

AUTO **Italia**

Issue 231 May 2015 £4.70 US\$10.50

FERRARI 330 GTC COLLECTORS' CHOICE



Alfa Romeo 155 BTCC
The wing conspiracy



Fiat 131 Abarth
The diesel rally car



Ferrari 250 GTO
Stirling's green machine



www.auto-italia.net

31
9 771357 451081

Ferrari 328 Buyers' Guide



ALSO

Fiat Freemont Cross

Carrozzeria Ellena

Fiat 850 Lombardi Grand Prix

Auto e Moto d'Epoca Padova



Alfetta – the forgotten Alfa Romeo classic



OFFICIAL FERRARI DEALER

Maranello Sales

As an Official Ferrari Dealer for over 50 years, Maranello is part of a select network that ensures Ferrari ownership remains a truly unique and rewarding experience.

Our service department offers an enclosed truck collection and redelivery service plus very competitive menu pricing on a wide selection of models.

Our Classic Parts division holds an inventory in excess of 28,000 lines and £30 million worth of parts along with knowledge and experience that is unrivalled.

Whatever your Ferrari requirement, Maranello is at your service.

Maranello Sales
Tower Garage
Egham
TW20 0AX
Telephone: +44 (0)1784 558419

Maranello Aftersales
Ten Acre Lane
Egham
TW20 8RJ
Telephone: +44 (0)1784 558432

Maranello Classic Parts
Unit B8, Crabtree Road
Thorpe Industrial Estate
Egham, Surrey, TW20 8RN
Telephone: +44 (0)1784 558095

Editor Phil Ward

Tel: 01462 678205

philward@auto-italia.net

Photographic Editor Michael Ward

michaelward@auto-italia.net

Editor at Large Peter Collins

Contributors Richard Aucock, Keith Bluemel, Peter Collins, Elvio Deganello, Luca Gastaldi, Roberto Giordanelli, Richard Heseltine, Andy Heywood, Chris Hrabalek, Simon Park, Chris Rees

Art Editor Michael Ward

Back Issues Tel: 01462 678205

Subscriptions www.auto-italia.net

Advertisement Manager

David Lerpiniere Tel: 01732 445325

david@talkmediasales.co.uk

Auto Vendo classifieds email:

liz.solo@ntlworld.com

Accounts: Josie Ward

Managing Director: Josie Ward

Printed in England

Warners Midlands PLC; Tel: 01778 391000

Worldwide Retail Distribution

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by:

Ginger Beer Promotions Ltd,

Morningside House, 1 High Avenue,

Letchworth Garden City, SG6 3RL

Email: enquiries@gingerbeerpromotions.com

ISSN 1357 - 4515

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein. All rights reserved. Reproduction in whole or part, without written permission, is prohibited. © Ginger Beer Promotions Ltd, 2015

CONTRIBUTORS

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



Phil Ward



Peter Collins



Elvio Deganello



Luca Gastaldi



Chris Rees



Roberto Giordanelli



Richard Aucock



Keith Bluemel



Michael Ward

WELCOME



Speculation regarding the next generation of Italian cars continues apace with renditions appearing in the weekly press and the internet. These days Fiat is very careful about disguising its prototypes so final designs are not released until they decide the time is right. Judging by some of the awful artists impressions and Photoshopped images that are circulating, designers at Centro Stile must be rocking with laughter.

While the art departments of the so-called popular press have surely exhausted all possible permutations of what the new Alfa Romeo 'Giulia' could (or should) look like, they have turned their attention to the forthcoming Fiat sports car. Most efforts seem to have opted for a lightly altered shape of the Mazda MX5 Miata, the basis for the new Fiat. Some of them show a rather frightening version based on the 500 front, but I am assured that this won't happen. The resurrection of the 124 title has been bandied around but I can't see why Fiat would want to do that. I see a more simple 'Fiat Spider' and 'Abarth Spider' being a sufficient description of the goods. In any event, the prospect of a 1750 twin-cam driving the rear wheels is exciting enough, so the model name is pretty academic.

We usually see prototypes circulating at Balocco that give us a clue of what the overall dimensions of new cars might be, the Ghibli-bodied 'Giulia' muletto is a case in point. Sometimes we see them out on the public road and I was lucky enough to spot the Maserati Levante in Sweden recently. We were test driving the Fiat 500X and Jeep Renegade on snow and ice at the motor research and test centre when I spotted a disguised prototype that was being driven between locations. It certainly sounded VERY Maserati and 2016 can't come soon enough to see the final production version.

Phil Ward
Editor

philward@auto-italia.net

Foskers

The UK's oldest independent Ferrari specialist



1971 Ferrari 365 GTB/4 'Daytona' Berlinetta Plexiglas **£795,000**

One of only 42 right-hand-drive UK Plexiglas-nose cars. Sold new to the Chairman of the Ferrari Owners' Club; maintained superbly throughout its life. Presented with an excellent history file, original books and tools



1977 Ferrari 308 GT4 **£45,000**

A lovely example of Ferrari's first mid-engined V8 sports car. Three owners from new. 56000 miles. Ready to drive & enjoy



1976 Ferrari 308 GTB Vettoresina **£165,000**

Rare fibreglass-body car with outstanding restoration in Rosso Corsa over Tan hide. 51000 miles; superb investment potential



Contact our sales team - T: 01474 874 555 M: 07921 430 430 E: sales@foskers.com

Conveniently located at the world famous Brands Hatch motor racing circuit, four miles from the M25 Jct 3



www.foskers.com



ISSUE 231

MAY 2015



22



30



36



58

FEATURES

- 16 **Fiat Freemont Cross**
All-wheel drive for mainland Europe
- 22 **The green Ferrari 250 GTO**
Stirling Moss's missed opportunity
- 30 **Ferrari 330 GTC**
Collectors' choice
- 36 **Alfa Romeo Alfetta**
The forgotten 116 series classic
- 44 **Fiat 850 Grand Prix**
Pocket rocket by Francis Lombardi
- 52 **Carrozzeria Ellena**
Ferrari's alternative coachbuilder
- 58 **Alfa Romeo 155 BTCC**
Winning under protest
- 64 **Fiat 131 Abarth Diesel**
A London-Sydney Marathon car surfaces
- 82 **Market Place**
Spotlight on owning a Ferrari 328 GTS

SUBSCRIBE

AND SAVE UP TO £10.40!

SEE PAGE 50 FOR DETAILS

REGULARS

- 06 **News**
Latest releases from Geneva
- 12 **Design**
Touring Berlinetta Lusso
- 80 **Events Diary**
Italian car club contacts and events
- 86 **Auto Vendo**
Pre-loved readers' cars for sale

CLUB ITALIA

- 70 **Auto e Moto d'Epoca Padova**
Simply the best Italian car show
- 74 **Bologna Show**
Italian car show report



64

NEWS & VIEWS

STAR CARS AT GENEVA

WHEN IS A FERRARI NOT A FERRARI?



Touring Superleggera was back in the spotlight at the 2015 Geneva motor show with the world premiere of its Berlinetta Lusso. Based on a Ferrari F12, the car was built for a passionate Ferrari collector.

Devoid of Ferrari badges, the Berlinetta Lusso is the first in a small series of five hand-built examples.

The Touring Berlinetta Lusso celebrates the legacy born with the characteristic swage line introduced by Touring on the iconic Ferrari 166 MM, the first series-produced Ferrari. To maintain Touring's Superleggera mantra, the car is claimed to be lighter than the Ferrari production version and with a 20% increase in torsional stiffness. No less than 12 different types of alloy are employed, some of them used for the first time in the automotive sector, together with new assembly techniques.

The exterior paint chosen for the Touring Berlinetta Lusso is Azzurro Niourlague which, according to the press release, offers 'a hint of Mediterranean sea on a sunny and windy day'. The chilly shade contrasts with the interior, featuring a cocoon of slightly darker blue complemented by a cream-coloured band all around the cockpit and sumptuous seats with their refined blue stitching.

We can only speculate on the cost of Touring's latest creation, but it will be substantial bearing in mind that you will need to buy an F12 first.



LAMBORGHINI AVENTADOR SV



The Lamborghini LP 750-4 Superveloce is the fastest and most emotional series production Lamborghini to have been built at Sant'Agata Bolognese. With increased power, lower weight, improved aerodynamics and innovative technologies the Superveloce is the most pure incarnation of a Lamborghini to date.

The weight has been further reduced by 50kg through enhanced lightweight engineering including significant use of carbonfibre. The naturally aspirated V12 engine's power has been increased to 552kW/750hp. This results in a power-to-weight-ratio of 2.03kg/hp. The Superveloce accelerates from 0-100km/h (62 mph) in 2.8 seconds and powers on to reach a top speed of more than 350km/h (217mph).



FERRARI 488 GTB

On its official debut at the Geneva Motor Show, the Ferrari 488 GTB sets a new benchmark for the sports car sector. Forty years on from the launch of Ferrari's iconic first-ever mid-rear-engined V8 berlinetta, the 308 GTB, the Ferrari 488 GTB opens a new chapter in the history of cars with this particular architecture.

Extreme power was a requisite for the car and is delivered by the new 3902cc, 670CV turbo engine coupled to a seven-gear F1 dual-clutch gearbox featuring Variable Boost Management which optimally distributes torque (a maximum 760Nm in seventh gear). The Ferrari 488 GTB guarantees exuberant performance that is absolutely exploitable to the fullest regardless of driving conditions and is accompanied by a deep, seductive soundtrack, the signature of all Ferrari engines.



CINQUONE BY ROMEO FERRARIS

Milan-based Romeo Ferraris has introduced the Cinquone, company's first homologated production car. Able to meet strict Euro 6 pollution standards, the Cinquone is not just another tuned 500 Abarth. It is intended to be a real production car, homologated by Romeo Ferraris. Customers can customise every single detail, both on the outside and the inside. The exterior colour and livery can be fully personalised and there are countless leather and trim options available.

