MOMO ITALY 50 YEARS 1964-2014

by Mario Donnini
Giorgio Nada £50.00
Gianpiero Moretti, racing driver and entrepreneur began his motor sport career with a Lancia Appia Zagato in 1961. He realised that his car needed a smaller steering wheel and decided to make one himself at his home in Milan. His friends were impressed with the result and asked him to make copies. And so his company began.



Ferrari. The piece on Nicola Materazzi is particularly interesting. As an engineer, Materazzi worked in the background and is credited with making the Lancia Stratos a winner and for turbocharging development on the Ferrari 288 Evoluzione, F40 and Lancia LC2.

For me the Group B development story is good reading and so is the piece on the F50 GT, the stillborn BPR car that remains the fastest non-F1 car to lap Fiorano.

There are some great pictures in this book, in particular the archive and development shots. Nicely produced, but quite expensive.

Moretti's business boomed and his steering wheels became standard equipment on production Ferraris and F1 cars. Eventually his product range expanded to include wheels and racing seats.

Moretti was prominent in the IMSA Championship with a Porsche 935 and Ferrari 333 SP, each car dressed in the striking red and yellow Momo livery.

This dual text book tells the Momo story with a series of interviews with famous racing drivers. It is a somewhat fragmented production that mixes some interesting period racing images with steering wheel development and a modern road wheel catalogue.



1939 ALFA ROMEO 6C2500 SPORT BERLINETTA Coachwork by Touring; Chassis no. 915033
1969 FERRARI 365 GTB/4 DAYTONA BERLINETTA Coachwork by Scaglietti; Chassis no. 12801
1963 FERRARI 250 GT/L 'LUSSO' BERLINETTA Coachwork by Scaglietti; Chassis no. 5085 GT

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DESIGN

AUTO ITALIA'S DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN

Ferrari FXX K

CHRIS HRABALEK

Age: 36

Born: Vienna, Austria

Design Education: MA at The Royal College of Art, London

Current Job: Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



In line with the legend surrounding the name finding origins of the iconic Countach, 'cool as . . . (expletive deleted)' is pretty much the first line that comes to mind, when first confronted with Ferrari's most recent – Ferrari LaFerrari based – track-only, hypercar special; by far the most spectacular and thus desirable piece of automotive art to have left the Maranello factory gates in recent years.

Publicly unveiled at this year's Ferrari Finali Mondiali event in Abu Dhabi, the successor to the Ferrari Enzo-based FXX was already long sold; in a similarly brilliant coup as with the Ferrari F60America before it. It seems that Ferrari's marketing and sales team are currently performing

in a similar manner to the early 2000s Ferrari 430 Scuderia with one hat trick following another.

Presented with the first official photographs of the FXX K, it becomes obvious that a large share of its 'must have' factor can be directly attributed to Flavio Manzoni and his Stile Ferrari design team. Similarly to Adrian Newey in F1, Flavio seems to pen one winner after the other, even managing to transform the lardy California into an object of desire as per most recent 'T' iteration.

Still remaining highly cynical about the real product development value of an army of amateur hypercar 'test drivers', it remains without doubt that the FXX Programme – aka factory organised track-



day sessions – remain one of the key attractions of buying into a track-focused evolution of the LaFerrari at nearly three times its donors cost; or for the accountants at Maranello: the equivalent revenue-stream of another 100-odd LaFerraris sold.

The fact that the FXX K track machine lapped the Fiorano circuit in 1'14" – five seconds faster than LaFerrari – is very believable, considering overall weight was reduced by an impressive 90kg, downforce was increased to 540kg at 200km/h, and a power hike achieved of 860hp and 190hp for its V1.2 and

electric motors respectively; at this rate of progress we will soon see products of the XX-programme lap Fiorano faster than contemporary F1 cars.

Designwise the FXX K is 'HOT' – with three capital letters. While the gents at McLaren were trying to steal the spotlight with their P1 GTR counterpart, Ferrari repeated its 2013 Geneva Motorshow performance: 'veni, vidi, vici'-style. There are just so many details for automotive anoraks to drool over, not just the jetfighter-like winglets in the rear, but details such as part of the headrests now attached to the

doors, that give an indication of the level of passion that went into this project.

In case of the FXX K it is very difficult to criticise its styling. As a matter of fact, the styling is so good, one wishes the FXX K would have been the final design-freeze of the LaFerrari, or probably more realistically, some sort of road-legal 'Stradale/Scuderia/Speciale' LaFerrari derivative. The XX-series car could then have been an even more extreme weapon, something along the lines of an updated 333 SP, in an attempt to attract proper test-drivers to join in and zip-up their Nomex.





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AUTO ITALIA IN ATHENS

This is Alex Vazeos from Greece, a die hard Italian car lover and a long time reader of *Auto Italia*. I simply wish to congratulate you for your great work, it is really inspiring for all of us. Attached are some photos of my collection; calling it obscure is a huge understatement but it is as Italian as it gets. The collection also includes a 1977 A112 Abarth and a 1980 Lancia Gamma Coupe, both are used as daily drivers. I am about to finish the restoration of an ultra rare 1955 Moretti twin-cam 1200 Grand Sport. I do not drive any kind of new car, let alone one that is non-Italian.

Alex Vazeos
Athens

MYSTERY CAR

A Register member has sent me this photo of an aluminium bodysell he has unearthed in a



Falmouth scrap yard. It sits alongside some rather sad Bertone GT coupes in equally poor states of repair. We have no idea what make or model it is – does anyone know?

Stuart Taylor

Looks like it might have been a one-off barchetta body to fit on a single-seater chassis, because it has a central driving position. Ed

BOLOGNA SAN LUCA

When I lived in England, I used to buy your magazine every month and still possess all the back copies from those early years, because it catered for my taste in cars and was interesting. You choose not just those everyday cars (useful) but also the most way-out exotic cars that most of us will never see, let alone drive. Well done!

I emigrated to Italy some ten years ago and can't buy *Auto Italia* readily over here. However, every now

and then I am reminded of your magazine.

Not afraid of offering your excellent magazine something, I have decided to show you just some of the photos I took at this year's San Luca Hill climb in Bologna. This historic race has been held every year since the 1950s, and this year I was lucky to be there and see some of the cars featured in your magazine. Apart from the Alfa Romeo GTAm cars (there were four or five of them), there was a Lancia Flavia Sport Zagato, a Fiat X1/19 Dallara, several Abarths and an Osella. My pick was the awesome De Tomaso Mangusta, which like some of you, I owned as a toy car. To see one is another experience.

Now I live halfway between Bologna and Maranello, I might get to see more exotic vehicles being given their road tests. Watch this space with interest.

Tim Mellor

If you are finding it difficult to locate Auto Italia in Italy I suggest you take out a subscription, then the magazine will come direct to your home. Ed

FIAT 850 FAN

As a long term subscriber of *Auto Italia* I obviously have a healthy appetite for Italian marques (especially Lancia) but I was wondering if there was any chance of an depth article on the Fiat 850 Saloon, Coupe and Bertone Spider? These cars have such character but rarely get page space. You did a piece on an 850 Coupe recently which was excellent and got me interested, and then



recently an 850 Spider appeared on the TV programme Car SOS which looked gorgeous when they'd finished restoring it. You could include the 850T and 900T vans as well but maybe that's pushing it a bit. I know you have to cater for a broad spectrum of Italian car nuts from all over the world but surely there's a bit more room for the humble Fiat 850 and I know Phil has a soft spot for small Fiats.

Rob MacFarlane

We covered the 850 family way back in issue 63 and we still have that issue in stock. These cars are becoming harder to find in good condition but we will see what we can do. Ed

BROOKLANDS SUPPORTER

On behalf of all the Abarthisti who came to the Brooklands Autumn Motorsport Day, a big 'Thank You' to you and your organising team for a great day. Having attended all

four of the motor sport events, I think this one was the best yet, with plenty of variety, and a lot more car club displays. There was some rare and lovely stuff on show like a fabulous Alfa 2600 Coupe that I had not seen before, along with the red and slightly faded Series 3 Alfasud, the Junior Zagato, the Fiat 128, and and and . . . I've had plenty of comments from the Abarthisti on how they enjoyed the relaxed nature of the day, the displays, the track action and the pair that took their cars up the hill really enjoyed the experience.

This was our last major outdoor event of the year, as it will prove to be for many I suspect, and it will remain in the memory as a fitting finale for a great year. Thanks to you and the team for all the *Auto Italia* events during the year, and here's to 2015!

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The X-Factor

The 500 brand advances to a new level with a versatile Crossover for Europe and the USA

Story by Phil Ward
Photography by Michael Ward





We have written about Fiat's extended use of the 500 title before. Quite clearly it is appropriate to call the car launched in 2007 a 500 because it does at least resemble the iconic classic. The subsequent 500L looked less like the original Cinquecento and now we have the 500X that has only token styling clues. Fiat have turned the 500 into a brand, trading on a name that even people who don't have the remotest interest in cars will recognise. This is not a bad thing, it's a good marketing ploy, even better if the vehicles carrying the title are good cars. The jury might still be out on the 500L but the 500X has it all, it even looks good.

During the press launch we tried the 500X both on and off road. While it works very well on the road it is not really a serious off-roader. While it is competent on the mucky stuff it is really more at home on tarmac. It is, after all, called a Crossover which is a name that translates to "It does this bit well and that bit OK." In practice this means that the 500X is great for the school run and superb for the one day each year we are snowbound in the UK. If you want something altogether more rugged then you can buy the Jeep Renegade, which is based on the same chassis and built alongside the 500X at the Melfi factory (160km east on Naples).

To brand the 500X, like many other superbly engineered vehicles, as simply being a car employed to ferry unfeasibly clean children to school, is missing the point. It is, in fact, a great all rounder and a very competent vehicle on motorways as well as urban and country roads. For those determined to cocoon their families they can have a frugal, front-wheel drive version of the 500X that looks very much like the more expensive 4x4 and the neighbours won't know the difference.

Our test drive began in Turin, Fiat's ancestral home, and oddly enough a place where cars carrying its name are no longer made. Apart from the Fiat Panda, which is made in Naples, all the other models are built beyond Italy's borders. Behind the grand 1930s facade of Turin's huge Mirafiori factory complex, the Alfa Romeo MiTo is the only car built there now – apart from the assembly of Abarthised Polish 500s. However, Turin's honour is preserved over to the west of the city at

Grugliasco where the revamped former Bertone factory builds the Maserati Quattroporte, the Ghibli and probably the future Alfa Romeo 'Giulia'.

We headed out of the city over the Ponte Vittorio Emanuele 1, the big bridge that crosses the River Po. The river is a natural barrier between the city's grid patterned streets and the scenic back drop of wooded hillside to the east. As we crossed the bridge we noted the weir where the Minis crossed the river in the *Italian Job* and where the Polizia Alfa Giulia floated away. In front of us was the Chiesa della Gran Madre di Dio, the wide flight of steps leading up to the impressive domed church, another *Italian Job* feature where once a fleet of red, white and blue Minis cascaded down.

Our route out of Turin was busy with early morning commuter traffic and the lanes were narrow. However, the height of the 500X is an advantage enabling the driver to plan the route ahead and spot the gaps in the traffic. The all round visibility is very good and the huge mirrors are excellent. The first version we drove was the all-wheel drive 140HP 2.0 MultiJet with a 9-speed gearbox. Given the torque range of the engine quite why nine gears are required is best known to ZF who built the gearbox. In reality, with the system set to auto, we had little idea of which ratio was in operation anyway. It just drove along smoothly with most of the changes being imperceptible.

The steering felt very slightly over geared and somewhat remote but this is just an observation and not an issue. The brake pedal had plenty of feel and

not at all 'French', which was appreciated. Out into the countryside towards Asti and beyond the 500X was a pleasure to drive. Time to try the Sport mode. The engine holds onto the revs longer and the power delivery changes from smooth to brisk, enough to be interesting. With plenty of torque in the normal gear ranges, ie first to sixth, overtaking was effortlessly by just flicking the paddle shift down a notch.

The final section of the test route was a 40km stretch of the A4 motorway that ended at our Balocco test track destination. The 500X is a very competent Autostrada cruiser and this is where the extra ratios come in. At 160km in 9th gear the engine was pulling just 2500rpm. The sound level in the cabin at this speed was commendably low, you could go a long way in this vehicle in its very comfortable and civilised environment – and not use a lot of fuel.

At Balocco we transferred to a Grigio Arte 'hearing aid beige' 1.4 Turbo 2wd to check out the lower end of the comprehensive 500X range. Lower end does not mean inferior. To me this power unit works very well in any Fiat or Alfa Romeo application. This 500X feels more sprightly than its bigger sibling but no less refined. The six speed manual gearbox was a delight to use and, quite frankly, as an everyday driver it ticked all the right boxes, especially value for money.

Fiat have a very important car here that deserves success. The 500X has the right number of applications that all share the same build quality and efficiency. Top transport for the school run as well . . .





ABOVE: The Crossover description keeps the 500X honest in that it is only designed to be an occasional off-roader

ENGINE VARIATIONS

Depending on the EMEA (Europe, Middle East and Africa) market, the 500X is available with various combinations of engine, gearbox and transmission. USA versions will be called the 500X and 500X Trekking and will be available in 2016.

Available at the European launch will be the 140 HP 1.4 Turbo MultiAir2 (front-wheel drive and 6-speed manual gearbox), the 110 HP 1.6 'E-torQ' (5-speed manual gearbox and front-wheel drive), the 120 HP 1.6 MultiJet II (front-wheel drive and 6-speed manual gearbox) and the 140 HP 2.0 MultiJet II (9-speed automatic transmission and four-wheel drive).

The 140 HP 1.4 Turbo MultiAir II engine will also be available with front-wheel drive and 6-speed dual clutch automatic transmission.

The USA market will get the 170 HP 1.4 Turbo MultiAir2 (9-speed automatic gearbox and four-wheel

drive), and the powerful 187 HP 2.4-litre Tigershark MultiAir2 (9-speed automatic transmission and four-wheel drive) petrol engines.

The following turbodiesel power units will also become available in some markets: the 95 HP 1.3 MultiJet II (5-speed manual gearbox and front-wheel drive), and the 140 HP 2.0 MultiJet II (6-speed manual gearbox and four-wheel drive).

DRIVE TRAIN

The 500X is the first Fiat to offer nine-speed automatic transmission. This transmission is available with the 170 HP 1.4 Turbo MultiAir II petrol engine and the 140 HP 2.0 MultiJet II turbodiesel. Electronically controlled, the new transmission features specific mapping, with the option to switch to manual-sequential mode.

The four-wheel drive system incorporates a rear axle disconnection system that reduces energy wasted through drag when four-wheel drive operation is not





TECHNICAL SPECIFICATIONS

FIAT 500X	1.4 MULTIAIR 140HP	1.6 MULTIJET 120HP	2.0 MULTIJET 140HP
ENGINE:	1368cc, 4-cylinder petrol turbo, SOHC	1598cc, 4-cylinder diesel turbo, DOHC	1956cc, 4-cylinder diesel turbo, DOHC
BORE X STROKE:	72mm x 84mm	79.5mm x 80.5mm	83mm x 90.4mm
POWER:	140hp @ 5000rpm	120hp @ 3750rpm	140hp @ 4000rpm
TORQUE:	230Nm @ 1750rpm	320Nm @ 1750rpm	350Nm @ 1750rpm
TRANSMISSION:	6-speed manual, FWD	6-speed manual, FWD	9-speed auto, 4WD
WHEELS & TYRES:	215/60 R16, 215/55 R17 or 225/45 R18	215/60 R16, 215/55 R17 or 225/45 R18	215/60 R16, 215/55 R17 or 225/45 R18
KERB WEIGHT:	1320kg	1320kg	1495kg
FUEL CONSUMPTION:	36mpg (combined)	60mpg (combined)	51mpg (combined)
TOP SPEED:	119mph	116mph	119mph
PRICE:	£14,595	£20,845	£25,845


required, thus ensuring more efficient fuel consumption. This is the only vehicle in its segment to offer this feature, with the exception of the Jeep Renegade, the 500X's rear-axle disconnect switches between two- and four-wheel drive for accurate torque management without driver input.

Fiat call its transmission option switch the 'Mood Selector', which changes the behaviour of the engine, brakes, steering and gearbox (in the case of automatic transmission), permitting three choices based on the driving style most appropriate to road conditions: Auto (for the best in terms of comfort, consumption and CO2 emissions), Sport (for a drive that favours performance) and All Weather (for maximum safety even in poor grip conditions).

On 4wd versions, the All Weather mode is replaced by the 'Traction' function, which speeds up the transmission of torque to the rear axle. On front-wheel

drive versions, the function activates the 'Traction Plus' control system, which improves grip on tough, slippery terrain, for more economical, eco-friendly operation compared to conventional four-wheel drive, increasing efficiency during moderate off-road use.

SPOILT FOR CHOICE

There are five trim levels: Pop, Popstar and Lounge for general purpose vehicles and Cross and Cross Plus for the 4wds. There are 12 body colours: Blu Venezia, Rosso Perla, Rossa Passione, Arancio, Giallo Amalfi Tristrato, Bianco Gelato, Grigio Argento, Grigio Arte, Bronzo Magnetico, Bronzo Magnetico Opaco, Verde Toscan and Nero Cinema. The eight alloy wheels choices come in three different sizes of 16-, 17- and 18-inches. Interior trim choices include seven configurations, created by combining different types of fabric, leather, finishes and colours. 

BELOW LEFT: The 500X has a range of attractive, quality interior trim. Grigio Arte is one of the 12 body colours to choose from



Photography: GF Williams



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Superiority Defined

Twice the price of a 275 GTB when new, Ferrari's 500 Superfast was the preserve of the super rich

Story by Simon Park
Photography by Michael Ward



Had the Ayatollah Khomeini pulled off his Iranian coup d'état 20 years earlier, the shockwaves would have travelled far beyond Tehran – all the way to Italy and Modena's Chamber of Commerce, in fact.

The last occupant of the Peacock Throne was a serial consumer of exotic motorcars, but it was a passion (along, quite probably, with a number of others) not shared by the crusty old killjoy who kicked him out; so Emilio-Romagna's Terra di Motori would have lost, at a stroke, a succulent source of business.

The Shah had extravagant tastes, and in 1958 it was he who inspired Maserati's monumental 5000GT. Down the road in Maranello, Enzo Ferrari's principal preoccupation, as always, was funding his beloved racing, and big spenders such as Iran's ruler were cash cows to be nurtured and indulged. Ferrari was well aware, too, that most of these mega-rich (potential) clients – industrialists, bankers, film stars, the odd king – didn't want a road-going racing car; they wanted effortless opulence, all the right (big) numbers, exclusivity and the cachet of his increasingly prestigious name. And they would pay well for it.

From the early 1950s Ferrari had catered for this lucrative niche market with a sub-dynasty of large and luxurious coupes initiated, in 1951, by the 340 America – the name offering a bit of a clue to its target market (along with eastern potentates, of course). Using the Aurelio Lampredi-designed, 'long-block', fixed-cylinder head V12 introduced in 1950, the 4.1-litre 340 begat the 375 (4.5-litres, in 1952) which in turn begat the 410, displacing 4962cc. Appearing at the Brussels Salon of 1956, the 410 was promoted to Superamerica status – which might be considered a grovel too far.

But the new name must have inspired Pininfarina, who produced a wild, be-finned one-off for the Paris Show that year which was definitely more Miami than Maranello, and called the 410 Superfast. Then, when

the 410 was replaced by the 400 Superamerica, in 1959, Pininfarina responded with three more Superfast show cars, the first of them (Superfast II – keep up at the back) appearing at the Turin Salon of 1960. Gone were the tailfins, in their place a slippery fastback design, heavily influenced by the Alfa Romeo – yes – Superflow show cars which appeared between 1956 and 1960. All frightfully super, dahling – and there was more to come. The shape would be further refined with Superfasts III and IV, and all of them were essentially part of a series of coupes labelled, collectively, Aerodinamico, which directly informed the shape and style of the fifth, final and definitive Superfast, the 500.

SUPERFAST GENEALOGY

Starting with the down-sized 4.0-litre 400, the Superfasts' numeric monikers, uniquely, reflected the V12's total nominal capacity rather than that of an individual cylinder. So in fact, the 500's displacement was identical to that of the 410, at 4962cc; but it was an entirely new engine, designated Tipo 208, which essentially united Lampredi's 'long block' with detachable hemispherical heads, each with a single chain-driven overhead camshaft, as originally designed by Gioacchino Colombo. While Ferrari claimed 340bhp at 6000rpm for the 410, the 500 boasted an epic (for the time) 400bhp at 6500rpm from the same capacity – a suspiciously round and probably fanciful number which, nonetheless, would have greatly impressed the plutocrats at which it was aimed.

The 5.0-litre behemoth bowed in at the 1964 Geneva Salon, just weeks after the debut of its humbler sister, the plebeian 330 GT, much of whose underpinnings it shared, including the same wheelbase and track. But, in order to distinguish it from the 330, the tubular steel frame of the 500 was clothed by Pininfarina in bodywork far more extravagantly voluptuous, whose





FERRARI 500 SUPERFAST

500 SUPERFAST CH. 6673 SF

sheer size reflected a no-compromise re-statement of the Aerodinamico style – save for the cut-off Kamm tail. Suspension, too – independent front, live axle rear – was broadly similar to the smaller car.

What wasn't at all similar was the price. In 1965, its £11.5k tag in the UK could have bought you a matching pair of standard-steel Rollers, five assorted E-Types, about 25 Minis – or a seriously nice house. It would also have financed two 275 GTBs; but compared to its two-seater stablemate, the Superfast was a seriously nice house, being also about twice its size. And anyway, customers such as the Aga Khan, German industrialist-playboy Günther Sachs, Woolworths heiress Barbara Hutton, comic actor Peter Sellers and Prince Bernhard of the Netherlands (who commissioned a 330-engined, 4.0-litre not-quite-so-Superfast) didn't have to ask the price. Neither, of course, did the Shah, and flogging him one was a doddle. In fact, he bought two...

Just 36 Superfasts left Maranello over a period of 28 months, the last 12 being nominally 'series-two' cars with five-speed gearboxes in place of four-plus-overdrive, pendant – rather than floor-mounted – pedals, improved braking and servo assistance, three-vent louvres behind the front wheelarches in place of the original eleven (the only obvious distinguishing feature), and both power steering and air-conditioning as options. But then, nothing is ever that simple with Italian exotica. Although the 500 was a far more homogenous 'mass-production' model than its antecedents, Pininfarina still pretty much hand-finished each car to the customer's requirements and there are lots of anomalies regarding individual specifications. And our test car is a good example.

BELOW: This Superfast is a late first series car with some S2 features, notably a five-speed gearbox and rear passenger seats

It's quite an eyeful, too. Strictly speaking, it's a first-series car with a number of S2 features, notably the five-speed box. It also has rear seats, believed to be one of only two RHD cars so fitted. One of eight RHD cars, it was delivered new, via Maranello Concessionaires, to property developer Harry J Hyams – he of Centre Point notoriety – in August 1965. Subsequent owners included Ken Bradshaw, erstwhile secretary of the Ferrari Owners Club, and famed Italian historic racer and collector Fabrizio Violati. Talacrest traded the Superfast with Violati against 330 LMB ch. 4381 SA. When fully restored in 1982, 6673's colour was changed to dark metallic red; but the latest restoration, done in 2007, returned it to its original 'Blu Turchese' turquoise.

And the results are pretty stunning – it looks and feels like a new car. Inside, there are vivid reminders of the US market's (in particular) predilection, in those days, for traditional English-style interior furnishings. The polished wood dash, framed top and bottom by soft black leather rolls, is quintessential 1960s luxury barouche, and you could just as easily be in a Bristol or a Bentley. There's the full set of dials, of course, including a 180mph speedo and rev-counter red-lined at 6500. Minor controls are less haphazard than the Italian norm, too, with a neat little panel of rocker switches to the right of the steering column. And should you grow weary of your passenger there's even a lever under the dash – an optional extra – to open the left-hand door (ideally, round a tight right-hand bend...).

In fact, the lucky driver lacks for nothing (except, perhaps, a passenger). The lovely leather seat is really comfortable, and more supportive than it looks. That beautiful wheel – classic Italian harmonising perfectly with classic English – controls the rather dead-feeling





but precise steering, unassisted here, which is low-g geared by modern standards; and its large diameter means hands and arms are kept busy, but it's nothing like as heavy at low speed as some contemporary systems. The long, leather-gaitered gear lever operates in a widely-spaced gate but is exquisitely precise for all that – although the synchromesh doesn't care for hurried down-changes. Braking is unexceptionable, being both reassuringly solid and progressive; but clutch and accelerator pedals, too, are definitely 'long-throw', and like the steering and the gear change reflect the muscularity and scale of the car as a whole.

ROLLING THUNDER

As does the awesome V12 up front. It seems quiet and distant until aroused, but then it starts to thunder like a big 'twelve' should. There's some noticeable flywheel inertia compared to the 'little' 3.0-litre 250-series engine, for example, but once it's up and revving it's spectacular.

However genuine the claimed 400bhp, it's undeniably a monster of a motor, with stupendous torque and no real 'step' in its power delivery. I confess I didn't harass the red line, in deference to the new owner, but at five thou it felt as if it was just getting into its stride...

And that's the Superfast's long suit – a long stride for long distances. The ride is never less than cossetting and the handling surprisingly neutral. The big coupe responds nicely to the throttle – a bit too much right foot with any lock applied risks instant plough-on understeer, but a lift will bring it back to heel. Fast sweeping A-roads, giving it space to breathe, suit it perfectly – there's some modest body roll, as you'd expect, but it never threatens to upset the car's composure, and the big 70-profile Michelins, with their properly tall sidewalls, offer the perfect period mix of grip and predictability – so much nicer than today's ludicrous 'rubber bands'. So, the SF does what was expected of it – always

ABOVE: The 5-litre V12 was claimed to develop 400bhp, which was the highest power output for roadgoing Ferrari at the time



FERRARI 500 SUPERFAST



TECHNICAL SPECIFICATIONS

FERRARI 500 SUPERFAST

ENGINE:	60° V12, SOHC, front-mounted in-line
CAPACITY:	4962cc
BORE X STROKE:	88mm x 68mm
COMPRESSION RATIO:	8.8:1
FUEL SYSTEM:	3 x Weber 40DCZ/6 carburettors
POWER:	400bhp @ 6500rpm
TORQUE:	351lb ft @ 4750rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
BRAKES:	Dunlop discs all round
STEERING:	Worm & roller
WHEELS:	Borrani wires, 7J x 15"
TYRES:	215/70 VR15 Michelin XWX 2
SUSPENSION:	Front: double wishbones, coil springs telescopic dampers. Rear: live axle, semi-elliptical leaf springs,
KERB WEIGHT:	1730kg
TOP SPEED:	170mph
0-62MPH:	6.5sec



MASERATI RIVAL

assuming you weren't expecting to get too involved. And here, comparisons with arch rival Maserati's 5.0-litre flagship are interesting. The 5000GT's arrival in 1959 coincided with that of Maranello's somewhat enfeebled 4.0-litre Superamerica, and for a while nearby Modena could fairly lay claim to the world's fastest and most covetable gentlemen's GT. By the time Ferrari caught up, five years later, the big Maser was history and the Superfast assumed its crown, at least a match for it in every area except one – sheer character. There's little between them in terms of raw speed, and the Ferrari is the smoother operator all round, with no rough edges to speak of. But the Maserati, its racing roots still showing, has a visceral appeal and a sheer joie-de-vivre that leave a deeper impression, a warmer glow.

Whether the Shah, who owned both, agreed with that assessment we'll never



know. One of his Superfasts languishes in the National Car Museum of Iran (yes, it really exists) to this day, which might be considered something of a waste... But, tastefully luxurious and impressively quick though it is, the big Ferrari doesn't really feel twice as special as either a contemporary Royce – which was more sumptuous still – or its 275 GTB sibling, which was every bit as quick in real-world terms, arguably prettier and certainly a lot more fun to drive. Then again, for rarity and sheer presence – especially in this delectable colour – the 500 will trump just about anything it meets.

Me, I'll take a pair of 275 GTBs, please – in Turquoise Blue. 🇮🇹

Our thanks to John Collins at Talacrest who provided the Ferrari 500 Superfast and to its current owner John M. Lo



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Leader of the Pack

Inspired by his *Top Trumps* card game favourite car, one teenager's ambition to one day own a De Tomaso Pantera has been realised

Story by Richard Heseltine
Photography by Michael Ward



The motoring media wasn't kind. Read contemporary reports and you'll be convinced that De Tomaso Panteras were made from Spam tins, threw strops in traffic and had a tendency to barbecue their drivers. This rather unfortunate reputation was bolstered further as they embraced used car status. Valued during their youth but discarded with age, a number of baggy, rusting examples held together with Gaffa Tape and baling twine swamped the market in later years. But in this revisionist era where reputations are reassessed and repackaged with a positive spin, it's surprising that it has taken so long for the Pantera to receive an image overhaul. Some reputations are harder to shake than others, and the wider world has only recently cottoned on to how good the Pantera is – or can be. The car pictured here is an evolution of the theme, and a very personal one at that.

It isn't difficult to understand why the Pantera suffered negative press in period. It wasn't alone in this – most Latin supercars did, but they didn't have the might of the Ford Motor Company sponsoring them. Conceived in haste, engineered in a hurry and rushed to market, the Pantera wasn't quite the car The Blue Oval was expecting. But this sense of urgency is explicable if not excusable.

Backtrack to the mid to late '60s and Ford was pushing its Total Performance programme for all it was worth, not least with the fabulous GT40 sports-prototype, but it still lacked a stud in its stable; a

range-topping halo product with which to vanquish GM's Chevrolet Corvette. Even minor league rival AMC, producer of woefully dull cars that lacked even trace elements of passion, had suddenly got its groove on and was engrossed in creating an image builder of its own. Ultimately, the Giotto Bizzarrini-designed, Richard Teague-styled AMX/3 supercar was axed before it could reach volume production. It did, however, send a message to Ford: if you don't want to be the wallflower at the 150mph club ball, you had better rustle up something similar. And soon.

Recently-appointed president Lee Iacocca turned to Italian-domiciled Argentinean Alejandro de Tomaso to conceive a budget-priced image builder, arranging a \$2m line of credit and guaranteeing a supply of 351cu in, 5.7-litre 'Cleveland' V8s. De Tomaso already controlled the Ghia and Vignale carrozzerie which were to build it, he in turn being sponsored by Rowan Industries with which his wealthy wife Isabelle Haskell had family connections. Iacocca was thinking in terms of producing 5000 cars per year, the Pantera being sold through the Shelby American network. However, the death of Rowan's chairman in an aeroplane crash in 1970 threw the whole project into confusion. Ford waded in, acquiring Rowan's de Tomaso holdings, which left Alejandro with just the European sales rights.

Reaction to the car after it was unveiled at the '71 New York Auto Show augured well. Styled by Tom Tjaarda, this beautifully-proportioned supercar possessed rare beauty. As photographs by famed





snapper Rick McBride of a vivid yellow example parked in Rome's Piazza Campidoglio filtered through to news desks the world over, sales success appeared a mere formality. Distribution was now the responsibility of selected Lincoln-Mercury dealers: priced at a whisker below \$10,000, and said to be capable of 150mph, this low-flying projectile represented a slice of exotica for that was tantalisingly in reach of mere mortals.

And then the press got their dabs on it. *Road & Track's* exclusive test stated in the subhead: 'Superb styling and shattering performance at a realistic price although there are some economies evident in equipment and detail finish'. Most road testers eulogised over the Pantera's straight-line performance, but railed against just about everything else. On realising the extent of the Pantera's problems, Ford officials initiated a massive redevelopment programme with California's Bill Stroppe, North Carolina's Holman Moody and Michigan's Dearborn Steel & Tube accepting cars for remedial sorting. Fuel tanks were removed and coated with fibreglass to seal leaks and plates were welded to the front and rear suspension mounting points for reinforcement and larger coolant catch tanks were installed.

The cost of all this work ensured the Pantera's days as a Ford-backed product were numbered. Stop, cried the accountants and, by 1974, the Detroit giant's dalliance with the supercar market was over. Wily Alejandro, never happy as a mere employee, sold his remaining interests to Ford, including the balance of the Ghia styling house, but retained the rights to the de Tomaso company name. And although direct connections were severed in '74, Pantera production soon resumed and continued, albeit patchily, into the early '90s.

There is no escaping the fact that some of the subsequent restyles appeared to be thinly veiled attempts at extracting new blood from old stones. Tjaarda's original remains one of the finest examples of supercar architecture ever committed to metal, but that hasn't stopped the aftermarket industry or individuals from trying to improve upon it. The car pictured here represents the realisation of a long-nurtured ambition for owner Thomas Hillary, a man who has invested more than just money in creating his dream car.

"I know it sounds like a cliché, but the Pantera GT5 was my Athena poster as a boy," he says. "I was probably about eight-years-old playing *Top Trumps* and



ABOVE: The Pantera runs on rare, wide Campagnolo Gp4 magnesium wheels. Power output is a genuine 471bhp at 6000rpm

my particular set had this extraordinary bright red vision of aerodynamic excess as its Top Trump. I was a reasonably well read youngster and knew my Testarossa from my Countach and found it odd that this car I had never heard of had so much power, torque and sheer glamour. My parents did the decent thing and tracked down a poster for me.”

Fast-forward to Bonham’s 2011 Goodwood Festival of Speed sale and Hillary realised his ambition of owning a Pantera – from Singapore, where he was working at the time. This was just the start of it. “With any car that you buy at auction, let alone one you have bought unseen from 11,000km away, you always anticipate some work will need to be done. Disappointment at the sheer volume of work we undertook was soon overtaken by the time I picked up a fully operable car after about a year’s worth of work.”

Undeniably striking with its steroidal arches and super-rare Campagnolo Gp4 magnesium wheels, the car began life in 1973 as a standard ‘L’ model and was subsequently converted to GT5 spec. “It was upgraded in the early 1980s and family owned for many years. A full restoration was undertaken in the early ‘90s, during which both floorpans were lowered as per the Gp4

racing cars, which served to flatten the underbody while also affording some extra headroom. The colour is not original: it’s Porsche Iris blue. The interior was also re-trimmed in leather throughout. Original Pantera seats are dreadful big sofas with ruffled leather and the previous owner later decided to fit some seats with greater lateral support. They are TVR Cerbera items with inflatable lumbar support. They were trimmed to match the rest of the interior.”

The heart of the beast is a Ford ‘Cleveland’ V8 which was bored and stroked to 393cu in (6440cc). The engine build took four months, the only remaining factory parts being the cylinder block and head castings which were rebuilt and extensively modified. The standout feature is the serpentine Hall Pantera exhaust arrangement which emerges through the rear panel rather than being underslung. It serves to further heighten the sense of theatre.

There is always a sense of occasion with old supercars, ‘will it fire before it catches fire?’ being less of a joke and more an actual concern. Not so here. After a few prods on the long-travel throttle pedal, the angry V8 denotes sound out of its back pipes. There’s none of the disappointment you get with most modern



day supercars with their flat-plane crank parps. Instead, you get the sound of an angry bent eight that could only be American in origin. It idles at just 650rpm, but hit 4000rpm and its furies are furious indeed. The engine produces a certified 471bhp at 6000rpm (just below the rev-limiter). It's also packing a thumping 466lb ft of the good stuff at 4100rpm. There is no room for tactility here but the engine is so tractable thanks to all that lovely low-down torque that you can move off while barely touching the accelerator. The five-speed ZF 'box requires a firm hand, which is to be expected, but it's positive enough with a discernible clunk against the stops.

However, you don't really need to work the gears as acceleration is brutal, even in top. It emits the sort of surround sound fanfare that you image will accompany Armageddon and the sustained shove is precisely that: a shove. You feel part of the action rather than detached from it. The steering is heavy but informative as the wheel writhes and wriggles in your hand. Even on the sticky Pirelli P Zero rubber, there's little tramlining to nudge the car off line, only a sense of intimacy, which is hugely appealing.

The Pantera's chassis was good to begin with, which is to be expected of a Gian Paolo Dallara design, but

this car's set-up feels more honed than most. Turn in under power in a low gear and it will run wide, but back off a touch and its attitude is soon corrected with little more than a flick of the steering. There is no unsettling lurch or pendulum effect shenanigans, just a reassuring sense of surefootedness. The car corners flatly with no loss of equilibrium and you can power through tight bends without the tail budging an inch. Its composure is rock-solid.