Using a 500 Abarth as a basis, Romeo Ferraris was able to craft a small-size gran turismo with unique design and extreme performance. Aesthetically, the Italian brand's new creation shares the same bodykit of the racing prototype competing in the Italian Endurance Touring car Championship (CITE).

The 1.4 T-jet power unit is pushed to its limits with three different power options: 160bhp (Entry Level), 210bhp (S), and 248bhp (Corsa). The Corsa version accelerates from 0-100 km/h in

5.5 seconds and has a top speed in excess of 240km/h. In addition to that, its weight-to-power ratio (4.15 kg/bhp) is the best in its segment.

Upon request, Romeo Ferraris can create a two seater configuration with a roll-bar and Recaro monocoque sports seats (optional). The optional 'Leggero' weight reduction kit drops overall weight down from 1030kg to 970kg.

The Cinquone is available in coupe and cabrio configuration, with manual or automatic transmission with paddle shifters. Both can be converted in two-seater configuration. Prices start from €49,504. For more information visit www.romeoferraris.com



ABARTH 500 BI-COLORE

A new version of Abarth's 500, labelled the Bi-Colore Edition, is now available at just £15,990 OTR. Just 50 of the striking Abarth 500 Bi-Colore Editions will be built with a unique Scorpione two-tone Black over Record Grey paint finish, 17-inch 10-spoke diamond finish alloy wheels, Abarth sports seats with natural leather trim, and a rear privacy glass.

Based on the Abarth 500 Custom, the Bi-Colore is powered by a 1.4 Turbo T-Jet 16-valve engine with a sporty five speed manual gearbox. With 135bhp of power available and a maximum 206Nm of torque at 3000 rpm, the Abarth has a 0-62 mph time of just 7.9 seconds and a top speed of 127 mph, yet it returns 47.1mpg.

FIAT 500 RON ARAD

The Fiat 500 'Ron Arad' has just gone on sale in the UK, it's a distinctive new special edition which is instantly recognisable by the outline graphic of an original 1957 Fiat 500 superimposed on each side of the car's bodywork.

Limited to just 200 examples, the 500 was developed in partnership with Ron Arad, an Israeli-born and London-based industrial designer, architect and artist, and life-long fan of the original Fiat 500.

Available with the 69hp 1.2-litre engine only, the FIAT 500 Ron Arad Edition is priced from £16,000 OTR. Customers will also receive a 1:18 scale model of their limited edition car.



Let us show you why we are different

Our renowned expertise of over 50 years have seen many satisfied customers in the areas of servicing, restorations and race preparation of Italian marques.

Autofficina specialises in Ferrari, Lamborghini and Maserati products.

Autofficina provides a comprehensive portfolio of services including:

- Scheduled maintenance and service requirements
- Full engine re-builds
- Trim and electrical work
- Restorations
- Bespoke modifications
- Re-engineering projects
- Remedial work
- On-going maintenance packages
- Full valeting and detailing service

Important news for our customers

We have moved to a new site less than 10 minutes away from our previous premises.

5 Ruxley Lane
Epsom
Surrey
KT19 0BJ



If you are interested in learning more about Autofficina and our services, please do not hesitate to contact Elias Elia or one of the Team.

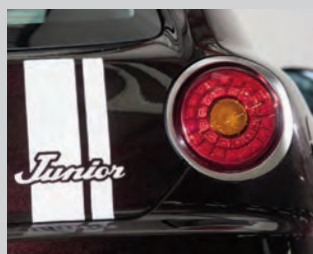
Tel: +44 (0)20 8391 0002 info@autofficina.co.uk www.autofficina.co.uk

"Autofficina, driven with passion, judged by results"

are you
totally
happy with
your
SERVICE
centre?



NEW ALFA ROMEO MITOS



Building on the comprehensive revisions made to the Alfa Romeo MiTo in 2014, when it received a revamped interior with a standard five-inch touchscreen infotainment system (plus TomTom satellite navigation on certain models), subtle exterior upgrades, more engine options and a higher level of standard equipment, the 2015 range has been further enhanced with two new trim levels.

The new MiTo 'Progression' makes owning a new Alfa Romeo more attainable than ever thanks to its low on-the-road price, while the sporty new 'Junior' recalls the legacy of the 1966 Alfa Romeo GT 1300 Junior – an illustrious predecessor which made Alfa Romeo's legendary style and driving pleasure available to a younger audience by offering big performance from a small-capacity engine.

The Alfa Romeo MiTo Progression is offered with a choice of engines including the insurance-friendly 78hp 1.4-litre engine, the award-winning 0.9-litre TwinAir 105hp turbo petrol engine and 1.3-litre JTDM-2 85hp turbo-diesel. Under the bonnet, the Alfa Romeo MiTo Junior is powered by the 0.9-litre TwinAir 105hp turbo petrol or 1.3-litre JTDM-2 85hp turbo-diesel.

Both models are on sale now, with prices starting at £12,760 OTR for the Alfa Romeo MiTo Progression 1.4 78hp and £14,870 OTR for the Alfa Romeo Junior TwinAir 0.9 105hp.

MASERATI AT GENEVA

Maserati Alfieri Concept was announced as '2014 Concept Car of the Year' at the prestigious Car Design Night in Geneva attended by the industry's leading automotive designers. Due to the overwhelmingly positive reaction when it was first shown, the Maserati Alfieri is now confirmed for production in 2017 followed by a cabriolet version later on.

Also on display on the Maserati stand was a substantial representation of the brand's range, with exclusive versions of the Quattroporte and Ghibli with Ermenegildo Zegna- designed interiors. Alongside were special Centennial Editions of the GranTurismo MC Stradale and GranCabrio MC.

In 2014, Maserati delivered 36,500 cars (+1.37%), thanks to the continued strong performance of the Quattroporte and Ghibli.



MASERATI AT SEA

Giovanni Soldini and Maserati sailed over the start-line of the seventh edition of the RORC Caribbean 600 Race after the traditional cannon shot rang out from Fort Charlotte, overlooking the English Harbour, at the southern tip of Antigua.

Maserati started upwind with a group of other yachts. Sailing in an 18-knot easterly and amid 2.5-metre waves, the Italian VOR 70 chose to hug the coastline before rounding the southernmost point of Antigua and setting a course for Barbuda. She is currently sailing with peaks of 12 knots towards the most southern island of the regatta, Guadeloupe, fighting for first place against the boat 'Rambler'.

There are 64 boats competing in the race in total, including the formidable Rambler, Leopard and Bella Mente. The route meanders 600 miles between 11 Caribbean islands before winding its way back to the finish-line in English Harbour, Antigua.

During the race updates and videos can be found at www.maserati.com/MaseratiSoldini



Ferrari 275 GTB Alloy RHD

This 275 is thought to be one of just five Long Nose 275 GTBs built in RHD with both an aluminium body and fitted with the optional and more desirable 6 carburettor setup from new. This example has been completely restored and was recently accepted for, and shown at, the world's most prestigious concours event; Pebble Beach.

Additional Motorcars Available for Acquisition



Ferrari F40 GT Competizione

The famous Red and Blue Brummel F40. One of only three Ferrari Club Italia Michelotto F40 GT period race cars. This race winning car was supplied new to Pierre Popoff and was used in the Italian GT Championship. Sympathetically restored to 1993 specification this Classiche Certified and Road Registered F40 is the ultimate iteration.



Ferrari 288 GTO

This 288 GTO has formed part of a very well-known European collection for many years. It is presented in the more desirable specification having A/C, electric windows and Rosso inserts. Having just received a DK Engineering 30 year service including an engine overhaul the car is understandably presented in superb condition throughout.



Ferrari 330 GTC (LHD)

Presented in its original specification of Argento with a Rosso Leather interior and rare factory Air Conditioning. This stunning 330 GTC retains its original and recently rebuilt Matching Numbers Motor as attested to by the car's Full Ferrari Classiche Certification.

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

For Acquisition Consultancy contact Jeremy or James Cottingham

Telephone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk

Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND



Chorleywood Tube Station - 2 mins.



Heathrow or Luton Airports - 20 mins.



M25 Orbital J18 - 3 mins.



London City Centre 20 miles.

The Ferrari Specialists

www.dke.co.uk
A Cottingham Family Business.



DESIGN

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

Touring Superleggera Berlinetta Lusso



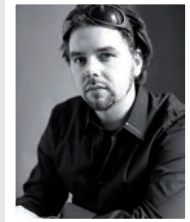
CHRIS HRABALEK

Age: 37

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



This year's Geneva Motorshow must have set a new record in terms of sports-, super-, and hyper-car unveilings of any motorshow to date, with nearly every brand wanting to take advantage of the surplus disposable cash, floating around globally and itching to be spent. Carrozzeria Touring – founded in 1926 in Milan and inventor of the 'Superleggera' coachbuilding technique was no exception, and the small Italian coachbuilder arguably presented the most beautiful highlight of the show.

To brand Carrozzeria Touring's 'Touring Superleggera Berlinetta Lusso' a 'Ferrari' would arguably precede great legal implications – primarily for the manufacturing coachbuilder – yet the origins of the Ferrari F12berlinetta as a basis

of this transformation can neither be hidden nor denied, even if all prancing horses were removed prior to its official debut.

Let's make this very clear: the Touring (Ferrari) Superleggera Berlinetta Lusso is one beautiful, if not divine, automobile. It is 'The Empire Strikes Back' of Louis de Fabribeckers' design team following the successful Alfa Romeo Disco Volante. One can only but shake one's head why Maranello has not granted this five-off hyper niche product its official seal of approval; certainly more 'questionable' beauties have rolled-out Ferrari's own SP department in recent years.