Panteras have always polarised opinion. The model was gradually developed and enhanced but, at heart, it remained much the same car it always was – a sensational-looking machine with electrifying performance; a car that did much to outlive its parts-bin-thieving image. People who love Panteras, *really* love them to the point that there simply is no other supercar. Hillary remains enthralled: "A pretty startling amount has been spent on the car but I am so happy with the result and the fast appreciating value satisfies my man-maths. On the right day, in the right weather, it is everything that I ever dreamed it would be." But then the Pantera always was a much better car than history would have you believe. It survived against all odds on the strength of its personality, and this example has character to spare. 🇮🇹

RIGHT: Elaborate Hall Pantera exhaust system from California dominates the engine bay





Elaborazione Bertone

Spotted at a classic car sale, this Alfa Romeo Giulietta Sprint is thought to be a rare special equipment option Turin show car

Story by Ruoteclassiche/Alessandro Barteletti
Photography Ruoteclassiche/Paolo Carlini



In 1951 the Alfa Romeo management decided to end its racing activities and concentrate on building road cars. It had introduced the 1900 berlina in 1950, Alfa's first 'modern' car to be built on a production scale. Although it was a valid attempt to bring a volume car to the public's attention it carried over pre-war technology and a fresh new model was needed to boost sales to a wider, younger audience. Enter the Giulietta.

As far as the title goes, there are various stories relating to its origin. The most widely accepted version originated in Paris, October 1950, in a restaurant during a dinner to celebrate the presentation of the 1900 berlina at the Show. At the

restaurant was an impoverished Russian prince, known for frequenting Parisian venues. Of the guests at the Alfa Romeo table, the prince exclaimed: "There are eight Romeos and not a single Juliet!" When the time came to choose the most appropriate name for the new car, the management recalled the prince's words and so the 'Tipo 750' became the 'Giulietta'. Well, that's the story . . .

Designed by Franco Scaglione, the Giulietta Sprint was aerodynamic, light and aggressive, it was a masterpiece. When the Sprint was officially presented to the public at the 1954 Turin Motor Show it was an immediate hit. There were around 2000 orders, numbers that took Alfa Romeo and the



Bertone body shop, which was to build the bodywork, completely by surprise.

This was the first time that a new model had been presented as a coupé version rather than the saloon. Though Alfa Romeo had intended to launch the berlina first, it was decided that it needed more development with respect to the sound proofing which was considered to be inadequate for a family saloon.

A completely new engine also made its début with the Giulietta Sprint, an engine which even invented a displacement – the '1300'. This 1290cc all alloy twin-cam was to become one of the most important engines in the history of Alfa Romeo. It had performance, lightness and reliability.

The Giulietta Sprint could reach a top speed of 170km/h. Later it was possible to increase the performance to achieve 180km/h for racing teams and the Giulietta Sprint Veloce was created in 1956. At its début in the legendary Mille Miglia it took eleventh place overall behind cars of double the capacity but importantly ahead of all of the Porsche 356s.

In 1957, the Giulietta TI arrived (Turismo Internazionale) and also the Giulietta Sprint Speciale with bodywork inspired by the 1952 Disco Volante. Power output was boosted to 100hp, in order to propel the car up to 190km/h, unprecedented performance for a small capacity car at the time. The Giulietta SZ followed the SS in 1960 and offered



gentleman drivers a car in which to compete in the Gran Turismo category. Built by Carrozzeria Zagato, historic partner of Alfa Romeo, the company assumed an important role in the SZ's conception. With lightweight bodywork the SZ weighed just 840kg and was capable of 200km/h.

The final car in the Giulietta family was the '1300 Sprint' which brought production of the range to an end in 1965. After 177,700 units were built, the Giulietta made way for the similar looking but larger engined 1600 Giulia.

PADOVA DISCOVERY

Although they are sought after by Alfa Romeo enthusiasts and collectors, Giulietta Sprints are not exactly rare. However, occasionally something special surfaces. Three years ago, some details of a sorry looking 'Sprint' that was for sale attracted the attention of renowned Italian collector



Corrado Lopresto. He decided to buy the car despite its poor condition and set about restoring it. Lopresto's eye for the unusual paid off as the car turned out to be a unique 'versione speciale' that was presented by Bertone at the 1956 Turin show.

At Padova's famous Auto e Moto d'Epoca show in October 2011 there were over 1000 cars for sale in a large market place open to the general public, attracting car enthusiasts and experts from all over Europe. A tired Alfa Romeo Giulietta Sprint stood on its own in a corner, disregarded by the crowd. Nobody really paid attention to it. When Corrado Lopresto passed by, he caught sight of it and stopped for a closer look. His

ABOVE: A collector with a keen eye for detail realised that this tired Giulietta was something special





scrutinizing eyes went beyond the faded paint, the dull glass of the lights and the worn out interior. He kept focusing on a few significant details which had switched on something in his mind: the window quarter lights, the leather upholstery and the fog lamps were clearly the evidence of a one-off fitting. There was no time for long thought, Corrado approached the dealer, quickly negotiated the price and left with his new purchase.

1956 TURIN SHOW

The history of the featured Sprint goes back to 1956. On 26th April, three Giulietta Sprints were displayed on Bertone's stand at the Turin automobile show: a metallic gold painted cabriolet prototype held court in the centre, flanked by two specially equipped coupés, a red one to the left, a white one to the right. In his catalogue Bertone pompously announced: "Special fitting, finishing and accessories for Alfa Romeo Giulietta Sprint automobiles". This was an attempt to catch the interest of a sophisticated client group wanting to add a touch of exclusivity to their already exclusive Sprints. The two coupés on display in Turin showed the full range of options available: window quarter lights, fog lights, leather upholstery, a





customized steering wheel, a car radio, a clock in the middle of the dashboard, tailor made suitcases, white front and rear window seals and – a gem for the car show – chrome wheel centres with fake hub spinners.

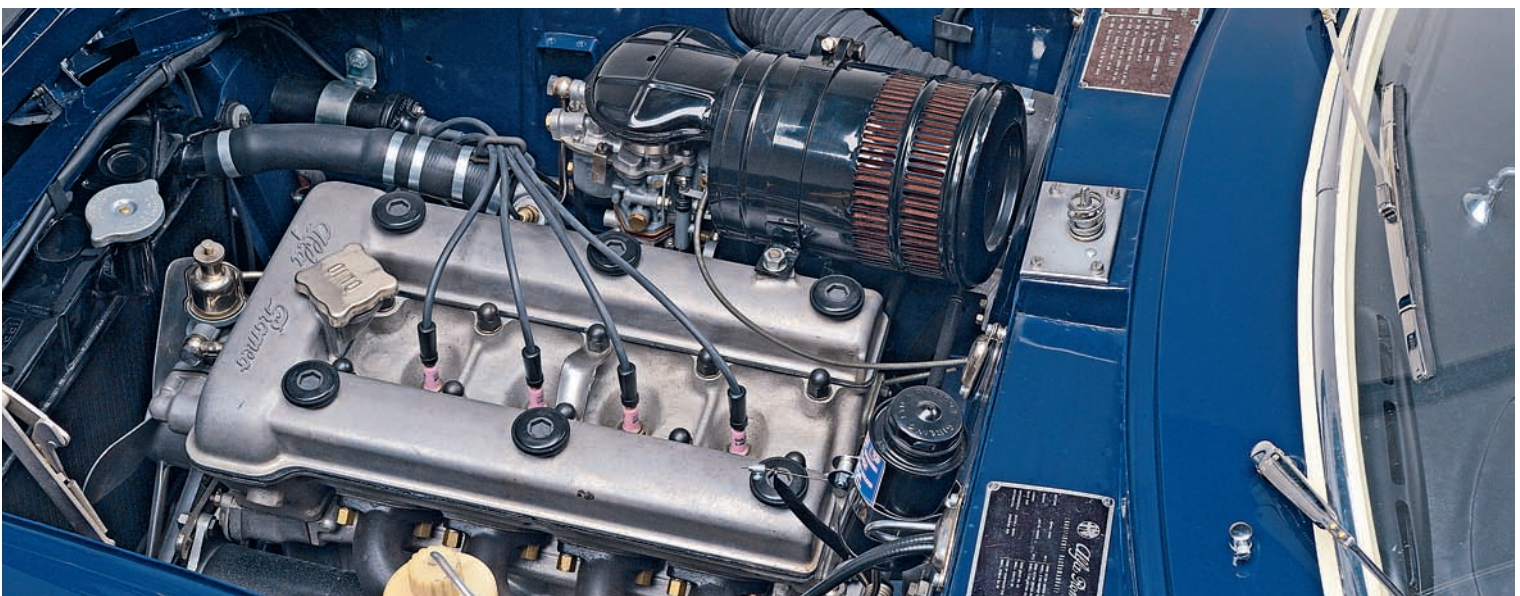
According to Alfa Romeo's Documentation Centre records, the Giulietta Sprint purchased by Corrado Lopresto was built about the same time as the specimens on display in Turin, having been manufactured on 13th March 1956, which was just before the Turin Show and it was sold a few days afterwards by GAP, the official French importer based in Paris. In fact, the car purchased by Lopresto in Padova carried a French license plate. Unfortunately, proving that this specific chassis number was consistent with the special equipment sets exhibited in Turin was a complicated matter. For the cars manufactured in those years, Alfa Romeo's Register were quite incomplete, and matching specimens with special completion ordered by buyers is very difficult. At any event, Bertone's catalogue clearly stated that "the window quarter lights can only be supplied if ordered at the time of signing off the list of special equipment items", and the window quarter lights of Lopresto's car were identical to the ones of the specimens exhibited in Turin.

So, based on this fact, Lopresto decided to restore his new acquisition in accordance with the characteristics of the Turin Show's special equipment provided by Bertone. The only difference was the position of the fog lights, arranged centrally in

Lopresto's version in respect to the Turin's specimen. The difference is possibly due to a replacement occurring years afterwards. The accurate restoration work resulted in an elegant blue car (remains of the original paint were found below the many layers, the red paint was a more recent addition) with white rubber window seals, moulded specifically for the restoration. Although some fans of this model may argue that these details are too garish and perhaps take away some of the car's grace, it should be acknowledged that this Giulietta Sprint is an exceptional example, perhaps the only one, of an exclusive set created by Bertone, the same coachbuilder who had created this coupé which celebrated its sixtieth anniversary in 2014.

The interior is a good reminder of 1950s design and fortunately Lopresto managed to preserve the original upholstery. The seats, side panel leather, carpets and headlining have all been accurately restored. Lopresto proudly declares: "I like to challenge the craftsmen I work with. Some restorers use materials which, although compatible with the period, are 'contaminated' as they are a modern replicas of original ones. I do something else. I reuse the old leather, the original worn out carpets and torn coverings in the attempt to rescue and preserve everything I can. Look at the carpet, for example: I had it repaired, dyed and lined. Small patches of fabrics were cut out to piece together rips and small holes. Reuse is – indeed – my restoration philosophy. 🇮🇹"

BELOW: White window seals were one of the special equipment accessories offered by Bertone





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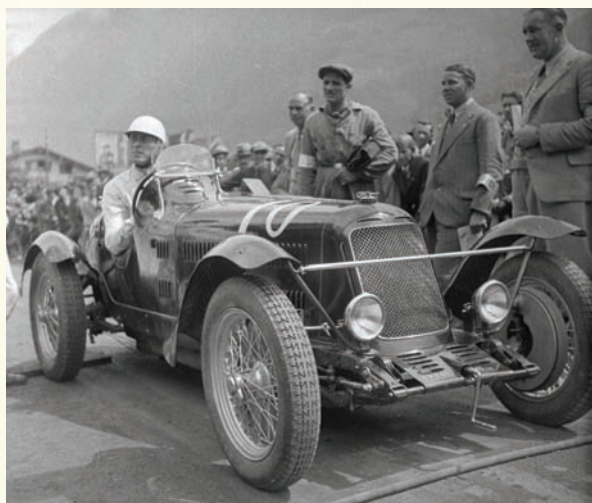
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Carrozzeria Riva

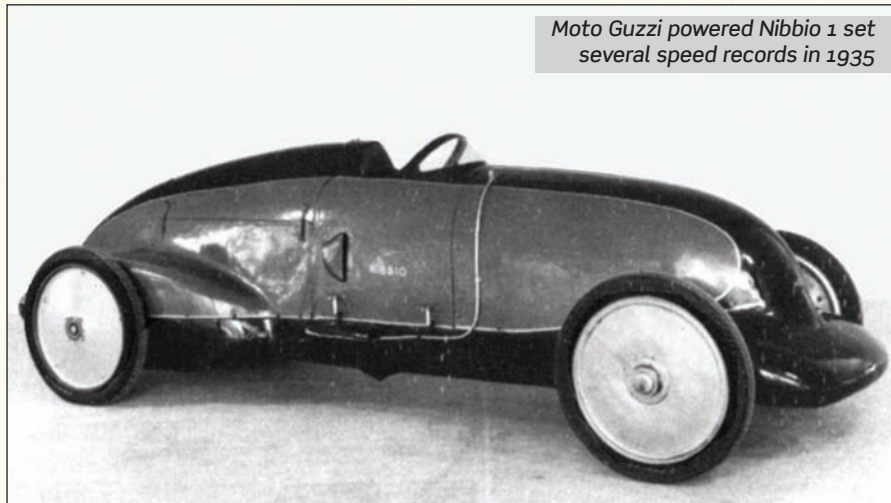
The Riva name is more commonly associated with speedboats, but it was also the name of a Milanese coachbuilder

Story by Elvio Deganello
Photography by Archivi Deganello





ABOVE: Count Lurani's Maserati 4CS probably had input from Aniceto Riva
LEFT: This 1924 Alfa Romeo RLSS Targa Florio was restored by Carrozzeria Riva



Moto Guzzi powered Nibbio 1 set several speed records in 1935

In the second half of the nineteenth century, Aniceto Riva started Fabbrica di Carrozze Aniceto Riva to build agricultural and commercial vehicles in Merate, near Milan. The quality of Riva's agricultural vehicles came to the attention of members of the Milanese bourgeoisie who had summer homes in the Merate area. Some of these wealthy people asked Aniceto Riva to build elegant horse drawn carriages. Around 1910 one of these clients commissioned Aniceto Riva to build car bodywork for the first time, it was a double phaeton body mounted on an Itala chassis.

In the Riva archives there are some sketches for bodywork traced in pencil by Venusto Riva, the son of Aniceto, who was the creative member of the family. Unfortunately Venusto Riva died prematurely in 1912 and this circumstance slowed down the final passage of Carrozzeria Riva from horse-drawn carriages to automobiles. The final transition eventually took place in 1934 when Mario Riva, the second of Aniceto Riva's seven children, changed the company name to Carrozzeria Mario Riva to concentrate on building vans and small trucks. These humble vehicles not only enabled the company to prosper, but also established the Riva name as a key player in automotive history.

There is one Riva car that has a well documented history, the Nibbio (bat) built as a speed record challenger for Count Giovanni Lurani Cernuschi. Lurani was the eighth Earl of Calvenzano, an engineer, racing driver and journalist who lived in a large villa just one kilometre from Carrozzeria Riva. The proximity of the count's villa to the coachbuilder's workshop fostered the collaboration between Lurani and Riva, born out of a mutual satisfaction in the preparation and development of the count's racing cars.

The little red Moto Guzzi powered Nibbio set several speed records and in 1935 the first version, Nibbio 1, was the first 500cc car to exceed 100mph. The 350cc Nibbio 2 broke long distance records at Monza in 1956.

Count Lurani raced a variety of cars including Salmson, Derby, Alfa Romeo and Maserati. He competed in 11 Mille Miglias achieving three class wins and won the 1929 Brooklands Double Twelve. In 1937 he founded Scuderia Ambrosiana along with Villoresi and Cortese. A bad accident at Crystal Place in 1938 when racing a Maserati 4CM ended his single-seater career although he continued to race sportscars until 1953. Later, when working together with the FIA, he -

initiated GT racing and Formula Junior.

Within Riva's archives there are some photographs from the late 1930s that depict some Lancia Augusta and Bianchi Sg saloons transformed into ambulances and vans, which was certainly a more suitable project during the onset of WWII than the prospect of building up market saloons. When the war ended Mario Riva took over the family business, assisted by his sons Erminio and Luigi.

Carrozzeria Riva started to build vans and small trucks once more and added a giardiniera to its production range that had the rear bodywork made of wood. This was a sensible move because metal was rationed during the period of post-war austerity.

Among the custom-built vehicles built by Carrozzeria Riva was a giardiniera styled body fitted to the chassis of a US military Willys Jeep, acquired by them from the ARAR (Azionola Rilievo Alienazione Resoluat) war surplus company that the Italian Government had set up to relieve the shortage of post-war civilian vehicles.

While Riva was browsing the ARAR storage fields they obtained other vehicles of various makes for transformation into vans and pickup trucks. During these difficult mend and make do years, attention was returning to building racing cars and many artisans and drivers were mixing fantasy with special skills to create new cars made from parts of old used vehicles. In this context, Carrozzeria Riva dressed the bodywork for racing cars on Lancia Aprilia and Fiat 1100 chassis with mechanics prepared by Luigi Pagani and Gian Paolo Volpini in Milan.

Success in competition gained notoriety for Riva and in 1947 this recognition led to a tempting order for bodies for the ALCA Volpe (Fox), a much anticipated micro car because it had been very well publicized nationally. After building a dozen body shells for the Volpe, Riva stopped because no one was going to collect those cars, much less to pay them. Riva learned from the newspapers that the Volpe was at the centre of a scam, which allowed the organisers to collect 300 million lire deposits and then promptly disappear. Fortunately Carrozzeria Riva was able to continue its activities without too much disruption.

In 1949 Count Lurani asked Riva to work on a BMW 328 chassis and developed a style that Lurani presented himself with colourful descriptions and sketches. From the count's idea Erminio and Luigi Riva masterfully created the Veritas berlinetta that



1940 Lancia Augusta ambulance probably converted from a private car



ABOVE: The Riva ALCA Volpe was the subject of a sales scam in 1947. This is one of the 12 abandoned bodyshells that was subsequently completed

was pleasant to look at and had a personality of its own, even if it did mirror the style of the Cisitalia 202 by Pinin Farina. The car's bonnet carried a large hump because of the mechanics of the rather dated BMW 328. The front of the Riva BMW-Veritas was less innovative than that of the Cisitalia, a car that set new standards in automotive architecture. The rear of the car was more creative where the wings flowed into the boot to define a single volume in association with the roof.