The (Ferrari) Berlinetta Lusso is based on Ferrari's class-slaughtering F12berlinetta and despite 5000 man-hours of craftsmanship and six months of ageing, none of the donor's benchmark performance figures are

compromised in the process. The very subtle modifications include a bonnet, boot-lid and apron in hand-beaten aluminium using the same traditional coachbuilding techniques as once applied pre-1966 by the original Carrozzeria Touring founders Carlo Felice Bianchi Anderloni and Gaetano Ponzoni.

Designwise one cannot

resist appreciating the old-school design approach, trading Italian Upper-Class feel for the 'Playstation Design' of its 'mass-produced' siblings leaving Maranello's official factory gates. Could the (Ferrari) Berlinetta Lusso be criticised for being one panel-beat to stale and boring? Possibly, but then again, it only needs five conservative Ultra High Net Worth Individual (UHNWI) collectors, all dreaming of still living in 1950s Dolce Vita, to sell-out production; and that must seem realistic, even

for the most pessimistic of investors.

Carrozzeria Touring have done a fantastic job. Would I rather own a Touring (Ferrari) Superleggera Berlinetta Lusso than a Ferrari F60America? Possibly. One thing I am certain of is that every single one of the five very lucky owners will – even before removing the protection film or fuelling – add the badges that Carrozzeria Touring so cavalierly removed, back on where they truly belong.



MONZA

SPORTS TUNING

APPROVED SERVICE DEALERS FOR ALFA ROMEO AND ABARTH



2013-63. ALFA-ROMEO GIULIETTA 1750 TBI CLOVERLEAF 5DR
8C Red paintwork option (£2200 new), Black Leather Sports Seats, Bose Hi-Fi, Heated Seats, Rear Parking Sensors, Tom Tom preparation and Sat Nav unit also included. Lowest mileage, youngest Cloverleaf manual in the UK with over £5k extra specification. Price £22,995.



2014-14 ALFA-ROMEO 4C TBI LAUNCH EDITION
1500 miles. White. TCT. One owner.
1750cc Petrol Semi-Automatic gearbox. MPG 41.5
EPOA



2008-08. ALFA SPIDER JTS LE
30921 miles. 6-Speed. FSH. 19 inch alloy wheels. Low mileage example of this limited edition Alfa Romeo spider. Price: £12,995



2013-13. ALFA-ROMEO MITO 1.3
JTDM-2 SPRINT 3DR
FSH, electric folding mirrors and reversing sensors. 24500 miles.
Price £9,495



ALFA-ROMEO GT 3.2 V6 24V
36,000 miles Alfa Romeo GT 3.2V6.
Grey. Black leather interior, ARFSH.
Q2 diff by Monza Sports
Price £8,995



ABARTH 595 COMPETIZIONE
12825 miles. Rare sunroof and
Monza exhaust system.
Only covered 6000 miles a year
Price £14,995.



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

*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Nov 13 - Jan 2014.
*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Oct 13 - Dec 2013.
*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Sep 13 - Nov 2013.



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

WRITE TO THE EDITOR AT: AUTO ITALIA, GINGER BEER PROMOTIONS LTD, MORNINGSIDES HOUSE, 1 HIGH AVENUE, LETCHWORTH, HERTFORDSHIRE, SG63RL OR EMAIL PHILWARD@AUTO-ITALIA.NET



REVIVE THE ALFASUD?

I have been driving Alfa Romeos for 20 years, all of them front-wheel drive, a 155, a 145 and then my current car a 159. We will soon see Alfa Romeo's first rear-wheel drive mainstream model since the Alfa 75. While I understand why rear-wheel drive is being introduced for Alfas future and answer to its BMW rivals, I don't think it should extend down the model range to the Giulietta and MiTo successors. What I would love to see is Alfa Romeo introduce a modern day Alfasud, super light (using whatever materials it takes), compact but spacious inside, razor

sharp handling, with characterful engines. Fiat looked back with the 500 with great success. I believe Alfa Romeo could achieve similar success with a reiteration of the Alfasud.

David Hammond

ALFAS IN SWEDEN

Thank you for an excellent magazine. I have been buying it since 2004. At that time I bought my first Alfa, 156 2.0 Selespeed equipped with lowered suspension, nice OZ-wheels and a Supersprint exhaust. It was a lovely car to drive, often with a big smile. Unfortunately the electronics in the gearbox quite soon started to fail.



After 4.5 years I got tired of that and bought a new 147, 2.0 TS Blackline. I used it for 2 years then decided to buy an Alfa GT 2.0 JTS, which was the car I really would like to have. The price of secondhand Alfas is really good. Now to your latest issue. You write about problems with electrical windows. You can reset it. Push the button down and keep it there for 15 sec. Wind the window to top level and keep the button up for another 15 sec. Usually windows work well after that.

Otherwise I agree what you write about the GT. Stromboli, what a nice way to describe a grey colour. My other Italian car is a Fiat 124 Spider.

**Thomas Johansson
Gothenburg**

LETTER FROM AMERICA

As yet I have not read "The story so far" piece (I am working my way from front to back, after looking in the classifieds first) but congratulations on 20 years in magazine publishing. As a subscriber from issue number two or three I think (but I have every edition) it's great to see how the magazine has evolved through the years, and long may it continue.

I am (as I'm sure many other Alfa fans are) overjoyed to read that the Alfa Romeo Museum in Arese will finally be re-opening, but what I would like to know is, will you be arranging one of your tours there?

As a family we've

travelled all over the east coast of America, but the thought of navigating around a 'foreign' language and country already fills me with anxiety.

PS. I saw you being interviewed at Stamford Hall for a Duke DVD piece on the Lancia integrale that I purchased recently, I wasn't expecting that.

Lee Cooper

Auto Italia won't be organising a tour but I am sure that someone else will. Organisers are invited to contact me and any information received in the office will be duly passed on. Ed

ALFA 147 DUCATI CORSE

Just about finished reading yet another excellent production and in particular the Alfa Romeo features. I was a bit surprised no mention was made of the 147 Ducati Corse Special Edition 1.9 JTDM 170bhp model in the 147 section. I have and enjoy a 2009 model and what I think is one of the last ones sold in the UK. I have had it since May 2012 and while it has only done 34k it has not been without problems. The dual mass flywheel went recently necessitating replacing and also the clutch. One of the rear wheel bearings was done at the same time. I had the cambelt and water pump changed last year so

hopefully I have a few years without worrying about that. I have had an instance of the odometer flashing just the once so haven't had that checked out yet. I shall do that at the same time as having an Error Message 'Glow Plugs' investigated. My other car is a 1999 GTV V6 24v - love it. Keep up the good work - I look forward to the mag dropping through the letterbox.

Brian Conway

KENT ITALIAN EVENT

I was hoping that you could list our Kent Italian Car & Bike Show, to be held on September 6th at the Honnington Country Fair, in the magazine and on the events section of your website. As always every penny raised goes to the Kent Sussex and Surrey Air Ambulance who will be celebrating their 25th Anniversary at the fair this year.

The event features cars from a bygone era to the present day, including a fine display of Italian cars and bikes from Fiats to Ferraris, Ducatis to Lambrettas. It's a great day out for all Italian enthusiasts and a great Country Fair to wander around too. To display your beloved car or motorcycle go to: www.honningtonevents.com for online booking.

Sheridan Bowie



SHARE THE EXPERIENCE

CONSIGN TODAY



Around the world, RM Sotheby's is known for its incredible reach in the collector car market. Our in-house photography, design, marketing, and PR teams ensure that every consignment is presented to a prime audience in the best possible light and with the widest possible exposure. Whatever your automobile is worth, it will have the best chance of achieving an excellent result with RM.

MONTEREY

PORTOLA HOTEL & SPA • 14-15 AUGUST 2015

Dealer License #34509

CONSIGN TODAY

www.rmauctions.com

Europe +44 (0) 20 7851 7070

Germany +49 (0) 40 441 95 737

Corporate +1 519 352 4575



RM AUCTIONS

Sotheby's

Brief Encounter

A unique opportunity to find out what the elusive Fiat Freemont is like to drive on UK roads

Test by Richard Aucock
Photography by Michael Ward





What's the new Fiat model with the highest level of owner satisfaction? Perhaps unsurprisingly, the wonderful 500. But what's the one with the second-highest number of happy owners? The Freemont Cross. This is perhaps very surprising indeed, but the facts bear it out: owners in countries lucky enough to get it, love it.

In the UK, we sadly don't get it – but that didn't stop Auto Italia sourcing one to try out in leafy England. We love our crossovers here, so we were intrigued to see if Fiat's missing a trick by not offering the Freemont to eager UK buyers. After all, it's not as if the expensive end of the range couldn't do with a boost...

There was added impetus for our unique drive, too: because we were testing the car away from its intended market, we would be able to take cold, calculated look at it, to judge it purely on the facts rather than being influenced by value, marketing focus or preconceptions. In a nutshell, it's not on sale here, but we would judge whether it ought to be.

FIAT FREEMONT: A HISTORY

The Fiat Freemont was derived from the Dodge Journey that was first seen back in 2007, before going on sale in spring 2008. Inspired by the Ford S-Max, the smart-looking crossover-MPV boasted seven seats in a 5+2 layout: the rearmost seats weren't quite as capacious as in traditional people carriers such as the Chrysler Grand Voyager, but were fine for short-distance use – and, crucially, folded flat into the floor when not in use for compromise-free load space.

It felt a little underdeveloped at launch, but still impressed thanks to its crisp styling that was much more modern than the period American norm. Conventional four-cylinder and V6 petrol engines drove the front wheels – all-wheel drive was an option – and it gained a Daimler-sourced diesel engine by the time it arrived in Europe.