Count Lurani's wife Ivonne loved the BMW-Veritas Riva and asked for similar bodywork to be fitted to the chassis of a Fiat 1100B. Riva devised the novelty of an elliptical grille adorned with a star motif and gave this model the name 'Tipo Monza'. On August 30, 1949, Countess Lurani entered her Riva Monza in the 1st Internazionale d'Eleganza of the Venice Lido

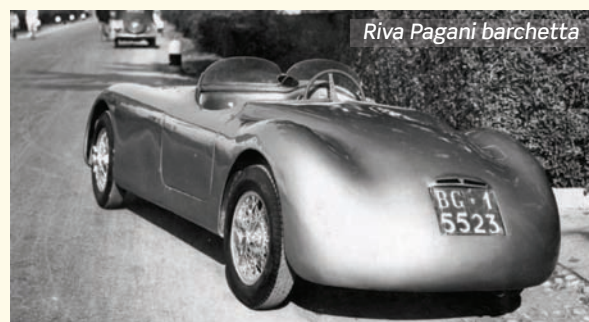
and three weeks later in the 10th Concours d'Elegance Villa d'Este. Although the Countess won two small prizes, for Riva the result of participating in concours competitions was exceptional because the press brought their name and skill to a national level. Customers from different regions of Italy ordered 1100 Monzas and Riva began to develop the style by changing some minor details without compromising the overall design.

Erminio Riva, having realised the importance of participating in Concours d'Elegance, personally presented a car at the Concours d'Elegance of Nervi in June 1950. The car was a Fiat 1100E 'Tipo Monza' finished in black with a green leather interior and it won the first award in the category D class XI (outside national series closed up to 1100cc).

On August 27, 1950, a customer from Trieste

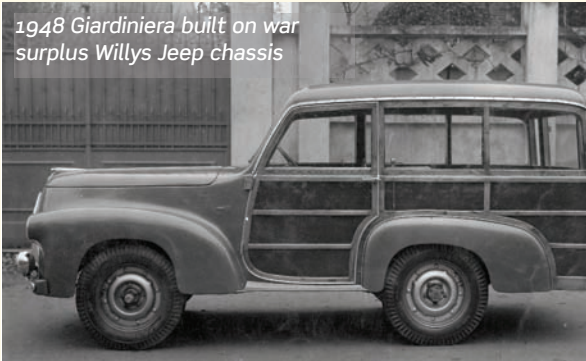


1947 Fiat 1100 Sport barchetta with twin-cam engine prepared by Pagani



Riva Pagani barchetta

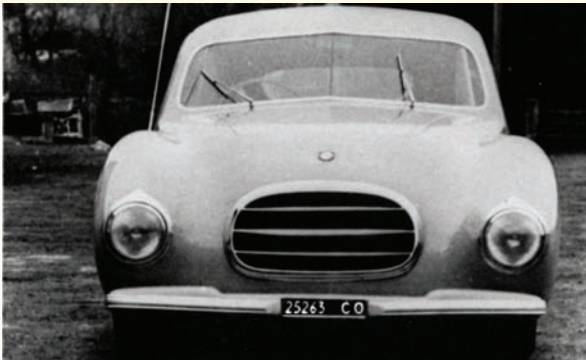
Photo: Frank Cunningham www.allcarcentral.com



1948 Giardiniera built on war surplus Willys Jeep chassis



1948 Fiat 1100L Giardiniera using wood panelling to substitute scarce post-war metal



ABOVE: 1949 BMW-Veritas with Riva bodywork for Count Lurani

BELOW: The concours winning 1950 Alfa Romeo 2500. Did it survive?

participated in the Concours d'Elegance at the Venice Lido and was awarded the Grand Prix with an Alfa Romeo 2500 by Riva on a tubular CABI-Cattaneo chassis. The sleek sedan had a similar style to the 1100 'Tipo Monza', but also introduced three Buick-style side air vents and the rear doors were blended into the rear wings. The new creation was christened 'Serenissima' in homage to the ancient name of the Republic of Venice and was exhibited in several Italian dealerships. It received much admiration and also some purchase requests. However, nothing materialised because of the difficulty in reaching a commercial agreement between CABI and Alfa Romeo.

In 1951 Riva used the 'Serenissima' title again, this time for a Fiat 1400. Riva developed the design themes and included a spacious 4-seater coupe with detail differences in headlight and bumper styles.

After 12 examples had been built the chapter of custom-bodied made by Riva was closed.

Carrozzeria Riva gained international renown with its successful series of Monza and Serenissima berlinettas. After this brief episode the company returned to its previous business interests.

It is legitimate to ask why Riva chose to exit the market when they were at the height of success with aesthetic quality and were proved to be able to compete with the big names of Italian style. Some believe that Erminio and Luigi Riva had exhausted their creative streak, but this assumption contrasts with the fact that they went on to invent new types of bodies, such as mobile showrooms and also entered the spectacular world of advertising vehicles. The explanation is more likely to be the difficulty in organising production and in creating a national sales



1950 Alfa Romeo 2500



1951 Fiat 1100 E Autovetrina



1950 concours winning Fiat 1100 E Monza Coupe as featured in Auto Italiana



1953 Fiat 1100 Mobile Shop



1954 Fiat 140 Hearse



1955 Fiat 615



1955 Lancia Esatau Autotreno



1953 Fiat 1100 103 Giro d'Italia



ABOVE: This Fiat 1400 Serenissima was the 1951 Turin Show car developed from the Monza Coupe

network to place the cars the company produced.

Riva decided to return to solely building commercial vehicles for the local market because they had a preference for the direct relationship with customers, traditionally governed by the attractive payment on delivery terms without the involvement of intermediary dealers. Commercial vehicles set up by Riva ranged from mobile promotional shop-windows, the flagship vehicles for the cycle racing teams, vans to transport meat, ambulances, lorries and quarry dump trucks – not to mention the lucrative market for funeral hearses.

Working with great vigor and determination Carrozzeria Riva thrived until the 1970s, when the entire automotive industry fell into crisis and it became difficult to survive. Erminio and Luigi Riva attempted to diversify by taking on sheet metal work for other companies. They also opened an Autobianchi-Citroen dealership called Rivauto, the management of which was entrusted to Ruggero Riva, eldest son of Erminio.

Carrozzeria Riva also tried the vehicle restoration route, but at the time the market for classic cars was too small for a company that was located halfway between craft and industry. With structural costs increasing the wisest decision was to close the accounts before they went into the red. Carrozzeria Riva closed in 1978. 🇮🇹



1958 Fiat 600 Multipla

MARTINI RACING

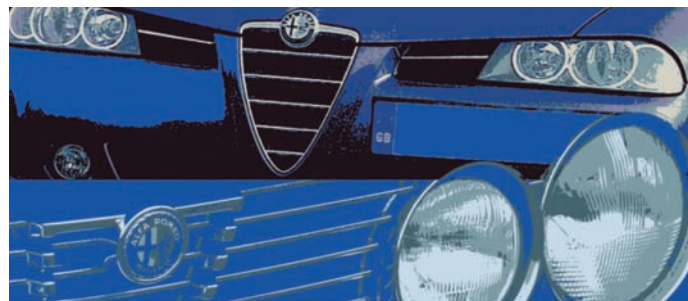
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Super Delta

The first Lancia Delta HF integrale to be converted to Evo specification and the last to be rallied within homologation

Story by Sean Carson
Photography by Michael Ward





You know when you're in the presence of greatness, the human body has a sixth sense for something unusual – that's why you get goosebumps, every hair follicle on your body standing to attention as a muscle-tensing shiver washes over you.

Even without its contemporary entourage of trucks, mechanics and service park gazebos, when the Lancia Delta integrale rolled through the gates of Blyton Park on a foggy autumn morning, its Martini splashed silhouette against the low, fatiguing sun was easy to recognise as something unusual. This is not your common or garden Delta.

Being towed on a trailer gave a big clue, but the pugnacious, four-square, ground-hugging stance in Tarmac spec was a silent exclamation as to this car's pedigree. It's a window of recollection, this Lancia, to when your average Giuseppe could go down to their dealer and buy a road-going rally-rep similar in looks to what the best drivers in the world could tame.

RALLY ROYALTY

Which is an appropriate place to introduce the major headline you need to know about this car: it's the Lancia Delta integrale 16V Juha Kankkunen won the 1991 1000 Lakes Rally in – or it was, as this proper pedigree Group A machine is running a slightly different spec to when the Finn triumphed at his home event.

Kankkunen won the ridiculously quick and fearsomely challenging 1000 Lakes on local experience of how to drive the surface, something so important on the undulating, loose Finnish forest stages that only nine winners of Rally Finland have come from outside its borders.

But no matter how good Kankkunen's performance was, it'd be foolish to assume that one man's talents behind the wheel and another's not getting car sick in the passenger seat was the only factor in a rally victory. The way that crew works with their car and what that can deliver is key. And for the 1991 World Rally Championship the Delta integrale 16V delivered.

EVOLUTION OF THE SPECIES

By the end of that season Lancia's grip on the Group A era was tighter than ever, having won five consecutive World Constructors' Titles between '87 and '91 (this car doesn't proudly include the marque's sixth consecutive victory on its boot sticker because it was built before that final WRC triumph).

Over that period the Delta evolved from the HF 4WD to the integrale, then the integrale 16V. A year after this car won the 1000 Lakes is where the second major headline comes in: Abarth sent the chassis back to the factory for further modification, to be converted into SE050 'Evoluzione' spec – the final incarnation of the competition Delta breed.

Former owner and racer of Kankkunen's former rally cars, Steve Smith of Lancia specialist Walkers Garage, takes up the story.

"It was the first non-Evo to be converted to Evo specification for 1992. It had new management and a new R90 gearbox in place of the older R70 transmission."

This was significant, as the R70 was merely a Group N spec strengthened road 'box with straight cut gears, the later R90 unit was bespoke for Group A and much different, with stronger gear clusters to improve reliability.

The changes didn't just centre on the electronics and the transmission, however. Nicknamed the 'Super Delta' or the 'Deltona', the Evo had a stiffer bodyshell, even more blistered arches and larger wheels to accommodate the beefier brakes. The suspension was revised and aero tweaked for further improvements, which saw the Super Delta eek out a small margin over its older non-Evo siblings.

PREPARATION MAKES PERFECT

Fast-forward a few years to 1994 and Smith features in the story of the special Delta once more. He actually bought the car at the end of that year to use in the National Rally Championship the season after, bagging third, fourth and sixth place finishes in the title over his time campaigning the car.





From a pampered life under the watchful eyes of the factory squad, the Martini liveried integrale wanted for nothing. Passing into private hands when Smith took custody it led a similarly indulgent existence – well, as much as any worked rally car can.

While it might be Kankkunen's name that gives the Evo (née 16V) its pedigree, it's Smith's attention to detail that means this Delta is a period icon. He prepared the vehicle himself, completely overhauling it throughout the Lancia's life in active service, and lavishing the same treatment on it since its retirement.

"It's had new gearbox internals and a new block," says Steve. At which point his eyes glint and he starts to get excited, the Delta's force-fed motor burbling a flat chord from its exhaust as it warms through its vital fluids beside us.

"You wouldn't get a proper Abarth block now as they're like hen's teeth, so I ground the new block inside exactly like the original factory part – you see, it wasn't machined and all the oil galleries were rough on the inside.

"It meant the oil wouldn't flow smoothly. You want the galleries as smooth as possible to stop

the oil getting frothed up."

When oil gets thrown around you get cavitation; just like washing up liquid in a bowl it becomes aerated with bubbles. Bubbles in the oil are bad for an engine. While it might look battle scared on the outside, this fastidious level of detail is what you need to build a competitive, reliable rally car.

TITANIUM DELIGHT

This runs through the whole car, too. "To get down to the minimum possible weight everything was lightweight," says Smith. "Lancia went mad with the weight saving – I always say the example that shows just how far it went with lightweight parts is that even the windscreen wiper motor bracket is titanium."

The Evo was homologated at 1240kg, so it's not exactly a flyweight, but even to get down to this level carbonfibre, Kevlar and lightweight metals were used extensively. For a road car-based racer with a heavy four-wheel drive system and one of the most criss-crossing climbing frame like roll cages I've ever seen, that's not bad.

By adding these components back into the rally car

BELOW: Engine has been completely refreshed and has a new zero-miles block prepared to works spec







the Evo's obesity was controlled by a strict diet – vehicular gastric band surgery, if you like. The body and front wings were steel for homologation purposes, but beyond that the Evo had thinner body panels, lighter 3mm thick glass, a carbonfibre strut brace, titanium engine mounts and a full exhaust system made of the same lightweight precious metal.

Conceived and campaigned at a time before anti-lag the Delta ran a full, straight-through titanium system from its Garrett turbo backwards. Today the 1995cc turbocharged twin-cam motor exhales through a single silencer – still titanium – muffling the engine's dry cough.

ON-ROAD REMINISCING

But what was it like to drive? Unfortunately, I'll not get the chance to find out – this car is for sale for £150,000, and its former keeper and now what you'd probably call custodian Smith (he looks after it for its current – soon to be ex – owner) is the only other man allowed to drive it.

Still, having forged a relationship with the Evo over the last two decades, there's no better person to enlighten me as to just what it was like muscling the Lancia crossed up with a forest full of sturdy pines flashing by the vibrating lightweight side windows. And, at first, Smith's appraisal is an anti-climax.

"The car had a 38mm air restrictor for the rules,



ABOVE: Juha Kankkunen won the 1991 1000 Lakes Rally in this car when it was in its original 16v form

and in standard Abarth spec, running standard management and standard cams, they'd struggle to make 300bhp."

But, with time to compute, to think that what was an out-dated car by the mid '90s could still live with Mitsubishi Evos means Smith's admission is actually all the more impressive, and the lengths Lancia went to in shedding mass all the more apparent.

Despite these trick parts littered throughout the car, pulling open the door to thread my way inside I'm met by a glaring anachronism – for all the high-tech componentry that makes the Evo special, Abarth kept the standard road-going door cards. It didn't need to, but in 2014 it's a neat if unplanned retro touch.

Once I'm over the surprise there, I'm met with the task of simply getting into the thing. Having finally managed to fold my limbs through the latticework roll cage I'm hunkered down, belted tightly by the six-point harness into the snug carbon-Kevlar co-driver's seat. It's bolted directly to the floor plan so my view over the dash is limited. Staring at a bank of fuses I've got a good impression of what life was like for a navigator.

Smith jumps in the other side and churns the motor into life before we head out for a few laps for photography. Engage first with the straight-cut six-speed manual, release the clutch and the transmission whine is deafening, while my backside sat virtually on the floor feels every clonk from the cold, firm dampers.

At these speeds the integrale feels mardy. It's unhappy when it's not on it. But there's so much competition character here.

Over the screeching of meshed gears Smith shouts over to me, "You see the display? Back in 1994 that was a Formula 1 spec dashboard. I only found out when I sent it back to Magneti Marelli to have a problem fixed – they couldn't believe it when they saw it."

It's electronic and for its day was massively sophisticated, giving readouts on temperature and pressure of vital fluids and gasses. And speaking of fluids, Smith enlightens me on how much the Lancia liked to quaff.

"The factory cars had a 60-litre fuel tank, running around 1.75 bar of boost while we were in-stage we'd do about one mile per litre." As you can imagine, a particularly long stage, or a couple run back-to-back, and the Delta would be running close to empty.

"We'd have to get people with jerry cans to fill us up on the way back to service as we would usually be on fumes – even on the road it'd only do two miles per litre," Smith adds. Then there's the 20 litres of water it'd swig on stage to spray the intercooler, keeping the intake charge temperature constant to maintain performance.

A FOR ACHIEVEMENT

Everything about this Group A car is fantastic. At the time, following Group B was a hard act and some sneered at the slower, heavier and less powerful cars of the late '80s and early '90s. But knowing what we know now – the level of detail and preparation that went into making World Rally cars not far off as fast as a Group B car through a stage – cars like this Delta integrale Evo were truly special. This one with its purebred lineage even more so. 🇮🇹

This car is currently for sale at Walkers Garage. Tel: 01609 777221





SO WHO ARE CECOMP?

Literally it's the Centro Esperienze Costruzione Modelli e Prototipi or the Centre for the Construction of Experimental Models and Prototypes. The business was started in 1978 by Giovanni Forneris who had gained considerable experience in this field at the Fiat Centro Stile and with Michelotti and Italdesign. He realised that there was a requirement for a thoroughly modern go-to company for the major manufacturers that would convert their concepts and ideas into reality when they themselves had neither the time nor resources to do this.

Unlike most carrozzeria of the time, instead of creating their own coachwork they set out to provide manufacturers with a prototype/concept creation process that was also, crucially, totally discreet and confidential. However, since 2011, they have expanded into manufacturing to produce the electric Bluecar for the French Bolloré company.

In addition to concept cars for motor shows – they produced the Alfa Romeo Vola, F100 and crossover Yak, all for Fioravanti. They also became a vital part of Fiat's competition projects as they were able to provide bodyshells and more for the first Lancia Delta S4 cars, the Lancia Delta integrale Evolution rally cars and the first Deutsche Tourenwagen Meisterschaft and International Touring Cars Alfa Romeo 155s. More recently, in the field of road cars, they have tied up with Maserati and Toyota.

Cecom offers independent work areas within its factory in La Loggia on the outskirts of Turin so that only authorised personnel and client representatives can visit projects in progress at any time.

More recently, to service the ever burgeoning industrialisation of the Far East, a further extension of the company, called Icona, was established to export Italian design and engineering to China.





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Past Masters

The Ferrari 512 endurance racers

First in a compilation of stories featuring special cars from Auto Italia's archives

Track tests by Roberto Giordanelli
History by Peter Collins and Keith Bluemel
Photography by Auto Italia





SOUNDS OF THE SEVENTIES

The Ferrari/Ford wars in the World Sportscar Championships of 1964-7, mainly centred on Le Mans. It saw faster cars being developed at a prodigious rate, until Ford had to put a whopping 7 litre V8 into its new GT Mark 2 to overcome Ferrari's fabulous P series prototypes that culminated in the P4. In those days of a Mulsanne straight without chicanes, 200mph and more was routinely achieved by the fastest cars.

Cue knee-jerk reaction from the then governing body of international motorsport, the CSI. With impeccable timing they announced just before the '67 Le Mans 24 Hours that, in order to reduce speeds, as from January 1st, 1968, sports prototypes would be limited to a maximum of 3 litres and, in the small-print, mentioned that Group 4, later Group 5, GT cars would be allowed up to 5 litres, but a minimum of 50 examples of each of these would have to be constructed. In effect, from August '67, the entire P series prototype Ferraris and Ford GTs would be rendered useless.

First out of the traps was Enzo Ferrari who, reasonably, was incensed that a huge investment in cars by Maranello had been written off overnight and as a result he would be withdrawing completely from sportscar racing for 1968 and the foreseeable future. Many others felt the same until late in '68 when Ferrari sprang a surprise and announced the 3-litre

V12 312P prototype for 1969. The car was based on the Can Am 612P chassis.

Howls of ironic laughter greeted Porsche's 917 when it was launched at Geneva in March 1969 because here was a sportscar to the 'GT' Group 5 regulations with an initial 4.5-litre flat 12 and it was seriously intended for racing, because the CSI had reduced the minimum quantity of cars required for homologation in the category to 25 for 1970, so Porsche had done just that and built 25 of them.