It wasn't totally vanilla engineering, either: standout details include an aluminium bonnet, composite tailgate and rear doors designed to open almost 90 degrees. The second row seats were mounted 40mm higher than the front row, and the third row were 17mm higher again, ensuring everyone had a good view out.

The car went down well, particularly when a 2011 model year update tweaked the suspension, interior quality, engine installations and other details. By then, of course, Fiat and Chrysler were alliance partners – and this is where Fiat comes in. Sensing an opportunity to fill a gaping hole in its model range created by the loss of the Ulysse, the brand arranged a deal to rebadge Journeys from the Mexican factory, revealing the new Fiat Freemont to the world at the 2011 Geneva Motor Show.

It was badge engineering at its best: changes were limited to front and rear bumpers, plus, yes, the badges. The interiors were almost identical. So what was the appeal? Well, by then, Dodge had pulled out of Europe, taking the Journey with it. Fiat thus had a triple opportunity – please its existing MPV customers, bring in new ones with its leftfield new offering, and even maybe transfer across some Chrysler and Dodge customers upset by the loss of the brand.

And it's certainly grabbed the opportunity. Today, Freemont sales stretch into the tens of thousands and, as we said at the start, owner feedback is overwhelmingly positive. It's a car that's gone down really well in Europe. We were keen to see why.

FREEMONT CROSS: ALLROAD FIAT

For 2015, Fiat got even smarter with the Freemont: it launched a Cross variant, enhancing the crossover's SUV cues without hurting its MPV practicality. This is the car we drove in the UK – and, in the metal, its platinum chrome bumper inserts, black grille and 19-inch five-spoke alloy wheels, platinum side skirts and matching roof bars looked even better than they did on the 2014 Geneva Motor Show stand where we first saw it.

The 'Freemont Allroad' look really works, giving Fiat a striking seven-seat crossover model that's virtually without rival in the sector. Sitting half way between a Ford S-Max and Land Rover Discovery Sport, it's yet more evidence of the clever thinking that's gone into Fiat's work with its Dodge-derived model.

The interior looks great too. Dominated by a GTI-style black colour scheme, leather seats boast sporty black mesh inserts plus grey stitching that's matched on the door panels and arm rest. The graphite grey finish in the dashboard, instruments and steering wheel is also



premium-look and modern, enhancing the latest generation of high-res touchscreen fitted in the centre of the dash. We're sure it was packed with apps, gadgets and clever features; sadly, it was all in Italian...

We instead played around with the seats. And soon lost count of the number of configurations you can fold, slide and recline them into. Fiat claims 32 positions, more than any other rival: it also says there's 140 litres of total stowage space within the 20 (yes! 20) stowage compartments inside. True to form, our mobile phone was quickly lost. Cleverly, Cross models even come with integrated child booster seats on the middle-row seats, allowing children weighing between 15-36kg to use them without an additional child seat.

ON THE ROAD

Fiat offers the Freemont Cross with two diesel engines, either the 140hp 2.0-litre MultiJet II or its more powerful 170hp sibling. Both are offered in front-wheel drive guise with a six-speed manual transmission, but the 170hp version is also available with Active AWD, paired with a standard six-speed automatic gearbox. That's the car we drove in the UK.

From cold, the MultiJet II engine is a little vocal – you

sense the original US engineering focused on home market petrol engines and didn't fully account for the different noise paths and frequencies of oil-burners. Luckily, it gets much smoother when warmed through, settling down into the background when cruising – and 258lb ft of torque means the auto 'box is usually able to use the engine's muscle to build speed rather than spoiling the peace with a downshift. This is something it's good at; less impressive is its tendency to noisily hold onto gears when going up through the ratios. When you're not on it, why do you need to hit 3500rpm before each upshift?

When you are on it, the Freemont does 0-62mph in 11.1 seconds and has a top speed of 114mph; doesn't sound a ball of fire, but it does weigh more than two tonnes and, taking this into account, it doesn't feel particularly lethargic. Besides, traction is guaranteed thanks to the clever on-demand all-wheel drive system, something we frequently put to the test during the wintry weather we've had.

The active part of the AWD system means it's ordinarily front-wheel drive, which helps fuel economy (it officially averages nearly 39mpg), but as soon as sensors detect a loss of traction at the front, an

ABOVE: Unlike many vehicles of USA origin, the Freemont's dimensions suit narrow UK country roads





electronically controlled coupling diverts power rearwards. Fiat says this system is faster-acting and more accurate than a traditional viscous coupling, and it also allows the car to stabilise handling with the rear wheels: it will divert a little drive to the back at speeds of up to 62mph to aid stability and turn-in. Clever stuff.

To say you can feel it doing all this isn't quite correct: the point is that you're not meant to – rather, you instead won't feel any loss of traction, any front wheel fight, any tempering of torque by the traction control system. I'm positive the benefits to handling in medium speed corners were appreciable though: it's a big thing, the Freemont Cross, but I could steer it with impressive accuracy despite it being left-hand drive in the UK, and certainly never suffered any issues with confidence regardless of my enthusiasm.

By this time, I was also finding the ride had more depth than I first thought. Initially, it felt a little lumpy and stiff in town, mainly because of the big 19-inch wheels. Get it up to speed, though, and it's impressively comfortable, offering controlled cushioning on motorways that you sense will find plenty of favour when the family is on board. They'll also like the 368 watt Alpine premium stereo: we may not have been able to decipher the Italian Uconnect menus, but we certainly know when Radio 2 is sounding pretty tasty.

Other aspects that will help family unity include an

abundance of legroom in the middle row, plus more space than you first think in the rearmost row – only getting in and out is tricky, the latter being something to bear in mind if you're using it to give your mates a lift back from the pub.

There are also climate control vents in the roof – take that, National Express – plus a rear seat entertainment system whose multimedia screens will elicit screams (and then fully-engrossed silence for the rest of the journey) from the kids. It offers most things dearer premium SUVs do, in fact, with a good slice of their headturning style too, just presumably without the premium-level price tag.

By the end of our time with it, we were convinced: surely there's a market for the big Fiat in the UK? It's a decent offer in a very 'now' sector, and the Cross model has a good slice of style to fit into a progressive range of cars stretching from 500, to 500L, to 500X.

Of course, it's unlikely to happen, even though there's a right-hand drive Freemont on sale right now in Australia. We think this is a pity; priced right, it could offer access to a marketplace currently off limits to Fiat. It seems you'll have to take our word for it, then. We were satisfied, like all those happy owners overseas. Unfortunately, UK residents, you won't get the chance to find out why. Makes us a little cross, that. 🇮🇹





1967 FERRARI 275 GTB 4 CAM



1964 FERRARI 330 P



1964 FERRARI 250 GT LUSSO



1965 FERRARI 365 P2-3

TALACREST ARE THE BIGGEST AND MOST EXPERIENCED BUYERS OF CLASSIC FERRARI IN THE WORLD AND TO DATE WE HAVE SOLD OVER \$1 BILLION WORTH OF THOROUGHbred CLASSICS INCLUDING EIGHT FERRARI 250 GTO'S MANY PROTOTYPES AND NUMEROUS OTHER DESIRABLE ROAD AND RACE CARS. IF YOU ARE SERIOUSLY LOOKING TO BUY OR SELL A CLASSIC FERRARI, THEN MAKE TALACREST YOUR NUMBER ONE CHOICE.



1 of only 27 RHD UK supplied models produced. A thorough no expense spared eighteen month restoration resulting in a concours winning car with full Ferrari Classiche Certification.



1959 FERRARI 250 GT SERIES I CABRIOLET



1950 FERRARI 195 INTER



1985 FERRARI 288 GTO



WWW.TALACREST.COM

T + 44 (0)1344 308178 M +44 (0) 7860 589855 E john@talacrest.com



NUMBER ONE IN THE CLASSIC FERRARI MARKET

The Green GTO

The car that was intended to be Stirling Moss' debut works Ferrari drive – but fate determined otherwise

Story by Roberto Giordanelli and Peter Collins
Photography by Auto Italia



The two big questions everyone asks about the 250 GTO are, "Is it worth the money? What's it like to drive?" In answer to these questions, firstly it drives like a cross between a Mk 1 Escort Twin-Cam and a competition lightweight Jaguar E-Type. It has the rorty and sideways stability of the former blended with the balance and pace of the latter. Secondly, is it worth the money? That depends on how much money you have. The 250 GTO has confused the issue by driving into the hazy world of fine art. If you are burdened with whopping great wads of cash, there is only so much enjoyment to be gained from counting it.

BEAUTY AND THE BEAST

Like a pilot walking round his aircraft for the compulsory 'look-see', I take in the beauty of the beast. Uncommonly resplendent in council house

green, I notice the tartan stripe on the bonnet, the Modena number plate, the numerous slots and vents and four big 'extractor' tail pipes. And just like an old aircraft, you see endless evidence of loving human input in its engineering. You just can't help liking it. Underneath there has been some attempt to speed up the underbody air flow with an aluminium under tray. Its beautiful Bizzarrini proportions are reminiscent of a perfect wild animal. The view from the driver's seat is reminiscent of the E-Type but far more curvaceous, dominated by the three humps which give clearance to the Borrani and stack of six ram-piped twin-choke Webers.

The interior looks and feels like a competition car. Lots of silver paintwork inside lightens up the cabin. The dash has spaceframe/roll cage tubing visibly going through it, also painted silver. Business-like fuse boxes and neat wiring are on show ahead of the



passenger. All switches are clearly labelled – essential on a car you don't use every day. There is a Ferrari metal gear lever gate on the floor with a high alloy gear knob. Your knees fight for the same place as the classic, flat, woodrim steering wheel with prancing horse horn-push. The sitting position is typical of old Italian sportscars, i.e. horrible, but you do get used to it. A dished wheel would transform this. Low-back race seats in blue with modern road-going lap-diagonal seat belts are fitted. You get a big tachometer and no speedometer but there is a list of speeds against rpm on 'dymo' tape. As you open a door, you immediately notice its light weight. At about 880kg, the GTO's 280bhp at 7500rpm is enough to give a 0-60 time of six seconds. Top speed depends on the gearing option chosen, anything from 140-180mph is possible.