The Fiat/Ferrari merger/collaboration of 1969 meant more investment cash was available to Enzo, so in November 1969 the world was treated to the first view of Ferrari's answer to Porsche, when their 512S sportscar was launched.

Based on the 612P Can Am chassis and layout the 512S had an engine derived from that unit but with reduced bore and stroke. The new cars consisted of a semi-monocoque chassis with body panels by Cigala and Berlinetti of Turin. They were numbered in even sequence from 1002-1050. With only a few months to go before the first 1970 race at Daytona the 512 was to be found severely lacking in testing once the new season began. Due to bad weather throughout the European winter, development of the car took place between races throughout the year.

With trials including extra aerodynamic aids, a new nose and a spider version, the look of the cars gradually changed through the season. Results were





mixed to disappointing despite Mario Andretti taking a win at the Sebring 12 Hours and the cars being very fast at Brands, Monza and Spa, especially in qualifying.

For one of the last championship rounds of the season, at Zeltweg, Ferrari brought along a much-modified 512 designated the M version, featuring the spare-wheel transferred to the rear and a lower nose and lckx ran away with the race. He drew away from the Gulf Porsche 917s until an alternator failure put the car out. The car later won the Kyalami 9 Hours in South Africa.

For 1971, the factory turned its back on the cars, to the disappointment of many at the factory, in favour of developing a new, flat-12, 3-litre 312P and left the 512Ms to privateers. World famous USA entrant Roger Penske built up his own car with Kirk White featuring fastidious attention to detail and it

proved easily the quickest 512 of them all. The final development was carried out by ex-works engineer/driver Mike Parkes on chassis 1048 for Scuderia Filipinetti and, with a full-width rear wing and narrowed cockpit area it was called the 512F.

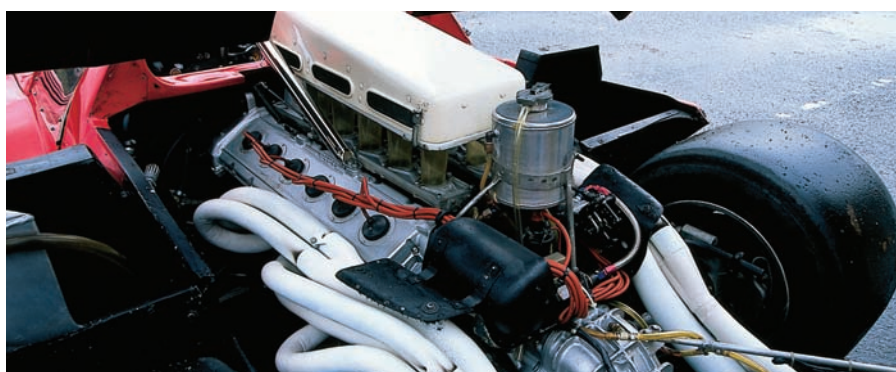
They were all fabulous, charismatic cars, perhaps without the aesthetic wow factor of the P4, but they were certainly awe-inspiring.

ON TRACK: FERRARI 512S

The Ferrari 512 v Porsche 917 battle was endurance racing's kingly conflict between the also-tricky-to-drive but ever-so-slightly-better 917. Pedro Rodriguez said that if you went off the track in a 917, you'd need a taxi to take you back.

These monsters are from the tail-end of the 'brute force and ignorance' era – powerful, heavy and with iffy





ABOVE: Roberto Giordanelli drifts the 512S on the handling circle. Old hard slicks on a damp surface

aerodynamics. Their shapes delivered high speeds (over 225mph) but without downforce. These cars were flying on the ground. The Talacrest supplied 512S might have a couple of bits of aluminium on the tail but these are best used for advertising Shell Oils. The later flat rear deck 512M attempted to address the lift/stability problems.

We must also remember that in their heyday the circuits were so much faster. Chicane hadn't been invented, straights were straight and hauntingly fast turns were the norm. Drivers who battled with these things had more in common with Kamikaze pilots than with today's drivers. Drive 'em sensibly and you came nowhere. For reasons I shall come to later, these cars had to be on the edge – slightly loose. Attack was the best form of defence, but it was a balancing act without a net. In the wet, it was a 'see-who-can-lean-furthest-over-the-cliff-competition'.

The structure of the 512S is a conventional steel space frame tubing with riveted aluminium sheets forming a semi-monocoque. Fibre-glass is used for the bits painted red. Torsional rigidity is good for the suspension platform but crash protection is poor. A roll-over would see the slim roof tubing collapse. A front-ender would slice off your kneecaps on the dash and crunch the tin-work around your legs, while a side impact would barbecue you in a 120 litre high-octane fireball (you sit between two 60 litre tanks). The Porsches and Lolas, etc, were much the same. The list of drivers who 'paid the price' trying to tame the untameable during this era is a long one.

I was there – a novice boy-racer, but as a spectator – to witness the kingly conflict at Brands Hatch for the soaking wet 1970 BOAC 1000 and also at Le Mans in 1971. Rodriguez's awesome wet drive in the 917 at Brands is best described by Chris Amon's quip, "Why

doesn't somebody tell Pedro it's raining?" Today I get to drive another of the 1971 Le Mans cars.

'Our' car (chassis 1006) is in 'time warp' condition. It has rear wheels that are 16 inches wide shod with Goodyear tyres, indicating that rear-end traction was high on the designer's priority list. The interior is reminiscent of the cockpit of an old fighter aircraft. Although there are two seats, you sit almost in the middle. This moves your legs to the centre, away from the wheel arch and leaves room for a wide sill – for fuel. Right-hand drive is good for racing and the beautiful gear lever is also on the right. The metal-gated lever has additional clever sliding metal fingers at a lower level to help avoid mis-changes. The pattern is 5-speed with a dog-leg first. You also sit far forward under the aircraft-like quarter-elliptic screen. With no quick-release wheel, getting in and out for rapid driver changes is tricky. I once tried the Pedro Rodriguez/Steve McQueen Porsche 917 for size; it was much tighter. The little Momo wheel needs just 1.75 turns between usefully tight steering locks. The view forwards is frightening. You can see the track surface right up to your toes. You can also see the tops of the front tyres through the arch slots. With no rear screen, the motor's intake roar is next to your left ear. And with no handbrake and no mirrors, it's all very Italian (the roof mirror was missing).

The 5-litre V12 assaults the senses as it detonates into life. Pick-up is instantaneous and the clutch is of the in-or-out variety. The long action throttle pedal allows for much-needed fine control. Four cams, 48-valves, 12 fuel-injection butterflies, 12 Perspex trumpets and a big bunch of white bananas send unsilenced 1970 shock waves into the present day.

Acceleration is of the aircraft carrier steam catapult variety. As the white needle flicks round the

Veglia/Ferrari 12k tacho to the 'busy end', the hairs on the back of your neck wake up. With 550bhp at 8500rpm and 880kg, the 512S has 625bhp per ton, enough to concentrate the mind – especially in the wet. Straight-line traction at any speed with old slicks on a wet track is not exactly reliable. Take it for granted at your peril. At high speed you can feel no downforce to help you. It's just as likely to spin its wheels at 50mph as it is at 150mph.

In the wet at Brands Hatch in 1970, even when they looked – from the outside – like they were cornering steadily, inside the driver was working hard. Those '70s drivers were heroes.

ON TRACK: FERRARI 512M

Built in early 1970 as a red 512S, chassis 1040 was sold to Steve Earle/Chris Cord in California. It raced in Can-Am in the summer of 1970 before being sold to Kirk White in August 1970. White happened to be friends with Roger Penske and the decision was made to contest the World Championship of Makes with Mark Donohue and David Hobbs as drivers. Converted by the factory to M (Modificato) specification the car was then re-engineered in the USA to become the quickest 512 in the world.

In January 1971 this beautifully prepared Ferrari was favourite to win the Daytona 24 hour race. Unfortunately it tangled with Rodriguez's Porsche 917; badly damaged, it struggled to finish the race but not before setting the fastest lap. In its heyday the car only came to Europe once, for the 1971 Le Mans 24 hours. I was there.

Aerodynamically, the 917s had the legs on the 512Ms. On the Mulsanne, the German cars could reach 240mph where the Ferraris struggled to 220mph. The 'Sunoco' 512M was quicker in the corners but not quick enough. During the 1971 Le Mans, the 'Sunoco' car, driven by Mark Donohue and David Hobbs, which had been lying third, retired after four hours with engine problems. The race was eventually won by the Marko/van Lennep Porsche 917K.

The Ferrari 512S was rated with 550bhp at 8500rpm.

Traco Engineering modified the Penske 512M motor to produce 625bhp at 9000rpm, with 10,000rpm seen on occasions. In period 512Ms weighed 812kg, today, with its lighter (carbon-fibre instead of fibreglass) front and rear panels, and no spare wheel, it's probably below 800kg. It's my dream car, the one I watched at Le Mans in 1971, with a power to weight ratio of around 750bhp per ton, huge 16in wide slicks and no silencers.

Starting the engine is simply a matter of button pushing; one button for ignition and fuel pumps and another to start. All the switch gear is close at hand, located on the right, close to the gear lever. The short stroke fuel injected V12 fires instantaneously and deafeningly, the old fashioned 12,000rpm tacho flicks round the Ferrari dial and the motor settles down to a fast noisy idle. It sounds powerful and responsive but the din from its four big exhaust pipes is from another era.

My right hand pulled the gear lever. I let the plate clutch bite, held it momentarily as the car rolled forward, then released it fully, my helmet hit the rear bulkhead and we shot off, easy. Expecting the usual Ferrari gearlever battle, I was amazed when second gear engaged with one short stab. Third, fourth and fifth all slotted in instantly. A 'smart' gear lever gate is fitted. I had never seen one before and watch how it works. Underneath the normal slotted gate, sliding metal fingers are visible which 'understand' the gear changes and block the lever from accidentally going across the gate too far. There is a reverse lock-out, naturally. Racing cars should be user friendly; I had my doubts about the 512, I was wrong again.

Even on light throttle the 512M was scintillating. Brake pedal: rock firm with just the right amount of feel. Steering: quick, the small wheel needed only 1.5 turns lock to lock; light, precise, communicative and no low speed tramlining; someone knows how to engineer out bump steer.

The test track is blindingly fast, long rapid sweepers with generous banking, then only the low angled kerb ready to launch you into the trees – like Hockenheim before Armco. A twisty in-field section gives the eyes a





ABOVE: The 'Sunoco' Ferrari 512M is regarded as being the ultimate example of the breed, although it didn't enjoy the success it deserved

chance to go wide-angle. Then back on to the awfully fast section and the eyes revert to tunnel vision as the forest becomes a streaky grey blur. An unsilenced Ferrari screaming through the trees... this is the nearest thing to a time machine. The banshee wail from the 5-litre V12 reaches its crescendo as the tach needle nears 8500rpm. Between 6500 and 8500 without ear plugs my eardrums vibrate and hurt. Even at 6500rpm the dyno sheet quotes 500bhp. Snick the lever through the metal gate into fifth on the exit of the curve at around 150mph, pedal to the metal and the Ferrari is tearing through the air.

On the fastest straight, deafened and with my mind working in slow motion, I begin to understand the meaning of life, the universe and everything, and it's not 42. A nanosecond later I am back in the real world, busy braking for the banked turn. Braking is one of the big differences between driving nimble slick-shod club racer and 750bhp/ton GT cars. Huge amounts of speed have to be accurately lost before the corners. From lap one, out of the slow turns, the 512M inspires enough confidence for me to power slide it immediately.

For me, this was the greatest car I had ever driven.

THE FINAL EVOLUTION

Can-Am, a name synonymous with large engine capacity sports racing cars that ran in the hugely popular Canadian American Challenge road race series. The formula for the series was established in late 1966 and ran through until 1974, these being its halcyon years.

In 1970 Ferrari made a one-off foray into the world of Can-Am, when they entered their two 512S models in the Watkins Glen round, on the same weekend as the International Championship for Makes 6-Hour race at the circuit. Having finished 2nd and 5th in the 6-Hour race on the Saturday, they were run in the Can-Am race on the Sunday, Jacky Ickx drove one of them, but retired, whilst Mario Andretti took the other to a creditable 5th overall.

The car that retired in the 1970 race at Watkins Glen was to form the basis of Ferrari's final flirtation with the series, and it is this car that we feature here, the unique 712 Can-Am. It started life as a Ferrari 512S Spider, chassis number 1010, the fifth car in the series and the first to be converted to 'M' (Modificato) specification, before being retired to form the basis of the 712 Can-Am in 1971. Very little technical information has been made available on





the car, other than that it was fitted with an engine of approximately 7-litres in capacity, probably based on the 6.9-litre used in the latter stages of the 1969 campaign, and reputed to produce in the region of 700bhp. It used the standard semi-monocoque chassis frame, fitted with a very low wedge profile spider body that echoed the frontal treatment of the 512M model, albeit without headlights.

Chassis 1010's only appearance as a works entry was in the 1971 Can-Am series. Again the venue was Watkins Glen, and the driver was Mario Andretti, who qualified it fifth, and finished in fourth place. Ferrari then lost interest in the project; who knows what may have become of it had more development time been expended, as it was reported as having marginal brakes for the power available, and the road-holding behaviour needed a fearless and very competent driver.

The car was then sold to NART, who campaigned it briefly in the 1972 series with Jean-Pierre Jarier at

the wheel, once again making its debut at Watkins Glen, where he came from the back of the grid after missing practice, to finish 10th overall. A month later he finished a fighting 4th at Elkhart Lake, the last appearance of the season. It resurfaced at its Watkins Glen haunt one final time in 1974 in the hands of Brian Redman, but this time it retired, and retired from racing for good.

Well almost! After residing out of sight in private collections for a long time, Talacrest obtained it for the collector Carlos Monteverde who ran it in historic racing, notably the Shell Historic Ferrari Maserati Challenge series. It has proved a formidable weapon in the skilled hands of David Franklin, who has posted numerous victories in the series, while treating us to the sight and sound of this awesome piece of machinery. 🇮🇹

This feature is based on a compilation of stories sourced from early issues of Auto Italia

ABOVE: Not the prettiest of 1970s racing Ferraris but certainly the most powerful with a reputed 700bhp



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THE DUTCH ALFA ROMEO CLUB'S ANNUAL
CELEBRATION AT ZANDVOORT

Story by Luca Gastaldi

Photography by Luca Gastaldi, M. de Vaal and J. Paans





The first car races at Zandvoort circuit date back to the distant 1930s. Opened in 1939, it was originally a street circuit. Its debut was not only its first international competition event but the first for the whole of the Netherlands. In the first half of the 1940s, the project for a permanent circuit began, which would exploit the particular shape of the territory that featured sand dunes. Construction work began in 1946 and on August 7, 1948 the first race was held. In 1952, Zandvoort hosted a Formula 1 Grand Prix for the first time and the great drivers included Ascari, Fangio, Moss, Hill, Clark, Stewart, and Prost to Piquet. Zandvoort lost its Grand Prix status in 1985 and the circuit experienced a period of decline until it underwent a revival in 2001 with the RTL Masters of Formula 3 series and DTM.

Spettacolo Sportivo Alfa Romeo is a big annual demonstration organised by the Stichting Club Alfa Romeo Bezitters, it's an unpronounceable name and better known simply as SCARB. The event is now in its fifteenth year and SCARB is one of the biggest internationally active Alfa clubs with over 3000 members. Spettacolo Sportivo attracts thousands of fans from all over Europe. It takes place every year at one of the Dutch racetracks of Zandvoort or Assen, depending on which one is available. This year's edition attracted 1500 Alfa Romeo cars of each gender, type and period. They were parked in the paddock in order of model and, for those who wished, there was also the chance to run on the track in untimed, timed and even in real races for racing cars.

BELOW: A broad selection of SCARB's Alfa Romeos from all eras took to the track at Zandvoort

At the Zandvoort event we met Marco Fazio, the man in charge of Centro Documentazione Museo Alfa Romeo at the Arese museum. For some time he has also been undertaking a new, challenging assignment to conduct a census of Alfa Romeo clubs around the world. This continuous 'work in progress' is to maintain a database that is being extended periodically.

"The passion for Alfa Romeo knows no boundaries," confirmed Fazio, "and so far we have recorded over 200 associations with 123,000 regular fans enrolled." Alfa Romeo is without doubt one of the most popular Italian car brands in the world. "It's true," added Fazio, "and especially the most experienced enthusiasts. Ferrari is definitely the one with the most fans and followers in absolute terms but the Alfa Romeos are much more accessible and therefore more widespread and driven regularly by enthusiasts of the marque. The Alfisti know no geographical boundaries and even social status, because both those who own a 1930s 6C or a 1980s 33 Quadrifoglio speak the same language."

A display of classic Alfa Romeos was staged in the pit area that included specialists offering spare parts and automobilia. Place of honour was for the cars from the Zandvoort Museum and for those of Scuderia del Portello and the Lopresto collection. The Arese collection displayed the Giulietta Spider Pininfarina prototype (in honour of the model's 60th anniversary) and the 155 V6 Ti which raced in the 1993 DTM series. "This unique competition car is working perfectly," said Fazio, "it is true that we brought it here to Zandvoort to run on the track before the eyes of the fans who






remember with enthusiasm the sporting activities in the nineties in the German series, beating the hosts Mercedes-Benz and Audi thanks to drivers like Alessandro Nannini and Nicola Larini." The former DTM 155 did in fact take to the track for some demonstration laps together with the other special guests from Italy.

Scuderia del Portello was the star attraction at the event and we spoke to the club's president, Marco Cajani. Scuderia del Portello, the historic racing team created by gentleman drivers, was founded in 1982 and has a special relationship with Zandvoort because it was here that the club raced for the first time with the team colours in 1982. "I took part in the European Championship with a Giulietta SS and I won my category," recalled Cajani, "but the most exciting thing was the podium playing the Italian anthem in the background. I brought home a small trophy but I was really proud. For me it is a fantastic track and when the Dutch club invited us to participate in Spettacolo Sportivo we accepted without hesitation. We brought the Tipo 33 Sport Prototype 2000 that won the hillclimb of Saint Florent with Teodoro Zeccoli in 1967. The collection also includes the last one of the three Giulietta Sebring built for American races and the 2000 GT that we normally use in historic racing that recently won the class at the Old Timer Grand Prix at the Nürburgring. We also have brought a Giulietta Ti and a 2600 that recently returned to work and has been part of the team for over 25 years."

Spettacolo Sportivo was one of the last major events of 2014 for Scuderia del Portello, but Marco Cajani is already looking into the future. "We are working on the Peking to Paris project in 2016 and during the winter we will focus on the preparation of the cars taking part in the rally. This season the Scuderia has participated in many important events and thanks to its drivers has held high the honour of the Alfa Romeo brand in international competitions for historic cars. When the Scuderia was founded in the 1980s, the Alfa brand gave us great support. It would be nice that in the future we could re-establish a closer collaboration with Alfa Romeo, perhaps alongside the Museum in Arese."

Drivers of the Scuderia at Zandvoort, in addition to Cajani who drove the Tipo 33 and Giulietta Sebring, were Emanuele and Alessandro Morteo (Giulietta Ti and 2600 Coupé), Belgian drivers Walter Antonacci (Giulia TZ2) and Jean Dirix (Giulia GTA), and Ross Zampatti (GT 2000) from Australia.

Ross Zampatti has Italian origins, but was born and lives in Perth, Australia. His European racing career began in 2000 with an Alfa Romeo 147 and a 156 at Italian circuits. His relationship with the Scuderia del Portello began in 2006, when he attended the European Championship for historic cars. His preferred car is an Alfa Romeo 1900 CSS 1961."

Visitors to Zandvoort's nearby town centre are always welcome at the small museum where they can trace the history of the circuit thanks to the many preserved relics, photographs and period films. 

BELOW: Scuderia del Portello drivers pose with the 2600 Coupé. Ross Zampatti is first on the left



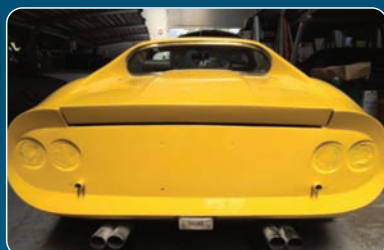
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OCCUPATION:
HOME TOWN:
VEHICLES OWNED:

Publisher and Editor of Auto Italia
Letchworth, Herts
Fiat Coupe 20V Turbo,
Alfa Romeo 156 24V
1998, 2002
57,225, 52,464

FIAT COUPE

Fiat Coupes seem to have qualified for classic status now and these days I see very few of them being used as daily drivers. Judging by the Fiat Coupe Club's attendance at our events the quality of the surviving cars is quite high and they appear to

be well looked after by their owners. This, in part, is due to Pininfarina's build quality, which shows little signs of deterioration on our example, even though it is now 16 years old.

From a drivers point of view, the Fiat Coupe is lagging behind – literally –

more modern turbocharged cars. While the power delivery was acceptable in the 1990s, it is inferior by today's standards. I am sure that there are readers who can remember the antics of the Fiat Uno Turbo. Compare this to the latest Fiats and Alfa Romeos that have almost exactly the same capacity turbocharged engine but with superb performance characteristics. Our Fiat Coupe does require careful use of the throttle without being caught out off boost. Low mileage Fiat

Coupes are now becoming harder to find and the ones that have exceptionally low mileage are usually for sale at a premium. Our car was both low mileage and reasonably priced, it still has just 57k on the clock which is about the stage when the original turbo shows signs of wear, and it has. Tell tale white smoke on start-up is the usual sign of the turbo oil seals giving up and having had this experience of previous Coupes I decided

to take action sooner rather than later. This saves embarrassment because ultimately the car will become shrouded in smoke when ticking over in congested traffic. There are still some highly competent Fiat Coupe specialists out there and we elected to return to John Cartledge who had previously done a sterling job in re-fettling the car's teeth rattling lowered suspension. John also carried out a general service and pointed out that the dripping oil filter



had worked loose having not been fitted properly on a previous oil change, scary stuff. Have readers had a similar experience? The last thing you want happen with the 20v engine is for it to run low on oil. Most owners will know that the engine will use oil in between services and regular level checks are absolutely essential. Any sign of an oil leak should be dealt with straight way.

While the car was with John Cartlidge we asked him to complete the grille installation for the Polish-made front bumper. The previous owner had obviously not realised that the grille had to be installed before the bumper was fitted to the car and had lost interest. We ran the car with its gaping mouth for quite a while but now the grille had been fitted I wish we had done it earlier, it looks so much better.

John investigated an air-conditioning malfunction, which I put down to a coolant leak. We've had loss of air-con on our cars before and the fault can be really hard to trace, especially if it turns out to be a cracked pipe or a leaking union, usually somewhere highly inaccessible. On this occasion the problem seemed to be electrical.

John simply removed the two air-con relays mounted on the offside inner wing and when he replaced them he found that the system kicked in. The air-con has failed again since so I suspect a defective relay might be the cause.

During last winter the car became progressively hard to start and would be very slow to fire up. Eventually it failed completely. I removed the plugs to find that the fuel system was flooded. No amount of cleaning and refitting cleared the problem. I soon realised that a new set of plugs was going to be the answer but even so the new set didn't help. In the end I called the AA and even they struggled to start the car. In the end the technician disabled the fuel system by operating the cut-off tilt switch located under the dash. He then turned the engine over with the plugs removed to blow out the unburnt fuel. Having refitted the new plugs the engine started immediately accompanied by huge clouds of smoke from the exhaust.

There have been common issues on all the four Fiat Coupés that we have owned. I can live without an operating alarm system and I am

sure that most owners do the same. On one of the cars we had an aftermarket system installed but the engineer had so many problems in dismantling the components of the defunct original device that I vowed never to go down that route again. Maybe a fellow owner knows how to deal with this. The other issue that really is an annoyance are the squealing front brakes. This seems to be an inherent problem with Brembo brakes as I have come across it before on other marques. It only occurs at low speeds in town traffic on a very light pedal pressure. Even after fitting new discs and pads the noise soon returns.

Nothing much else has been done to the Coupé except for a new set of Cooper Avon tyres and some bonnet struts. Why is it that the bonnet is now harder to lift than to lower? And no, the struts are not fitted upside down. And finally, a spooky occurrence. While sat outside relaxing one evening we heard the sound of breaking glass. Upon investigating the source we found that one of the fog lights on the Coupé had shattered. Quite how this could have happened remains a mystery . . .

ALFA ROMEO 156

My much regretted decision to sell our 156 2.5 V6 Sportwagon a couple of years ago has almost been forgotten now that we have had the black V6 saloon for almost a year now. Of all the cars I have owned none have matched the superb engine and gearbox combination of this car. It's such a delight to drive. Chris Rees liked it when he drove it for our recent Alfa 156 group feature. His only adverse comment was that he thought the suspension was a bit soft. I checked the tyre pressures after the test and found that both fronts were under inflated. Now that has been sorted the car's behaviour is much sharper!

As previously reported this 156 was one of a batch of cars that were built in 2002 but not registered in the UK until 2006. Depending on which story you favour they were either impounded in Malaysia when the importer went bust or were salvaged from a ship that caught fire on the way to Australia. The only evidence of anything unusual is that the surface of the headlights has lost its glaze. The car does look slightly odd with o6 plates on it but

ABOVE: Considering that the Fiat Coupé is 16 years old the bodywork has stood up very well





LEFT: Bonnet badge was sourced from a Fiat Doblo
BELOW: Shiny black late registered 156 V6





what is really annoying is that even though it is a 2002 built car the road tax is twice the cost because it falls under the emissions rules for cars registered in 2006.

This car has the facelifted dash complete with the info centre, which fades away on start up so you can't read it. Apparently the unit is affected by heat from the accompanying air vents.

Even though the 156 had covered just 42k miles when I acquired it, it came with a reassuring service history, which is often the case with cars that have belonged to Alfa Romeo Owners Club members. Gonnella Brothers, long term *Auto Italia* advertisers, had carried out all the work that included a cambelt and water pump

change. Subsequently there has been very little to do to the car other than fit new front discs. I did have an airbag light come on which David Thomas Garages dealt with. When the computer was interrogated the history recorded that there had been a camshaft phase issue, which is a bit of a mystery.

I had the car MoTd at Jamie Porter's Workshop who also did an oil change for good measure. Nothing untoward was reported. The 156 has been purring along nicely ever since until the engine management light came on. I was on my way to a meeting so I had little time to investigate. I stopped the car, switched it off and switched it on again in time-honoured

computer reactivation procedure. The light remained out for a few miles until it reappeared this time accompanied by an audible warning.

I had not checked the oil for a while, in the knowledge that the car never used any. At the first opportunity I stopped for some oil and dumped half a litre into the engine. The engine light went out but when I checked the oil after the journey it was, of course, overfilled by a good margin.

I decided to drain off the excess and was disappointed to find that the sump drain plug was sufficiently obscured by the undertray to avoid getting a socket to it. However I did manage to gain access by removing the rear attachment for

MICHAEL WARD

OCCUPATION:	Art Editor Auto Italia
HOME TOWN:	Sheffield, Beds
VEHICLES OWNED:	Fiat 128 MK1, Fiat 124 Special T, Fiat Punto 16v HGT, Fiat Multipla 1.9 JTD ELX
YEARS:	1970, 1972, 2003, 2004
MILEAGES:	41,502, 41,226, 87,510, 90,512

the undertray to lowering it just enough without disturbing any of the other hopelessly inadequate fittings.

Two weeks later and the light was on again. Another trip to Jamie Porter and his diagnostics revealed a misfire, even though the engine was running OK. When the plugs were removed the electrode on number five had disappeared, where it went to is anyone's guess. A new set of plugs were duly fitted and the fault light has not returned since.

FIAT PUNTO HGT

We sold the Alfa Romeo MiTo in favour of something with a bit more poke and with a petrol engine. As chance would have it the Editor's Punto HGT became available. I've always wanted a Sprint Blue MK2 Punto and the HGT or Sporting were the top choices – but not with the Abarth bodykit. I don't think the kit adds much to the standard car. However, the diamond shaped Abarth option wheels look great. Just like the Cromodora CD30





Like the Multipla, the Punto received a bargain set of Abarth wheels from eBay. Tyres are from Cooper-Avon



they have to be one of Fiat's most successful wheel designs. Simple, elegant, easy to clean with the ability to enhance the look of most Fiats. A set was purchased from a certain online auction site and immediately dispatched to the Wheel Repair Centre up in Bamber Bridge. It's a long way from Bedfordshire but when you find a consistently friendly and high quality service provider you stick with them. The alloys were duly straightened, stripped

bare and painted in standard alloy silver. Abarth centre caps were thrown away in favour of the correct blue Fiat. After all, fitting Abarth wheels does not magically turn the car into an Abarth. A new set of tyres came from Cooper-Avon and have proved to be grippy and hard wearing. The Punto was always 'pointy' at the front and quality tyres give you the confidence to push on.

With 130hp the HGT has always been a bit of a 'Q' car taking the odd German car driver by

surprise. It is thirsty though, but that's to be expected with spirited driving.

Apart from basic servicing the Punto has covered the last 16,500 miles without any drama. The headlights were dull and milky when we bought the car so brand new replacements were fitted. The inherited stereo issues were sorted (to a point) by fitting a Sonichi digital unit with blue tooth. That was one of the most appealing aspects we missed on the MiTo.

The HGT has also

benefitted from a new pair of rear wheel bearings, an air-con re-gas and new front brake discs and pads. The rears were recently replaced by Torque Automotive in Bedford – very friendly and local. Again service items were replaced due to normal wear and tear. With only about 350 of these superb cars remaining in the UK I intend to keep this one a while longer.

FIAT MULTIPLA

The Multipla, or 'Pla', 'Multipig', or just the 'Bus' continues to serve us





well, be it slogging up and down the M25 or filled with our events equipment.

Purchased back in 2012 to replace our Grande Punto Van it had just 46k on the clock back then. Nearly three years later the Multipla has just topped 90,500 miles. In that time it's never let us down but has been in the workshop a couple of times.

Somewhat annoyingly we've had to replace the flywheel and clutch twice. The first change was undertaken pre-sale by the dealer. We have no

record of which parts were actually changed or if they were correct. The clutch seems to be a weak point of the 1.9 JTD unit and not a cheap fix either. We are toying with the idea of fitting a solid flywheel. Has anyone done this? With the benefit of a new clutch we took the opportunity to fit a TMC tuning box. Another 30hp is not too outrageous and the mid-range torque has transformed the driving experience.

Torque Automotive did a full health check on the car and replaced the

front drop-links. Other work included a pair of front discs and pads.

The original alloys were becoming increasingly difficult to balance and the Avons, that had covered nearly 30,000 miles, a good mileage, were in need of replacing. I sourced another set of Punto Abarth alloys – again from *that* auction site. This set cost just £79. They didn't need any work at all and went straight on to the Multipla with another set of Avons. Here's to another couple of years! 🇮🇹

BELOW: Primarily a camera car, the Multipla also doubles up as transport for Fiat 128 spare parts



Hoyle-Fox

A haven for Italian exotica and engineering excellence in deepest Essex

Story by Phil Ward
Photography by Michael Ward

Based in Maldon, Essex, the Hoyle-Fox company was acquired from Terry Hoyle by Cliff Fox and Paul McNeilly four years ago.

The company was joined by Simon Raw who has been an Italian car mechanic for 20 years. Simon's engineering background included working for seven years

at the Maranello Concessionaires Service Centre in Egham.

Although the Egham operation was scaled down under the Penske/Sytner takeover the parts facility remains one of the major suppliers of remanufactured Ferrari parts worldwide, supplying Maranello in Italy and specialists like Hoyle-Fox.

While Simon Raw deals

with the engineering side of the business Paul McNeilly manages the administration and accounts. They have six staff and most of them are highly experienced on Enzo-era Ferraris. Most have worked for the original business and between them have a combination of skills gained by experience on a broad range of Ferraris. With backgrounds of

working at Rolls Royce and the Ford Rally department, the Hoyle-Fox engine builders have a V12 expert who has regenerated many Ferrari power units. Hoyle-Fox believe that their 275 GTB/4 restorers are among the best in the world, with a wealth of experience on the model.

The continuity of engineering expertise is maintained by a couple of





ABOVE: *Outrageous Konig Ferrari 512 awaits attention. Ex-Abba Maserati Merak SS is on the ramp*

apprentices who are learning their trade. Hoyle-Fox carry out many Ferrari Classiche inspections at the workshop and undertake work on client's cars to the strict standards laid down by the factory in order to achieve certification. Their client base is mainly traditional, established UK clients but there are new customers coming from elsewhere including Asia.

Although the majority of the cars in the workshop are classics, Hoyle-Fox also work on more modern Ferraris, Maseratis and Lamborghinis having the benefit of state-of-the-art diagnostics.

Hoyle-Fox are making a move towards restoring cars that they own themselves in addition to clients' cars, the superb 330 GTC in the workshop is a case in point. This car was sourced in the USA in a run down condition but

with an intact, rust free bodysell ripe for restoration. The partners feel confident in generating their own projects because they feel that the progressive rise in values will continue for some time. They reckon that the current investment boom is more stable than the one back in the early 1990s. The current market appears to be driven by investors that have the wherewithal to trade using their own capital rather than finance. The '90s crash saw the banks taking back the cars used as collateral to recover their losses. To recover the debts the banks auctioned off the cars cheaply, thus undermining the market values.

Cars in work at Hoyle-Fox during our visit were mainly Enzo-era Ferraris but there was also a black Fiat Dino 2.0 Spider, a





Lamborghini Miura, and a rare twin-turbo Konig 512. Of special note was the ex-Abba Maserati Merak still on Swedish plates.

A work in progress was a rare, Dino 246 GTS 'Chairs and Flares' with its bodywork finished in very glossy black. The jury is still out on how many 'Chairs and Flares' Dinosaurs were actually made by the factory, probably less than 20, but this example is one of just seven RHD GTS versions. These glamorous cars had Daytona-style seats, extended wheel arches and iconic Campagnolo wheels. When it's finished this Dino could well command a record value, RM Auctions sold one last year for a staggering

\$473,000.

Another rare Ferrari on site was a 365 California, one of just 14 examples created. Its styling is something of an acquired taste, much like the 500 Superfast it's based on. This valuable car is said to have a top speed of 240km/h, making it the fastest convertible in the world at the time.

Pride of place in the workshop goes to Ferrari 290 MM chassis 0626. This stunning car was driven by Fangio to fourth place in the 1956 Mille Miglia. It was a very wet race and the car's current owner has Fangio's actual timecard that is blotched and run with the rainwater. The 290MM's extensive race history is a



who's who of famous drivers including Phil Hill, Ken Wharton, Olivier Gendebien, De Portago, Von Trips, Peter Collins and Jo Bonnier. Chassis 0626 was a regular in top ten places over its career but its sole win was in the Buenos Aires 1000km crewed by Musso, Castelotti and Gregory. A very fine motor car and a testimony to the care and attention lavished on it by Hoyle-Fox. 



ABOVE: Meticulous engine preparation department.