With orders to shoot me should I survive wrecking the car on the fast tree-lined track, I turned and

pushed the key to fire up the rorty ram-piped motor and got to grips with the controls. Brake pedal feels rock solid. Clutch pedal has nice light easy action with a long throw. Throttle pedal is well placed for toe-heel down changes. Steering has 2.75 turns lock to lock which gives quick steering with no power assistance. The steering feels light for most occasions but loads up heavily when cornering hard; the price you used to pay for high castor angles which help straight line stability.

Pleasantly jiggly at low speeds, the suspension is stable enough at high speeds considering its age. It lacks the torque and low down grunt of its great rival – the Jaguar E-type – but just about makes up for it with a screaming 'top end' and better high speed stability. The E-Type's high speed lift limited its grip in fast sweepers and the interior mirrors had to be re-set each time you went over 100mph. The GTO's low mounted,



dry-sumped, alloy V12 gave it a lower centre of gravity than its narrower-tracked rival. At 120mph the GTO stayed almost level, its lift was less of a problem. Innes Ireland liked the GTO because, "It didn't do anything funny". It is still fitted with old-fashioned Dunlop 15-inch racing tyres on 6- and 7-inch Borrani wires with triple-eared knock-ons.

BALLET DANCER ON 4 WHEELS

The GTO is so communicative. Roll and pitch are well damped, although running straight and level, some vagueness is present in the steering. You are aware of its light weight as the chassis and alloy body react quickly to any bumps. Racer Mike Salmon referred to it as "a ballet dancer on four wheels". Gear change

from the 5-speeder is easy, nothing like the switch-like shift of a modern car but better than '70s and '80s Ferraris. The car's greatest fault is in its ventilation system. With zero heat insulation you'd soon fry. In their day each car was different and various half-hearted attempts were made to cool the occupants. I'm sure that with a little thought this problem could be overcome.

At low speed the noise from the 3-litre V12 is fussy, but on full song it is fantastic – from an era before we stupidly surrendered to rule-making enthusiasts and bureaucratic kill-joys. Open the throttle too much at low rpm and the motor gasps in complaint – no engine management here. Better to feed it slowly and only floor it when the tacho is past 3000rpm. From 5000 to

ABOVE: The green GTO has had several outings at Goodwood. Stirling Moss did eventually get to drive the Ferrari that was originally intended for him









ABOVE: Roberto Giordanelli's test drive was back in 1997. Talacrest have since brokered eight Ferrari 250 GTOs

7500 rpm it flies. But that rock solid un-servoed brake pedal presents problems. Several times, I'd find myself going into the fast turns far too quickly. I kept overlooking the massive effort required to slow the car. Having dabbled the pedal, i.e. done my bit, the GTO was still travelling too quickly as I turned in. Approaching the car's cornering limits, the steering would really load up enormously, understeering initially, before the tail came out to relieve it. Slow in, fast out, was better. The old-fashioned, well-located, Watt linked live axle set-up means zero rear wheel camber change as the GTO yawed and flicked out. This 'constant' together with a limited slip differential and almost 50/50 weight distribution gives the GTO (as with the Escort Twin-Cam) the capability of going beyond 'the limit' and living again. Cars that turn ugly at the limit tame drivers into

caution and mediocrity. The 250 GTO driver smiles in a slide instead of grimacing.

It is easy to get blasé in this job and sometimes it's no bad thing. Driving it as irreverently as its maker intended, the GTO was a delight. It inspired so much confidence that I hurtled this automotive work of art round the track as if it were a disposable old club-racer. Nevertheless, I did feel as if I was drawing a moustache on the face of the Mona Lisa. Other cars have more grip. Other cars are faster and better at many things but this car is fun. Fun by the bucket-load and it has more history than a car park full of other 'classics'. When you switch off the motor, it stops immediately. Suddenly all the noise and fuss vanishes leaving an audio void of surreal proportions for the driver to contemplate what he has experienced.



Stirling Moss and the GTO

Stirling Moss was invited to Monza in the week before the 1961 Italian GP to test a new car Ferrari was developing. This was a new GT car which was being hatched by Bizzarrini and others.

The 250 SWB was a good car but no great shakes as far as aerodynamics were concerned, so a lot of activity had been centred on the shape of the nose of the new car which was gradually taking on what was to become the classic GTO 'droop snoot'. In fact, around the factory, this prototype hack, which was believed to have been based on SWB 2053 GT, was known as the anteater. Moss immediately realised the potential of the car and, later in 1961, got down to some serious discussion with Enzo concerning their combined futures.

Meanwhile, Ferrari had not been putting all his efforts into just one car, as Pininfarina had been asked to produce something on the SWB chassis incorporating their own ideas on the shape of the body. The car featured here was the result. It is based on SWB chassis 2643 GT and, since they had recently produced the much-acclaimed Superamerica with smooth nose and tail, Pininfarina decided that a slightly modified version of this would be just the

thing. Thus the car looks like a 400SA, but is shorter and has larger rear wheel arches to accommodate racing tyres. That this was a serious car can be seen by the fitment of a full Testa Rossa 3-litre engine and its entry for the 1961 Le Mans 24 hours.

Considering the near hysteria that accompanies anything about the 250 GTO nowadays, it is ironic to note that virtually no mention of 2643 was made in any British contemporary report of the race. Little did anyone know what was to come out of it. At first it would seem that the car was referred to as a 250GT Speciale but, like so many cars since, it took on a retrospective title, that of 'Sperimentale'. The car weighed only 952kg and was made of alloy, so it was expected to put up a good performance.

The car showed great potential at Le Mans and hung around 10th place for much of the race before climbing to 8th and suffering retirement at 04.45 at White House corner with severe engine maladies. The car was painted metallic blue and it was retired to the factory where it was used for exhaustive GTO tests. The search for effective aerodynamics had been helped by the use of a dry-sump engine, thus enabling the lowering of the bonnet line.





ABOVE: The Sperimentale was painted red when it was on stock at Talacrest. The car has since reverted to its original French blue

The paths of Stirling Moss and 2643 were coming ever closer. During the autumn of '61. Enzo's conversations with Moss and his manager Ken Gregory had reached the point where it would appear that Moss would drive a Formula 1 Ferrari in Rob Walker colours for 1962 and, due to being so impressed at that test in September at Monza, a GTO in light green BRP colours for his father. Due to the unfortunate events at Goodwood on Easter Monday 1962, none of that was to be.

In the meantime, a 'works' drive was set up whereby Stirling would drive 2643 at the early season Daytona 3 hours race. This was the forerunner of today's 24 hours which utilised both the banking and the road course at the Floridian circuit. In practice, although he very much liked the car, it would apparently not rev to more than 6900rpm, but this changed for the race when 7600rpm regularly came up on the straight. The car didn't miss a beat and Moss guided it home a comfortable fourth overall, three laps ahead of his nearest challenger. The writing was on the wall – just imagine how successful a GTO would have been in Stirling's hands. 🇮🇹

■ Both the Ferraris in this feature were traded by Talacrest in the 1990s. Our thanks to John Collins for providing the cars.

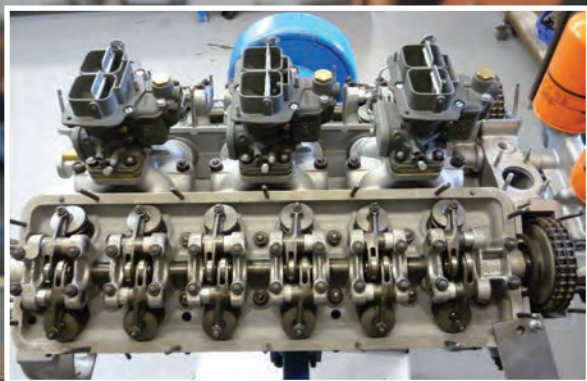


Photo: Keith Bluemel

Rising Star

To keep pace with the expanding Ferrari investors' market previously overlooked models are finally receiving the attention they deserve

Story by Phil Ward
Photography by Michael Ward



Introduced at the 1966 Geneva Salon, the 330 GTC was joined later in the same year by the open-top 330 GTS, which made its official debut at the Paris Salon in the autumn. Also in Ferrari's 1966 catalogue was the 275 GTB, although it bore no physical resemblance to the 330 GTC the underpinnings were the same. They shared the same short wheelbase chassis, independent rear suspension and five speed transaxle gearbox. But that's where the similarities ended because where the 275 was a compact sporting coupe with competition applications

while the 330 was a spacious GT car. It was more refined, quieter and easier to drive.

As with all Ferraris of the period, the 330 GTC had a separate tubular steel chassis, in this instance designated Tipo 592, with a wheelbase of 2400mm. It had four-wheel disc brakes and all round independent suspension via double wishbones and coil springs with Koni dampers, running on 7 x 14 cast alloy wheels with the option of Borrani wires.

From a design point of view, the 330 GTC was definitely Pininfarina on a good day. Some critics are of



the opinion that the headlights of 275 GTB are too close together, giving the front a pinched appearance. The 330 GTC is a much more balanced design and beautiful from any angle. It has more in common with the 275 GTBs open top relative, the 275 GTS. The tail treatment is virtually identical to the 275 GTS, while the frontal treatment reflects that of the 500 Superfast model, which was coming to the end of its production in 1966. This amalgam of the front and rear of two different Pininfarina-designed models produced a very elegant coupe with a light airy cabin created by

the thin roof pillars and extensive glass area. The steel bodies were fitted with an aluminium bonnet and boot lid and then shipped to the Ferrari factory for fitment of the mechanical components.