BELOW: Glorious Ex-Fangio 290 MM chassis 0626





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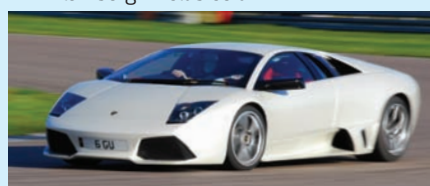
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www.automotoretro.it

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June 25-28

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June 28

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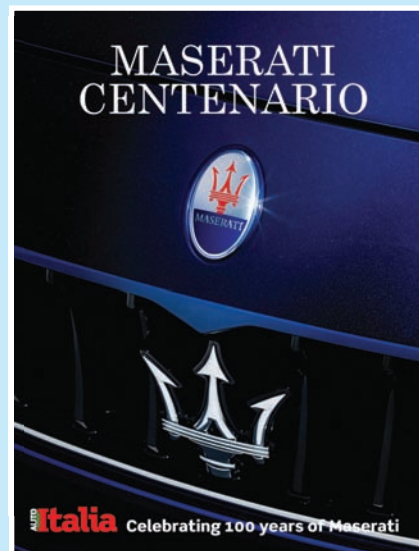


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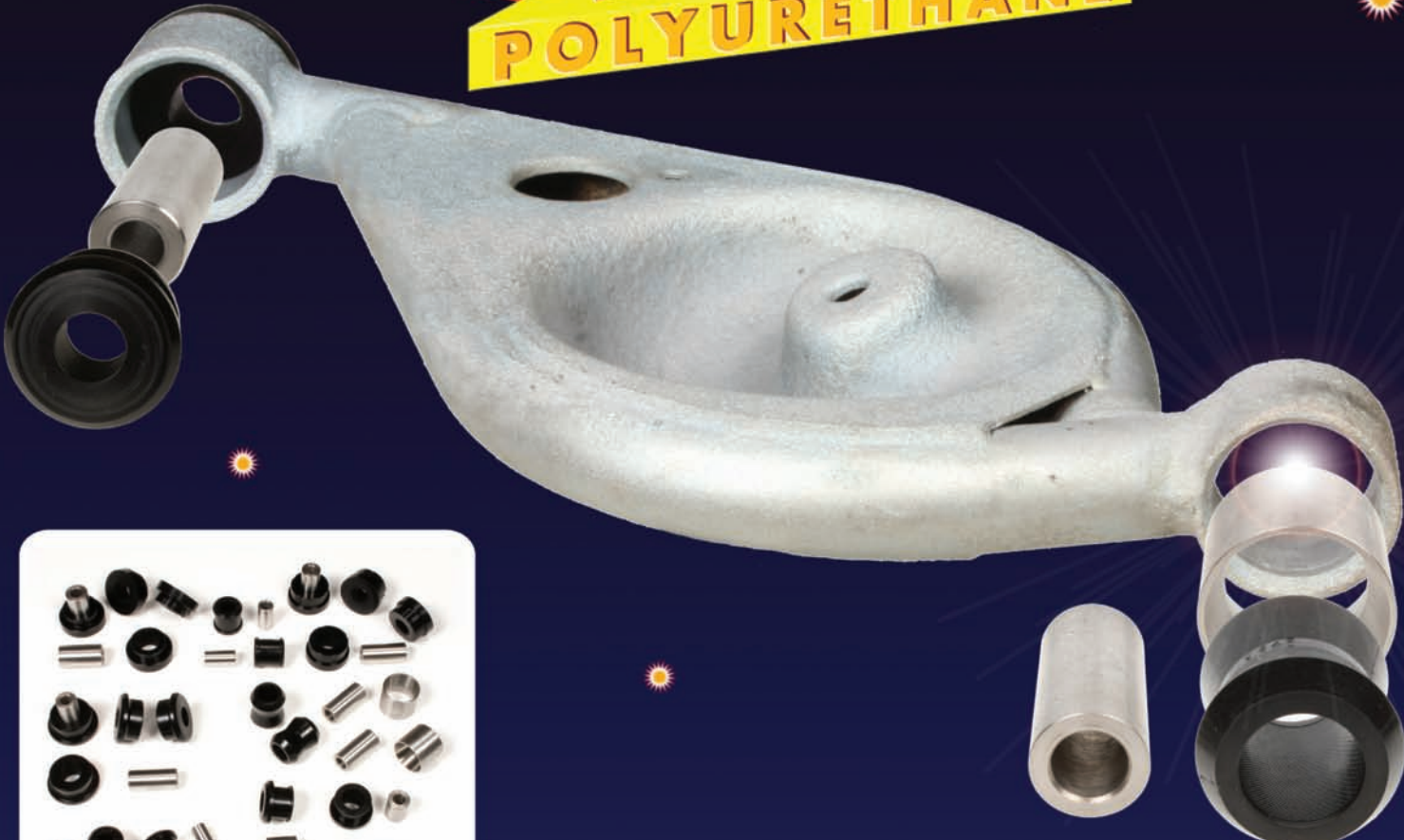
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ALFA ROMEO



Alfa Romeo Alfetta GTV Strada 2.0. 1980, Ruby metallic. This car has been owned by me for 25 years. Much mechanical work has been carried out by me over this time. MoT until September 2015. Guide price of around £3250 for what has now become a rare Alfa model. For further details contact me, Don Lloyd: 01159 278381 (Nottingham) between 6 pm and 8pm if phoning during the week. A228/035



Alfa Romeo GT 1600 Junior. 1976, red. MOT, tax, 98,000 miles. Work in my ownership includes bare metal respray (needed outer sills, small amount of welding underneath), front Konis, front and rear springs, front spring pans, radiator, reconditioned front brake calipers, braided brake hoses, clutch, carburettor rubber mounts, Blaupunkt Turin FM radio, recoil seatbelts, new carpets, Alfabolics stainless front grille, 4 recent Michelins. Alfa 156 leather seats (very comfortable and easily changed bolt in), £11,000 ono. Tel: 01844 279170. A228/026



Alfa Romeo 147 1.6 Lusso. 3 door, red. Low mileage 52,300, 2004, FSH (Alfanet), new cambelt, 2 new tyres, leather seats. MoT May 2015. Genuine reason for sale - purchase of newer Alfa GT. A very smart, tidy car with immaculate interior, a/c, cruise control, £1650 ono. Further details from: 07976 850618. A228/022



1975 Alfa Giulia 1600. GT Red. Full documentation since new with a full set of photos showing its restoration and winning certificates from many Alfa Romeo shows including best at show at a National Alfa Day. The car has been retained as near as possible in its original specification and has been maintained by a leading Alfa service garage in Cornwall. It is the car that is featured on the cover and inside the 'Giulia GT Essential Guidebook'. Many more photos available, valid MoT and taxed, £21,500. Tel: Brian, 01736 333618. A228/039



1991 Alfa 33 1.5 IE. 27,500 miles, Champagne. A much loved very low mileage 33 in mint condition both inside and out. Factory fitted sunroof. Has full service history and maintained by Rusper Alfa in recent years, taxed and MoT'd. Have never seen a better example of this model, photos available, offers. Tel: Paul, 07917 830842. Email: pmck4y@hotmail.co.uk (Reigate, Surrey). A228/038



1992 Alfa 75 LE Twin Spark. Red, no.2497/2500. In my ownership 7 yrs, 132k. Full Recaro interior. Looked after by Tony Favarin 'Road & Race Developments' Witney. Mechanically good with recent clutch, doughnuts, brakes and new quality battery. Daily driver and reliable, strong and smooth engine, faultless gearbox. Good history file. Like many of its colour and period, it has paintwork issues. New MoT and tax till May, £1950 ono. Tel: Tony, 07704 883367. A228/041



Alfa Romeo 145 1.6 T Spark. 1999, 76,000 miles, for spares/repair. MoT failure due to rust, I was quoted £700 for repair, new discs and pads fitted all round in September, new clutch April 2013. I haven't the space to break it for spares myself so whole car has to go. Drives fine, dent on N/S/R panel, £250. Tel: Paul, 07909 631542. Email: schiapa@aol.com. A228/040



2002 Alfa Romeo 147 1.6 Lusso. 102,000 miles, grey. This is a lovely example of a timeless design 147 TS. It has been sparingly used as a 2nd Alfa in recent times, yet a great deal has been spent on the car. MoT until August 6th 2015. Front suspension overhaul with new wishbones and drop links, new exhaust box, cambelt replacement and many other items replaced. Service at 100,500 miles. A car with very minor bodywork blemishes. £1395. Email: winspa@btinternet.com. A228/042



Alfa Romeo 156 Selespeed. 2lt Twin Spark, 2000, 4 door saloon, 36,000 miles, one owner (myself), garged all its life, electric windows front and rear, auto air conditioning, leather seats, alloy wheels, 6 CD interchanger, Selespeed, good boot space, colour red, power steering, stunning condition for age. Untouched original paintwork, £1250. Tel: 07762 210306. Email: p.baines2@btinternet.com (Lincs). A228/016



Alfa Romeo GTV 6 2.5 GR.A. One of ten built, chassis no. ZAR116C0000010195. Second car built by Autodelta and subsequently purchased by Mirabella Racing approx three years later. Original docs, original period 'technical passport', period documentation, 230 CV engine, open exhaust (plus silencer for road use), torsion bars 35mm, Speedline wheels (+ 8 spares), Lockheed brakes (4 front - 4 rear), Autodelta gearbox and differential. Special Koni shocks for this type of car, rose jointed suspension, hydraulic handbrake, original Bosch GR.A air flow meter, original Autodelta bumpers, period roll cage, original seats also available. Visit Berni Motori Race Shop at www.bernimotori.com. A228/009



Alfa Romeo 147 JTDM Lusso. '55' reg, blue with pale grey leather, 73K miles only, AROC owner last 8 years, full service history with all MOTs, £2250. Tel: Colin, 07811 464780 (Rugby). A228/031

2001 Alfa Romeo 156 Lusso 2.0 16V Twin Spark. 116,000 miles, silver, 5 speed manual, full black leather interior, electric windows front and back, a/c, 2 keys, remote central locking, alarm/immobiliser. Full service history with bills, new MOT Sep 2015, 4 previous owners, very good condition throughout! £1100 ovno. Email: sargyrou72@gmail.com. A228/030



2004 Alfa Romeo 156 Sportwagon 2.0 JTS Veloce. 82,000 miles, red. 54 plate, black leather interior, CD auto-changer, telephone, boot liner and luggage nets. Sportpack, MoT Oct 2014, 6 mths RFL. 2 keys, 82K miles, belt and tensioners replaced at 65K. Service history by Alfa specialists, lovely example, £1495. For further information please telephone Phill: 07963 367950 (Gloucestershire). A228/037



Alpha 156 GTA Sportswagon. October 2003 registered. 110K miles, silver, new timing belt/clutch/shocks, springs/brake pads, discs, tyres, FSH. Sports exhaust, leather interior, 10 CD multiplayer, ring for full spec. Tel: 07940 095198. A228/044



1998 Alfa Romeo 156 2.0 TS Lusso 4dr saloon. 60,857 miles, red. Low mileage of 60,857. Lusso spec includes air con which was serviced about two years ago. New tyres all round, Avon ZT5 205/60. MoT on May 2015. Worth a look for a cheap car at £850. Tel: 01527 524634. A228/043



Alfa Romeo 156 V6. 1999(V). Red with black leather, MoT to 20th Dec, 138,000 miles, £350. Tel: Chris, 07872 911678. Email: chris.cousins@hotmail.co.uk. A228/034



Alfa Romeo 159 1.9 JTDM Limited Edition. 2009, Carbonio Black, full black leather interior with dark alloy wheels. In excellent condition, FARSH plus interim oil and filter changes, only 37,000 miles, 2nd owner (1st owner Alfa Romeo), owned for last three years, AROC member. Cambelt and rollers and 84K service at 27,207 miles Feb 2013. Last serviced at 33,259 miles March 2014. MOT until end of March 2015, £9000 ono. Tel: John, 07885 239291. A228/032



Alfa Romeo 159 SW 1.9 JTDM Lusso. 2009, 44,000 miles. A beautiful example of this car in dark bronze metallic, Barley leather throughout and full Bose sound system. Very reluctant sale, in excellent condition, only 44,000 miles, registered in 2009. Looked after by Alfa Romeo club member. Two new front tyres Pirelli and new battery Bosch, five year guarantee. Just serviced and MOT and tax. Very good mpg, get 48mpg on run and 40mpg around town. New mats fitted everything electric and full working order. Manual six gears, hi-spec alloys, 17-inch Alfa spoke. CD player and FM radio great sounds. Looks and drives great. A rare car indeed. Time for a true driver's car? Priced at £9500 to sell. Tel: Ray, 07886 002482 (Essex) anytime. A228/025



Alfa Romeo 166 2.5 V6. 00/W-reg, rare early 5 speed manual, Ontario Blue with tan interior, less than 69,000 miles. Cambelt, pulleys, water pump, tensioner and engine top mount replaced less than 1000 miles ago. Full MoT, £1295. Tel: 07872 911678. Email: chris.cousins@hotmail.co.uk. A228/036



Alfa Romeo GTV JTS Lusso. Excellent metallic blue body, leather trim, air con, alarm, CD, full service history, recent cambelt, new tyres, battery, 83,000 miles, 2005, MOT till 05/2015, this car is a genuine bargain, £1750. Tel: 07860 328609 (Staffs). A228/013



Alfa Romeo GTV 3.0 V6. 2000, 84,000 miles. Rosso Red, W-reg. Documents, service history, complete with 3 keys. Previously owned and modified by Alfa workshop manager. I've owned for 3 years. V/fast, lovely sound, fab road holding, great fun to drive. 5 months' tax, 11 months' MOT. Excellent example of much sought after and getting rarer enthusiast's car. It will appreciate, hence £4500 ovno. Tel: 07515 396211 (Bucks). A228/027



Alfa Romeo 916 GTV. 2001, 68,000 miles. Nuvola Green/Blue (414). This beautiful compact sports car designed by Pininfarina, one of the great Italian styling studios, is an absolute delight to look at from any angle. The 3ltr V6 engine is also one of the classic Alfa engines and is rated at 218bhp at 6300rpm with a top speed of 238km/hr. So not only does this car have great looks but it also has sparkling performance. It is a rare and excellent example that has been lovingly looked after from day one. This car has won awards every year of its life. In past 12 months it has won Best Everyday Car and been the 916 Class Concours runner up. It has a complete service history. People often comment on how beautiful it looks. Full year's MoT. This car will bring a smile to your face every time you drive it. Unfortunately I have to let it go. The price is £5500. Tel: Dave Taylor: 07905 011884. Email: david.taylor31@virgin.net. A228/033

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Alfa Spider 916 (Phase 3) 2.0 JTS Lusso. Beautiful black with tan leather, 79K, full Alfa history. Last service @ 77,600, cambelt Oct 2013 @ 70K, MoT 30/06/15. Electric hood, excellent well cared for example, £4300 ono. Tel or text: 07974 187677 for photos/viewing (Kent). A228/054



Alfa Romeo Spider 2.2 JTS. First registered 29 Dec 2009, 40,000 miles, Rosso Red, recent service including brake pads and new cam belt. FSH, dealer maintained, 12 months' MoT, 2 years' mechanical parts and labour warranty. Black leather interior, professionally applied ceramic body work protection. Gun metal grey powder coated 5 hole alloy wheels. Beautiful example of this iconic car, £11,950. Tel: 07941 192818. A228/061



Alfa Romeo Spider 2.2 JTS. First registered 29 Dec 2009, 40,000 miles, Rosso Red, recent service including brake pads and new cam belt. FSH, dealer maintained, 12 months' MoT, 2 years' mechanical parts and labour warranty. Black leather interior, professionally applied ceramic body work protection. Gun metal grey powder coated 5 hole alloy wheels. Beautiful example of this iconic car, £11,950. Tel: 07941 192818. A228/023



2005 Alfa Romeo 916 Spider 3.2 V6. 51,000 miles, red. Excellent condition, always garaged and covered. New cambelt, water pump, idlers, radiator, battery, complete clutch, Q2 diff, rear bushes etc. New ECU early this year, serviced by Peak Alfa, £8500. Want more info? Tel: Paul, 07970 903876. A228/063



2011 MiTo Special Edition Sprint 1.4 16v in Tornado Blue. The car was bought new and has 14K on the clock. It has the 'Sprint' badges on the tailgate and both rear quarter panels. Not due its first service till 18K but has had two oil changes. It has Blue&Me, air con and cruise control. Alloy wheels with Michelin tyres. The car had Supaguard paint and interior protection applied inside and out when new and also has matching blue trimmed MiTo mats in the footwells. The car is like new, it has never been smoked in and no pets. Valeted on a regular basis. Due to change in circumstances I now require a diesel for longer journeys. Absolutely immaculate throughout, £7900, contact Euan for more details. Tel: 01382 775494 evenings. Email: ecolbron@hotmail.co.uk. A228/058



2009 Alfa Romeo Brera S V6 3.2 Prodrive. 57,000 miles, Alfa Red. *Reduced price.* Tax till Dec '14, MoT Jul '15, FSH from Proalfa Watford. Limited edition no 376/500. Vehicle has transferable lifetime paint and leather warranty from GardX. a/c, p/s, p/w, elec mirrors, 19-in wheels, 3.2 V6 260bhp. Reluctant sale due to family circumstances, £10,995 ono. Tel: 07900 911528. Email: red_in_london@yahoo.com.au. A228/057



Alfa Romeo Brera 2.4 JTDM. 2009, 94,000 miles. Beautifully presented and looked after car, red Pessu Frau upholstery, owner from new, big spec, please contact to discuss, pedal powered, re-mapped and chipped, new cambelt and water pump all by Mangoletsi, probably only Brera with fitted detachable tow bar(for kit car trailer). Reluctant sale as I drive a Discovery too, will let someone else have the joy, £8550. Tel: 07799 264041. A228/024

FERRARI

Ferrari 360 Spider. Manual, 2004, Rosso/Crema. Daytona seats. Red carpet, factory shields. Full and comprehensive service history. Only 11,580 dry miles. Absolutely immaculate, virtually as new condition, £59,500, this car will not disappoint! Tel: 01248 851032 or 07957 882121. Email hip.kins360@gmail.com. A228/017

FIAT



Fiat 500 Abarth 2011. In Pasodoble Red with black leather interior, mileage 26,000, fuel type petrol, transmission manual. This Abarth 500 has a full service history and has been loved and carefully looked after and driven since new by 2 lady owners. Both the interior and the exterior are in excellent condition. It has 17" alloys with PZero Neros and an MoT until May 2015, a personalised number plate is included in the price, this is a reluctant but genuine private sale, £8995. Email: janebull@hotmail.co.uk. A228/060



1964 Fiat Abarth 595. Based on 'D' chassis, rare and in excellent condition. 10" wheels, anti-roll bars front and rear, tuned 500D-based engine, chassis original with no.1520. Parts package includes original Abarth oil sump and valve cover/inlet manifold with carburettor to complete 'Essesse' spec. Rare opportunity to purchase an original example of these fast appreciating little Abarths. Visit Berni Motori Race Shop at www.bernimotori.com. A228/010

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Fiat 124 Spider 2000 injection. 1981. Immaculate bodywork and excellent mechanics. Recent KHM Sonneland hood, stainless exhaust, beautiful, practical and reliable classic. Fortune spent, wife forces reluctant sale! Sacrifice at £7750. Tel: 01288 381058 (Cornwall). A228/065

Fiat Coupé 2.0 Turbo 20v 6sp. March 2000. Black leather, air con, one of the last sold in the UK. Extensive history, beautiful! £6750. Tel: Graeme, 07931 417806 (London). A228/045

LANCIA



Lancia 037 Stradale replica project. Based on Beta Monte Carlo (1978/T, 42,000 miles). The major parts of the kit have been bonded on. Remaining work is cosmetic finishing, fixing and wiring headlights and possible mods such as rear axle spacers, lowering and bigger wheels. Located in the Scottish Borders. More pics at tiny.cc/037pics, £8999 ono. Tel: 07790 070563. Email: richard@frontdesk.co.uk. A228/059



Lancia Fulvia Zagato. 1970. Series 1, 1.3S. Superb condition in all respects, please call for details, £24,000. Tel: 01932 953435 or 07710 393864 (Surrey). A228/062

MASERATI



1987 Maserati Biturbo Spyder 2.5. Manual. Red/beige leather, MOT to December '14, 2 owners, only 28,700 miles, service history, original handbook and invoice, workshop manual, £8950. Tel: Peter Plant, 01283 702245. A228/003