While the 275 had a 3.3-litre V12, the 330 series had a single overhead camshaft per bank type 209/66 engine of 4-litres, or to be precise 3967.44cc. This unit produced a claimed power output of 300bhp at 7000rpm, to give a claimed top speed of 242km/h (151mph), and a 0-100km/h time of 7.2 seconds – so it was no slouch. The increase in capacity and



corresponding increase in torque made a big difference to the 330's driveability.

Arguably the 4-litre engines are the best all-round performers in terms of 1960s and 1970s classic Ferraris. With the relatively light weight of 3500lb, the cars had a good turn of speed and the five-speed gear box made touring a pleasure. In addition, the longer stroke engine gave good torque which, coupled to the torque tube and easier gear shift, endeared the car to town users. Stopping was not a problem since the factory had switched to Girling discs all round with three piston calipers. This really was the beginning of Ferrari production cars that catered for the motoring requirements of the period.

For many years the 330 and 365 coupe ranges were second cousins to the more glamorous models and some of them disappeared or, in common with the 250 GTE, were dismantled to create 250 GTO replicas. Of the 600 coupes and 100 spiders that were produced only 21 coupes found their way to the UK. The right-hand drive cars earned a reputation for being conservative but stylish and were bought by attentive people who enjoyed weekend jaunts to Europe. Their relatively uncomplicated mechanical components have proved to be reliable and able to stand the test of time.

With so few examples brought into the UK, values remained steady for many years and bottomed out at around £30k but with the current interest by investors values are now over £600k. This makes it viable for companies like Hoyle-Fox to import structurally and mechanically intact left-hand drive versions and restore them for an international market. The UK is one of the most respected countries for quality, detailed restoration as proven by a long list of concours results.

The featured Ferrari 330 GTC was originally sold new to a customer in Milan. Two years later it was exported to the USA where the second owner kept it for 33 years. Unfortunately the owner died part way through



FERRARI 330 GTC





the car's restoration. USA Ferrari collector and parts specialist Tom Shaughnessy rescued the car and Hoyle-Fox subsequently sent a team over to California to inspect it with a view to purchase. They were able to assess the condition of the bodywork and confirm that it had the necessary matching engine and chassis numbers. Having located all the parts that were stored in cardboard boxes Hoyle-Fox decided to buy the car and shipped it to the UK.

The first task was to strip out all of the old, worn out interior and assess what could be salvaged and what would have to be replaced. The door cards were missing along with lots of other interior parts that needed to be found. The engine had been

completely dismantled so a full engine and gearbox rebuild was deemed necessary.

The partly restored red painted body was taken back to bare metal and it was revealed that the dry California climate had preserved the shell in superb condition. A full nut and bolt restoration took about 1000 hours to complete with every part of the car either restored or replaced.

Hoyle-Fox decided to paint the car Grigio Argento, the same colour that it left the factory with in 1968. The interior has been re-trimmed in burgundy leather. Rebuilt to Ferrari Classiche standard, this stunning GTC is sure to be a strong contender at concours events during 2015. 🇮🇹





Specialists in Ferrari, Lamborghini and Maserati

We pride ourselves on offering a wide range of services to the highest standard for your Ferrari, Lamborghini or Maserati, both classic and modern.

- Full restoration up to concours award winning standards
- Servicing and repairs
- Full suspensions rebuilds
- Engine and gearbox appraisal and rebuilds
- All trim work
- Full Ferrari, Lamborghini and Maserati Diagnostic equipment
- Bespoke project work
- Race support
- Vehicle Storage

www.hoylefoxclassics.com
info@hoylefoxclassics.com
Tel: 01621 841444

The Forgotten Alfa

Over shadowed by its GTV coupe relatives, the Alfetta saloon surely deserves recognition as an Alfa Romeo classic

Story and Archive pictures by Ruoteclassiche
UK Photography Michael Ward





A squashed flat nose, a short yet strong tail and large wheels left partly exposed by the wings. This is how the Tipo 116 appeared in the first design sketches. Research on what would later become the Alfetta began at the Alfa Romeo Progetti ed Esperienze department at the end of 1967. The team was headed by Orazio Satta and the design was the responsibility of Ivo Colucci, the mechanics were in the hands of Giuseppe Busso. Their task was to develop a comfortable and impressive high-end saloon that would sell along with, and eventually replace, the Giulia and 2000 berlina models – and to compete directly with BMW. The new model would be wider and higher than the 2000 (but not longer), and would look more ‘impressive’.

Instead of the conventional front engine and gearbox coupled to a rear axle, the engineers focused on a different suspension setup. They moved the gearbox to the rear axle in order to increase space in the front passenger compartment and to obtain a better weight distribution. Ultimately, they opted for a complicated and expensive De Dion rear axle, which had already been tested on two Alfa Romeo racing cars; the single-seater 159 of 1951 (the famous Alfetta), the 6C 3000 CM of 1952-53, and 2000 Sportiva prototypes of 1954. This system had never been tested on Alfa’s production cars before, although Lancia and Rover had done so with the 1954 Aurelia B20 and on the 1963 2000 respectively. However, Alfa Romeo had used a rear mounted gearbox before, on its racing 8C 2900 of 1935 and the glorious 1951 Grand Prix 159 Alfetta, the latter being the inspiration for the saloon car’s title.



1972 - Alfetta



1975 - 1.6



1975 - 1.8



1977 - 2.0



1978 - 2.0L



1981 - LI America



1982 - 1.6, 1.8, 2.0



1982 - Quadrifoglio Oro



1983 - Quadrifoglio Oro



1983 - 2.4 Turbo Diesel



ABOVE: Early press picture of the Alfetta in rare bright blue. A two-door version was planned but didn't get past the prototype stage

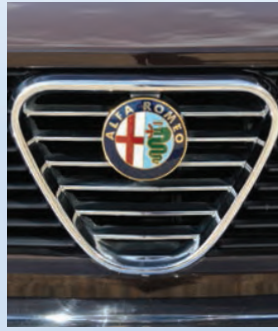


As for the engine, the classic four-cylinder twin-cam with its five bearing crankshaft and hemispherical combustion chambers was a development of the earlier 1900, although with different displacements. This engine design still represented a model of efficiency, in particular fitted with a twin choke carburettor. The 1779cc version was basically the same unit as in the 1750 berlina of 1968, which was a sensible compromise between the 1570cc 105 series engine – but promised better performance – and the 1962cc from the 2000 berlina. The upper limit would easily discourage many Italians from buying the model because of the heavy tax and insurance costs levied on powerful cars, as well as the higher fuel consumption.

The 116 series Alfetta was in production until 1984, which included the subsequent 1600, 2000 petrol, and 2000 and 2400 diesel engine versions. The body only underwent slight changes inside and out, each time finding favour with customers. Opinions by today's standards suggest that the true spirit of Alfa Romeo is more evident in the early versions, which were manufactured over 30 years ago and indeed can now be regarded as classic cars.

ALFETTA 1.8 1972-1975

The technical gestation of the Alfetta was relatively simple. The only serious problem detected on the prototypes was the excessive torque vibration of the transmission shaft occasionally causing it to break apart. This inconvenience was due to the fact that the gearbox was mounted on the rear-axle, consequently the transmission shaft ran at engine speed. This is one of the reasons why the Alfetta, contrary to expectations, was withdrawn from the launch at the Turin Motor Show in 1971. Engineers subsequently solved the problem by adding an extra joint between the two halves of the transmission shaft, which was manufactured with a special material in order to reduce vibration. The Alfetta was eventually presented in Grignano (Trieste) one year later, in 1972. The last minor fine tuning faults were fixed before the delivery of the first orders.



ABOVE: A rare UK survivor showing just 13,891 miles. This 1983 2.0L is currently for sale at the Southwood Motor Company





In Alfa Romeo's range, the Alfetta was placed between the Giulia Super 1.6 and the 2000 berlina in terms of displacement, performance and price. Technically speaking, however, the modernity of the car was clearly evident with the clean cut styling and well appointed interior for passenger comfort. The wide roof featured large glass surfaces, and newly designed curved side windows, never seen before in an Alfa Romeo.

The pastel colour range included Biancospino (Hawthorn white) Grigio indaco (indigo grey), Cava beige (sand beige), Bleu olandese (Dutch blue), Azzurro Le Mans (light blue), Prugna (plum burgundy), Rosso Alfa (Alfa red), Giallo Piper (Piper yellow) and Verde pino (pine green). Black was available at an extra cost of 100,000 Lire. Metallic finishes were also available at an extra 100,000 Lire that included medium grey, light grey and olive green. The car presented in the official brochure was in a captivating Le Mans light blue. Most of the first series customers, however, eventually opted for the more conservative shades (Hawthorn white, Dutch blue and metallic light grey).

Everything looked typically Alfa Romeo inside the passenger compartment with real wood used for the steering wheel and dashboard details. The seats and head rests were in cloth. On the other hand, the dashboard design and the adjustable steering wheel were new. Apart from the colours, the range of options was limited to Texalfa (leather effect) trim for an extra 15,000 Lire. Adjustable headrests and a heated rear windscreen were also priced at 15,000 Lire.

The quality of finish was rather disappointing when compared with the competition's equivalent models and even compared to the 2000 berlina. Evidently refined mechanics were expensive, so Alfa Romeo was forced to economise elsewhere to control manufacturing costs.

Initially the Alfetta did not convince the more traditional Alfisti. Although they praised the high technical content of the car, they missed the Giulia's transmission. However, the Alfetta gained favour with new customers. The first series, offered solely as an 1800, was manufactured up to 1975 with just a few minor changes.

ABOVE: 1982 Alfettas on test for Quattroruote.

BELOW: While the Alfetta inherited its name from the 1939 Grand Prix car it had no sporting pretensions





1972 Alfetta



1975 1.8



1977 2.0



1979 2.0 Turbo D



1982 Quadrifoglio Oro



1983 1.6 - 1.8



ALFETTA 1.6/1.8 1975-1981

When the Alfetta was conceived, the European automobile industry was in serious crisis. Labour unrest was part of the daily agenda and particularly at Alfa Romeo's plant where strikes and absenteeism added to the economic and management problems affecting most of Italy's state-controlled enterprises during those years. The situation became worse when the energy crisis exploded in 1973 and car sales fell dramatically. Arese's managers decided to set aside the project for an upgraded Alfetta for a while and opted for the launch of a cheaper version in the hope it would meet the needs of an impoverished market.

The Alfetta 1.6 was presented in Rome in January 1976 and featured a less powerful engine, lowered to 1570cc. Although the displacement was the same of the Giulia 1.6, which was almost at the end of its career, this engine was derived from Alfa Romeo's 1800 and had an output of 125hp SAE, nine more than Giulia's 1600. The Alfetta 1.6 cost 162,000 Lire less than the Alfetta, although it retained all the mechanical refinement of its 1800cc elder sister.

Cheaper details and equipment characterised the new model's launch. The steering wheel rim was trimmed with imitation leather now, there were no wooden inserts in the dashboard and the instruments were black-framed against a light blue background. The boot floor was not carpeted. Lower torque and nimbleness distinguished the new 1.6 engine, which was meeker to drive. More sporting driving required maximum revs in every gear, which obviously meant higher fuel consumption and more noise.

The basic version, now called Alfetta 1.8, had a slight grille and bumper revamp in spring 1975. The dashboard and instruments were the same as the 1.6 and the wooden steering wheel rim was still present. The engine power was reduced, to lower consumption but without altering performance. Although not a sparkling performer, the 1.6 sold well with over 44,000 units being manufactured up to 1976. This compared to the almost 45,700 units for the 1.8. However, when the energy crisis ended Arese's managers decided to make the 1.6 appear similar to the 1.8 in order to standardise production. Outwardly, the two models only differed in the tail badging.

The tachometer and rev counters were transposed on both models. Pre-tensioned rear seat belts were also available. By the end of 1979 the dashboard, instruments, steering wheel (covered with imitation leather) and wooden gear lever knob were identical on the two models.

Next in line in the standardisation process were the doors, which were now identical with the doors of the 2.0 launched in 1977, which had sunken handles and without window quarter lights. The series equipment included front belts and hazard warning lights. An air-conditioning system could be ordered as an extra on the 1.8, which also had the same engine output of 140hp SAE as in the first series. Around 31,700 units of the 1.6 and a little over 21,000 of the 1.8 were manufactured from 1977 to 1981.

ALFETTA 2.0/TURBO D 1977-1981

The Alfetta 2.0 was presented in Bordighera (Imperia) on 26th February 1977. The wheelbase was 10.5cm longer in the front to confer the car a more elegant look, while

the paint range now also included Ivory, Metallic beige and Periwinkle blue. Quality and details were improved, although the competitors were still better. The passenger compartment was also improved and offered a new seat design. Softer suspension and better sound-proofing added to the passengers' comfort. The engine was derived from the previous 2000 berlina, although the power was reduced from 150hp down to 140hp SAE to lower fuel consumption and make the new car more environmentally friendly. The 2.0 was a less vigorous performer although it gained in stability.

In July 1978 the 2.0 stepped back to allow a more refined 2.0 L to come in. New colours included Capodimonte white, Grey, dark chocolate brown, Venetian red and Luci di Bosco (Woodland Lights). The body shell was more effectively treated against corrosion and the engine was more powerful due to a different camshaft profile and a new ignition system. The 2.0 L was faster than the 2.0 although in the end the handling was less precise around bends because the suspension had been adjusted to improve comfort.

The 2.0 L had a gear lever knob in imitation brier wood and the dashboard details were now in two colours. Optional equipment included alloy wheels with low profile tyres and leather seats. Over 84,000 units of the 2.0 L were manufactured.

USA versions were the 111hp 2.0i (1978) and 128hp 2.0 Li (1981), which were fitted with Spica injection for emission reasons. They also had anti-shock plastic bumpers and USA style side lights.

Autumn 1979 saw the launch of the 2.0 Turbo D, it was well prepared and was one of the sharpest diesel cars available on the market at the time. It sold quite well, despite the high price. Around 10,500 units were manufactured until 1981.

EXTENDED RANGE 1982-1983

At the end of 1981 the Alfetta was still selling well despite it being almost ten years old, so Arese's managers decided to keep it on the market and carried out some rationalisation which affected the whole range. The bodywork of the of the 2.0 was shortened and the bumpers, side trims and electric rear view mirror were now the same across the range. The dashboard of the 2.0 was re-designed with new air vents. The steering wheel and the seats were completely new.

The other models only differed in a few details and equipment. The 1.6, the 1.8 and the 2.0 turbodiesel could be identified only by the rear nameplates. They featured black grilles, imitation leather steering wheels, gearbox lever knobs and the dashboard plastic detail had a aluminium silk-like finish. Front electric

windows were part of the series equipment only in the turbodiesel version. The 2.0 featured a polished aluminium grille, headlight wipers, stainless steel window frames and central wheel end caps. The steering wheel, gearbox lever knob and some dashboard inserts were in imitation mahogany wood.


The petrol models featured electronic fuel injection and a higher axle ratio, consequently fifth became a useful gear for long journeys and to achieve lower fuel consumption. Further changes included a stainless steel exhaust and a more effective anti-corrosion treatment for the bodyshell. Regardless of the engine type, the Alfetta sadly lost its sporting temperament and the nimbleness which were so dear to the Alfisti. After the suspension was re-calibrated to increase comfort, undesirable understeer became evident. The car, especially the turbodiesel, was heavy to drive.

The 2.0i Quadrifoglio Oro was launched in June 1982. Some of the features were typical of the US export models. Spica injection engine was a bonus and enhanced equipment included four headlights, exclusive alloy wheels, central locking, electric front and rear windows and electric front seats.

The range remained on sale until April 1983. The least popular were the 1.6 (around 4800 units sold) and the 1.8 (around 4900 units sold). The 2.0 Turbodiesel had better sales of about 10,500 units and the 2.0 exceeded 28,700 examples. The least popular was the 2.0i Quadrifoglio Oro selling just 2800 units.

FINAL PRODUCTION 1983-1984

The last season for the legendary Alfa Romeo sedan started with the range presented in April 1983. Plastic elements were widely used at this time and the body of the restyled version carried plenty of it. The dashboard featured new, angular instruments.

A second 2.4 turbo diesel engine was added to the range and the 2.0i Quadrifoglio Oro engine underwent considerable changes. The new diesel was equipped with an efficient 2.4-litre VM unit, identical to the 2.0-litre with regard to architecture, but featuring fast heating spark plugs. This engine promised excellent performance and lower fuel consumption. The 2.0-litre of the Quadrifoglio Oro featured an integrated Bosch Motronic injection system as well as a hydraulic camshaft timing variator made by Alfa Romeo. Thanks to a lively, flexible engine and first class equipment, the Quadrifoglio Oro was a top seller with over 17,800 orders. The 1.6 sold about 1900 units, the 1.8 2700, the 2.0 8400, the 2.0 turbodiesel sold 1200 and the 2.4 turbodiesel sold 7600 units. Alfetta production was discontinued in 1984. 





Southwood
CAR COMPANY



Alfa Romeo Giulia GTC RHD 1966

Also available - Alfa Romeo Montreal RHD 1975,
Alfa Romeo Giulia Sprint GT Veloce RHD 1966,
Alfa Romeo 2000 GTV RHD 1973, Alfa Romeo 1750 GTV RHD 1971,
Alfa Romeo Alfetta 2.0i RHD 1983.



We are always looking to purchase good quality Alfa Romeos
Please contact us if you have something of interest

T: 01883 344226 M: 07442 506123 E: info@southwoodcarcompany.co.uk W: southwoodcarcompany.co.uk
M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles

The Jewel

Francis Lombardi's stunning interpretation
of Fiat's production 850 Coupe

Story by Ruoteclassiche/Fulvio Zucco,
Photography by Ruoteclassiche and Lucie Immagini





Ferrari is not the name of this car's manufacturer, but the name of the owners: father and son Sergio and Cristian Ferrari from Bergamo. '850' indicates the displacement and the mechanics are shared with the popular small production cars made by Fiat.

Cristian Ferrari is perhaps the world's foremost expert on Francis Lombardi designs, he owns several of them and is in a permanent search for new specimens to update his register of Carrozzeria Francis Lombardi cars that still exist. A good part of his knowledge was sourced from former in-house Lombardi designer Giuseppe Rinaldi who worked at the Vercelli's Carrozzeria for 40 years. Many of the cars produced in Lombardi's atelier were signed by Rinaldi, including the featured Grand Prix. This small supercar is often credited with Pio Manzù, son of the famous sculptor Giacomo, but it is not true. Manzù was, as a matter of fact, involved with car design at the Fiat's Centro Stile in Turin, but the design of the Grand Prix is dated November 1967 and was carried out by Rinaldi at Francis Lombardi's plant before Manzù was employed by Fiat.

The Grand Prix (provisionally called 'Dream' in the sketches) originated after the much criticised Lombardi '850 Spider Monza' was presented at the Turin Motor Show. Partly to keep costs down and partly to make the Grand Prix light and attractive, Rinaldi changed the retro profile of the all-steel Spider Monza into radically modern lines for his new small coupe. Doors, dashboard, seat shells, rear panel and retractable headlight pods were all made from fibreglass. The front and rear panels were in aluminium and the alloy wheels were produced by Ruspa in Turin.