Maserati Quattroporte IV 2.8 Twin Turbo. 1996. True four seater supercar, Deep Blue (Blu Ministeriale), only 48K miles, 13 months' MoT + 6 months' tax, this car has an interesting indepth history with a huge file of receipts etc, from Ferrari/Maserati, plus suede wallet with handbooks etc. Elegant and distinctive this now quite rare Maserati is fast and powerful but is also the height of luxury having full leather, suede + walnut interior, complete with the classic Maserati clock. Refurbed unmarked Mille Miglia original alloys, new stainless steel exhaust, timing belt recently changed along with a service too. Extensively overhauled with numerous new original Maserati parts as I believe a Maserati should drive exactly how it's meant to. 2x keys, full electrics (everything works, including electronic suspension settings). Garaged, very strong mechanically, nicely presented inside and out, nice shiny well kept paint although there are a couple of age related marks and a couple of imperfections as one would expect but these do not detract at all from the overall look of this car. HPI clear. This is a great practical classic supercar that has been well looked after and which should only go up in value. Enthusiast owned, £6450. Please ring for further details: 07702 001409. A228/064



2004 Maserati 4200 Cambiocorsa. Immaculate, unmarked and maintained regardless of cost by fastidious owner. Metallic green with beige leather interior, 25,000 miles. First registered 28.09.04. Kept garaged. FSH, last serviced August 2014. New clutch at 18,000 miles. Leather interior completely re-Connollised 2013. Sports exhaust system, Tracker, alarm and immobiliser fitted. MOT until 20.08.15. New gel battery fitted summer 2013. Skyhook suspension, traction control, 6 CD multichanger, sat nav and integral car phone, electric windows, driver and passenger airbags, height adjustable driver and passenger seats, steering wheel height and rake adjustment, Alloygator wheel rim protectors fitted, 1 previous owner. Private plate not included, £17,495. Tel: 07810 883264. Email: howard.cornes@gmail.com. A228/001



January 1990 Maserati Biturbo Spyder 2.8. Swan White with blue leather interior. All in excellent order. This is an automatic version with up to date air conditioning and Pioneer stereo. Runs very well with full service history. Owner needs garage space, £8500. Tel: Nigel, 01534 743064. Email: sueguenier@hotmail.com. A228/002

PARTS



Alfa wheels. 4 no 16" teledial graphite grey with tyres, suit 147, 156, 916 GTV etc, make me an offer. Tel: Roy, 07954 099482 (collect from Sawbridgeworth, Herts). A228/015

Brembo brake calipers. Refurbished Brembo 305mm brake calipers, seal dust caps and painted, £200. Email: richardmorrill@gmail.com. A228/019

Stainless steel exhaust GTV 916. Bespoke GTV 916 3.0, used quad, excellent condition, collection only, £150. Email: richardmorrill@gmail.com. A228/020

Alfa 75 Saloon parts. Doors, bonnets, boot lids, bumpers, roof panel, rear NS quarter panel. Tel: 07802 934278. Email: dalley@dalleepeter1.orangehome.co.uk. A228/021

105 Series parts. Large quantity of 105 Series parts for sale, collected over 40 years. GT, Super, Berlina: engines, gearboxes, carbs, lights, plus many other rare bits and pieces. Prefer to sell as one lot. Tel: Ian, 07796 955148. Email: ducati.rider@hotmail.co.uk. A228/046

75 exhaust. Brand new offside front pipe for Alfa 75 3ltr, purchased in error from EB spares. Inclusive cost was £135, will accept £80. Tel: Steve, 07788 905152. A228/047

Alfa Romeo parts. Mainly Giulia 105 Series and Alfasud, for sale at www.autotreasures.co.uk. Also books, prints, posters and other memorabilia. A228/048



Parts for Fiat Coupé 20V Turbo. Steering rack, excellent condition, £80; Rear screen, £80; passenger door, Scots Green, £60. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A228/055



Alfa GTV four five hole alloy wheels, fitted good treaded tyres, 205/50/16, oiro £200; Alfa 916 GTV speedo/rev counter module, black, vgc, oiro £50. Tel: 01564 772714 (Solihull). A228/014



Original Abarth exhausts (NOS). All makes A to Z, sixties, seventies, also Ansa Uno Turbo, see www.abarth-exhausts.com or info@abarth-exhausts.com. A228/018



Alfa rear brake pad set Marelli, fits 145, 146, 155. Also Fiat Bravo and Bravas, and Lancia Dedras. New and unused, £10 plus carriage. Tel: Richard, 07818 715502 (Bexhill, Sussex). A228/056

MISCELLANEOUS

'M7 MAS' registration. MY MASerati registration (M7 MAS) for sale. If you would like to have the ultimate registration for your Maserati, please call 01525 221635 for further information. A228/004



1923 Itala Tipo 50B Tourer. 2.8L 4 cylinder original 5 seater James Flood tourer body. Restored by David Holden of Melbourne, Australia mid 1970s. It cruises 40 to 45mph, £38,000. Tel: +64 4568 7090. Email: gtmccarten2013@hotmail.com (New Zealand). A228/008

Auto Italia issues 2, 3, 5, 20, 21 and 49, two hardback Abarth books and lots of Alfa sales brochures etc for sale. Please ring Alan: 01635 202521 for more details (Berks). A228/011

Cherished registration number for sale 'S8 FRX'. On retention certificate and available immediately, £400. Tel/text: David, 07710 4543576. A228/049

AROC magazines. Old small format magazines from mid '69 up to change to large format. Most in binders. Free to collector. Tel: Tony, 01582 831837. A228/050

Lancia collection for sale. Owner's club magazines, motoring magazines, photos, brochures, books and more! Please contact me if you are looking for anything on Lancia cars. Tel: 01273 583057. Email: mrmarkyt@hotmail.co.uk (East Sussex). A228/028

WANTED

Parts wanted for Maserati QP IV: driver side front door kick plate (mine is scratched and scuffed), accelerator pedal rubber, silver Maserati plastic sticker which is on the central console above the air con/ashtray in rear (daughter broke it when swinging her leg over). Tel: Christopher Johnson, 07788 203143 or 01787 242136. Email: christopher@meritas-international.co.uk. A228/005

Wanted by classic car enthusiast. Long term classic car enthusiast is looking for a sensibly priced Khamsin, Sebring or 3500GT in very good condition. Looking forward to you making contact. Tel: +49 1728 104109. Email: wgeisler@gmx.de. A228/006

Wanted vintage Alfa Romeo 6C 1750 or 1500 parts. Super enthusiastic younger person trying to assemble a vintage Alfa requires everything from wheels to hooter! Any offers or information gratefully received, thank you. Tel: James Miers: 07779 423847. A228/012

Wanted for a 1997 Quattroporte. Headlights, front bumper, front door stays. Tel: Steve Rogers, 01707 261232 or 07563 552500 mob. Email: steverogers47@btinternet.com. A228/007

For a Lancia Fulvia. 7x13 wheels required to fit 1972 Fulvia, all types considered. Tel: 07507 853980. Email: mfitzgerald@fandcreit.com. A228/029

Wanted Alfa GT 1.9 diesel. Under 50k miles with full service history, any colour except white. Tel: 01509 889058 or 07962 810392. A228/051

Wanted by AROC member. 2000 Spider '71-'78. Tel: 01932 953435 or 07710 393864 (Weybridge, Surrey). A228/052

Looking for a Brera Spider 2.4 diesel in white, price range £8000 - £9000. Tel: Paul: 01529 469254 or 461122. A228/053



Wanted: correct seats and runners for my 1969 Alfa Spider 1750 boat tail. Any seats considered, however any looking like this photo would be perfect. I will arrange collection from anywhere in the UK. Tel: Chris Clark, 07797 736076 (Jersey, Channel Islands). A228/066

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Classiccaro	93	R Proietti	95
Cheshire Classic Cars	13	Rusper	51
DTR Sportscars	71	Ross Pistons	93
David Thomas Garages	51	Southwood Car Company	43
Days of Milton Keynes	21	Spellbound Cars	02
EBC Brakes UK	99	Superflex	87
Foskers	31	Superformance	04
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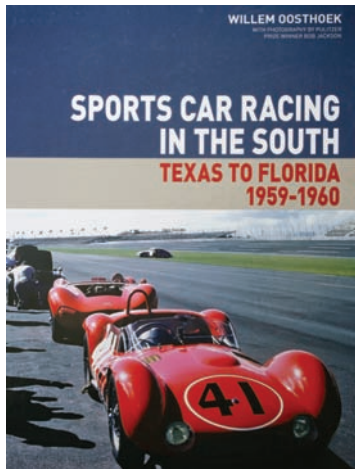



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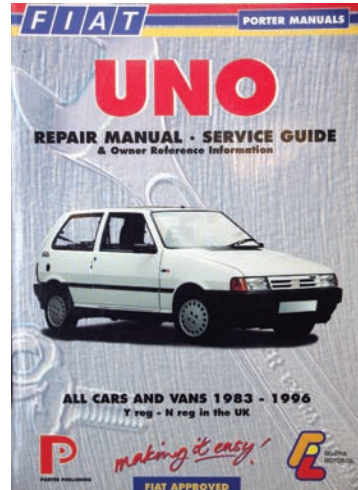


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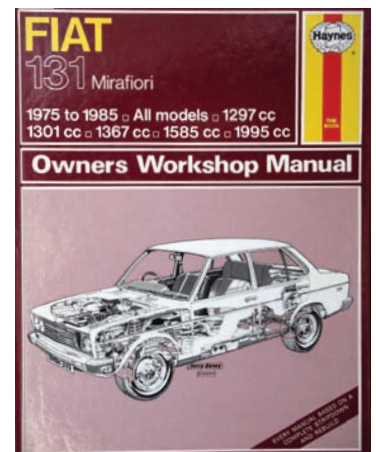


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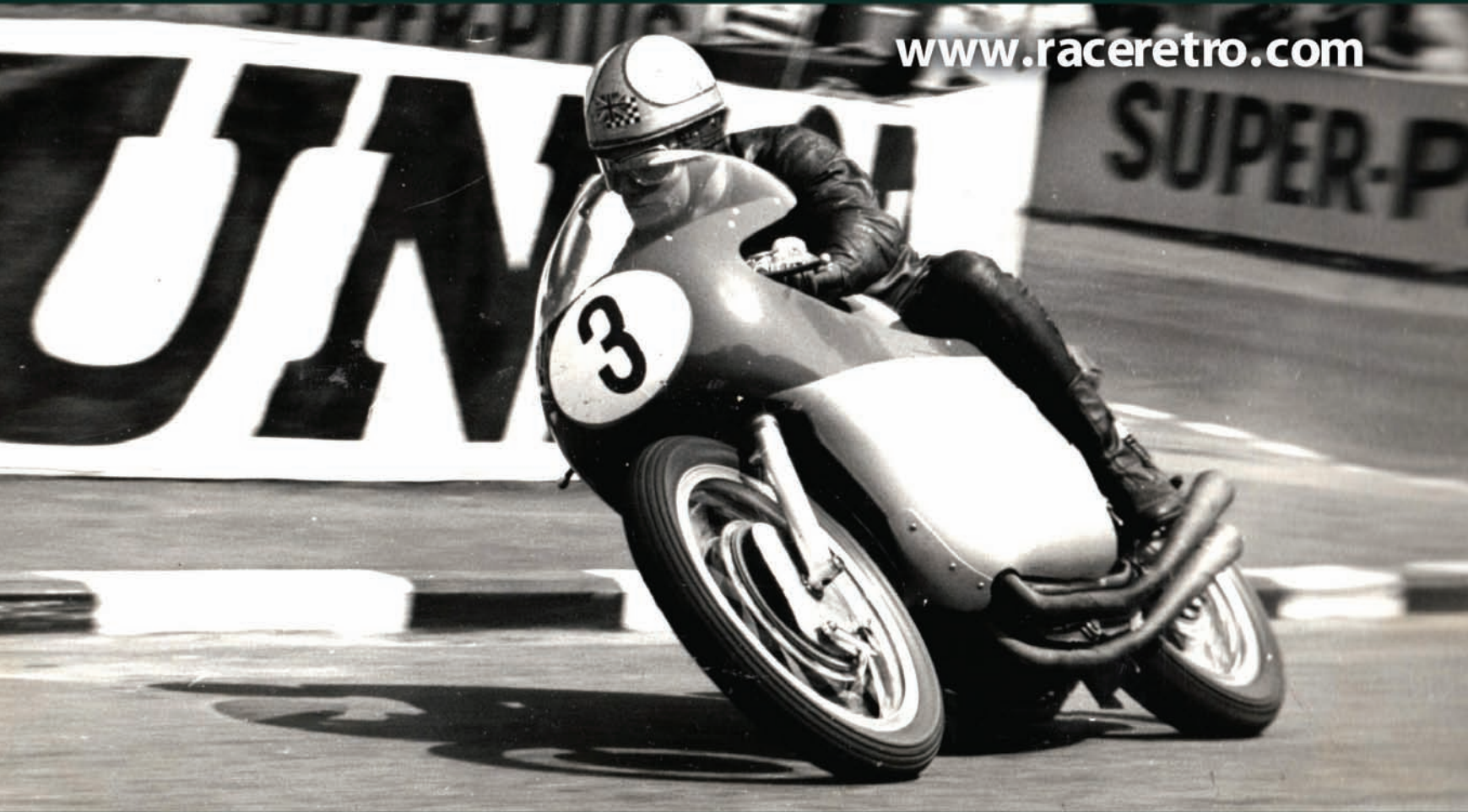
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CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Pavesi Ferrari 412 Ventorosso

The history of coachbuilders ruining perfectly good Ferraris is a long one. Is this rebodied Ferrari 412 another example?

Story by Chris Rees



The name Carrozzeria Pavesi is a pretty obscure one even by Italian standards. The Milanese coachbuilder plied its trade mostly in armoured conversions, but from 1985 it also became one of a handful of companies to produce convertible versions of the Ferrari 400 – a route Maranello never chose to pursue.

Its chop-top was no simple cut-and-shut job. Using its skills in armoured vehicles, Pavesi made sure the drop-top was strong enough. The conversion process involved reinforcing the centre structure, fully boxing the sills and adding an extra strengthening tube to the windscreen frame.

The electric soft-top of its 400 cabriolet folded partly into a new compartment fore of the boot, leaving part of it protruding and covered by a canvas tonneau. The conversion cost a not insignificant 185 million lire (around £60,000 at the time, roughly doubling the price of a Ferrari 400), but that didn't put people off. Reputedly, at least 15 examples were transformed by Pavesi.

Having done so many regular 400 convertibles, Pavesi was drawn to something more radical when, in 1991, it bought the remains of a severely crashed 412 of 1989 vintage (chassis number 81011). Deciding to create all-new bodywork for it, Pavesi hired Carlo Vermiglio to do the design work (no, us neither...).

Some commentators have suggested that the shape of Pavesi's convertible closely resembles a prototype created



by Ferrari itself (on chassis number 65201), which was designed by Sergio Scaglietti and used a Ferrari 400 V12 engine and Mondial-based suspension. But while that never made production, Pavesi's drop-top did.

Let's call Vermiglio's eventual shape 'interesting'. It's certainly far from beautiful. Although the front edge of the bonnet sits lower than the standard 412's (thanks to a longer front overhang), by the time the rigidly wedge-angled swage line reaches the back of the car, it's almost comically tall. Despite a styling indent on the body sides, the whole thing looks very bulky, an impression not helped by all-red paintwork.

The bonnet, bootlid and rear panel were all made of aluminium, while the bumpers were fibreglass and the remaining bodywork all in steel. As for the roof mechanism, that was electro-hydraulic, with complex actuators lowering the

rear windows, releasing the compartment cover and windscreen clasps and folding the whole roof under the rear cover. The interior was completely standard Ferrari, with all four seats retained.

The car first saw the light of day in 1993, after a two-year build, when it was presented as the 'Ventorosso' (which means 'red wind'). No arguing with that name: the car is not only very red, it also has a touch of, ahem, wind about it.

The Ventorosso came up for sale at the Coys auction in Monaco in 2014, where it made €61,240. The catalogue mentioned that three cars were built in total, but I'm dubious about this; I'm certainly not aware of any other examples in existence. The Ventorosso certainly made an impression on me when I saw it at the recent Auto Moto d'Epoca show at Padova. But has anyone ever seen any others?



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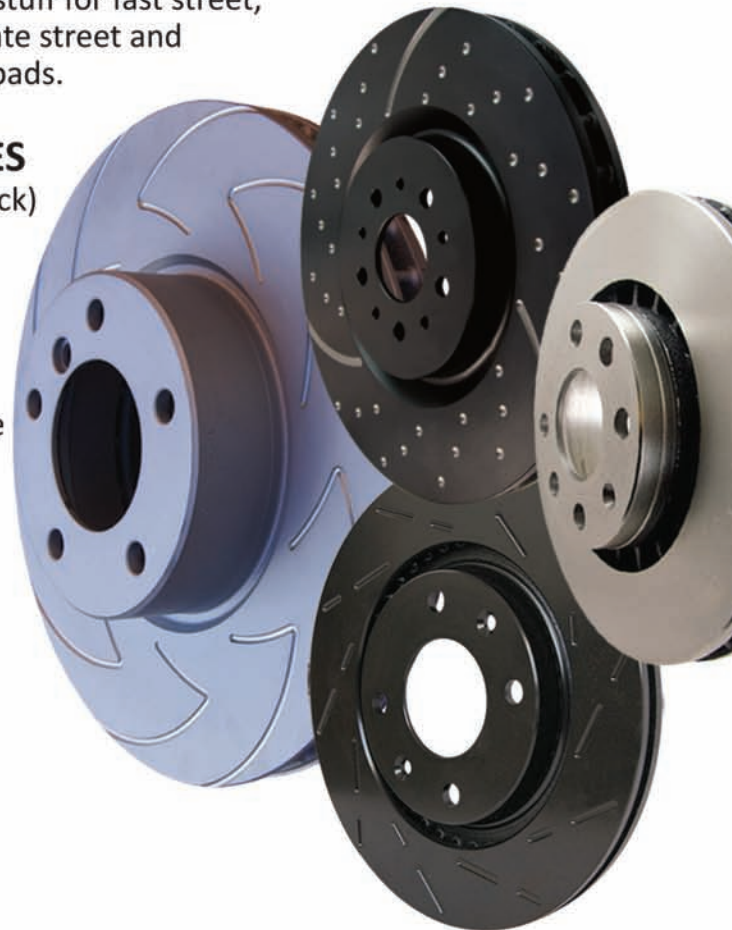
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