The Grand Prix interior was fully carpeted up to the

panel below the rear window, indeed a luxurious provision for a small one-off car, which in the 1960s were typically equipped with rubber mats. The dashboard had the instrument panel unusually arranged vertically in the centre. Normally it would have been finished with a black crackle paint finish but in the Grand Prix it was covered with black fake leather, as were the seats. The custom-made instruments had a white background and black digits. The tachometer and speedometer were provided with warning lights. The two smaller displays were for water temperature and fuel level. To the left were four levers for the single-sweep windscreen wiper, ventilation, control lights and retractable headlights. The indicator and headlight light dip levers were behind the steering wheel. As was customary on many models in those years, the air vents were regular Fiat parts.

When the second series was introduced in 1970 the seat shells were strengthened and the seats were more comfortable. The passenger seat could not be adjusted, while the driver's seat slides forward and backwards. The pedal box could be adjusted in two positions. It was the same assembly as the standard Fiat 850 but mounted upside down and fixed to the floor to assist spirited driving.

A great failing of the first series Grand Prix was the lack of ventilation, caused by the fixed side windows. Air flow in and out was only through the side quarter lights. This situation was quite inconvenient, so for the second series Grand Prix it was decided to add a narrow sliding glass panel below the windows. However, the ultimate solution to cure poor ventilation was found by modifying the door panels and adding conventional sliding windows.

Further differences between the first and the second





ABOVE: The Grand Prix was an accomplished design and appeared under the Francis Lombardi, OTAS, Giannini and Abarth titles

series models were the broader wheel arches to accommodate larger wheels, the ten-slot tail panel for better ventilation, the front bonnet bulge under which was housed the outsized spare wheel, three adjustable metal wings on the engine bonnet replacing the ventilation grilles, and a less exclusive new set of Jaeger instruments signed by Francis Lombardi. In addition there were a few other details both inside and outside. The optional features available on the second series included a heated rear window, safety belts, bumper overriders, anti-theft device and a ski rack. The available colours, as shown in the brochure, were Polo white, España red, Mongolia yellow, Finland green, Malaysia green and orange.

The specimen owned by Cristian Ferrari was restored about 17 years ago at a body shop in Novara after which it was put on the market for sale. Cristian learned about the car ten years later, called the body shop and found out that it had not been sold. He purchased it and drove it back home. It was in perfect shape and fully operational. This car is the oldest of the models listed in Cristian's register.

Cristian Ferrari organises annual rallies for owners and fans of the Grand Prix. Driving this small Francis Lombardi is pure fun: its driving position, its roar and stretched out bonnet make you feel you are on a Sport Prototipo or even on a supercar. Performance is excellent, considering its capacity, driving is exciting, while fuel consumption – luckily – is that of a 850.





CARROZZERIA FRANCIS LOMBARDI

Carrozzeria Francis Lombardi was founded in 1947 in Vercelli by noted racing driver Carlo 'Francis' Lombardi. The company was originally involved in aeronautical design, but soon moved on to building cars.

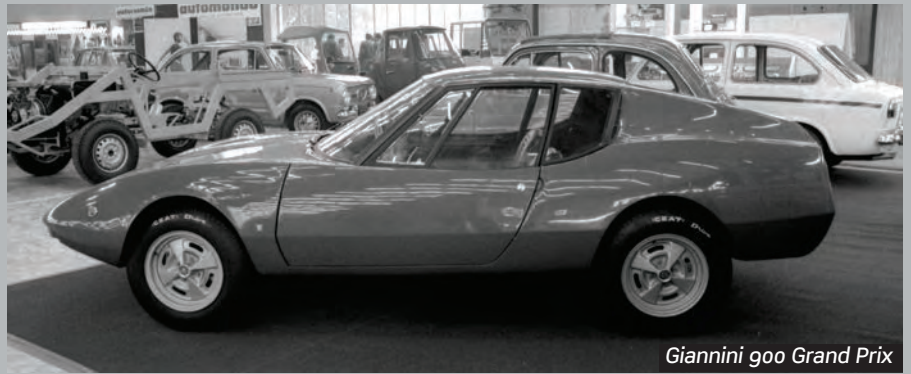
From 1950 they focussed on coupes based on the Fiat 1100 and 1400. These models were complemented by station wagons with wood-panelled bodywork based on the Millecento. Lombardi also built six-seater limousines by extending Fiat 1400 and 1800 saloons for ministerial use. Famously, in 1963 they built a Fiat 2300-based limousine with a glass roof for Pope Paul VI in 1963 – this was the first Popemobile.

Francis Lombardi also developed its own four-door 'Lucciola' versions of the Fiat 600, 850, and 127. The carrozzeria's greatest commercial success was the luxuriously appointed Fiat 500 'My Car' with an annual production of about 6000 cars. Its most significant model was the Grand Prix, which was also marketed until 1972 under a variety of other names such as O.T.A.S. and Abarth Scorpione.

Francis Lombardi continued to focus on modifying cars, building coupes on Fiat and NSU platforms. In the 1970s they made special versions of the Fiat 128 and Lancia 2000. The company closed in 1973 and Carlo Lombardi died ten years later.



Abarth Scorpione version



Gianniini 900 Grand Prix



Coupe was derived from the ungainly Spider Monza

SCOTTISH ITALIAN CAR DAY

SUNDAY 24TH MAY 2015



11.00am - 4.00pm
CAIRNIE FRUIT FARM
CUPAR FIFE KY15 4QD
www.cairniefruitfarm.co.uk

£5 PER ADULT CHILDREN UNDER 16 FREE

**ALL ITALIAN CAR OWNERS
AND ENTHUSIASTS WELCOME**

**FOR FURTHER DETAILS CONTACT EUAN AT
CP GARAGE SERVICES**

**UNIT 3 BALUNIEFIELD IND EST DUNDEE
DD4 8UT TEL: 01382 731479 (DAYTIME)**

cpgarage@btconnect.com
www.alfascot.com

www.alexjupemotorsport.co.uk ✉ alex@alexjupemotorsport.co.uk
☎ 01243 575760



UK Agent for
Alfa Romeo
Performance Parts
by R S Racing



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

Alfa Romeo specialist:
- Giulia 105 series
- Giulietta / Alfetta / GTV6 / 75 / SZ
- R S Racing handling kits

**We have GTV6s
available for sale
Please contact
Alex for further details.**

alex jupe motorsport
co.uk



Days

Mk ltd



We will take care of your baby!

**The Fiat and Alfa Romeo Specialist
in Milton Keynes**

01908 610700

www.daysmk.com



KEEP IT EXCLUSIVE



METHODS OF PAYMENT (MAGAZINE VIA MAIL)

Credit Card - Debit Card - PayPal
BACS Transfer (email for details) - Direct Debit
Cheque payable to: Ginger Beer Promotions Ltd
Email: enquiries@gingerbeerpromotions.com

POSTAL ADDRESS

Ginger Beer Promotions Ltd
Morningside House,
1 High Avenue,
Letchworth Garden City,
SG6 3RL, UK

GLOBAL ACCESS

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

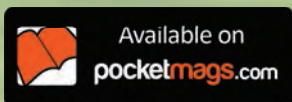
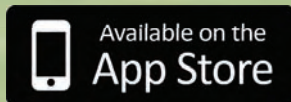
APP PRICES

App Store:	£2.99
6 issues on-line:	£14.99
12 issues on-line:	£28.99

SUBSCRIBE ON-LINE TODAY

SAVE! SAVE! SAVE!

Save up to £10.40
for 12 issues
www.auto-italia.net



SUBSCRIPTION OFFER

Yes, I would like to subscribe for 12 issues

- Quarterly Direct Debit £11.50 (£46 per year)
- Annual Credit/Debit Card/Cheque £48
- Europe £65
- USA Special offer £70
- Rest of World £78

Your details

Name:

Address:

Postcode:

Telephone:

Email:

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



Service User Number

Account Name

Account Number

Sort Code

Name and postal address of your Bank or Building Society

Postcode

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

Signature

Date

The Direct Debit Guarantee

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

Carrozzeria Ellena

An anonymous carpentry company that made its name by building a version of the Ferrari 250 GT

Story by Elvio Deganello

Photography by Archivi Deganello and RM Auctions



Photo: RM Auctions



1961 Fiat Abarth 2400 Ellena

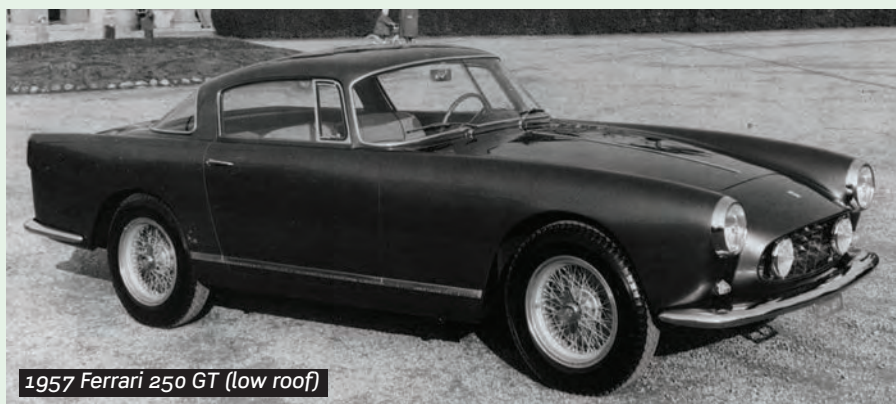


During the early 1950s, apart from making furniture as a side line, Antonio Ellena's main activity was creating vehicle bodies made from wood. However, during the same period the all-wood technology was abandoned and construction was switched to all-metal. With work for carpenters in decline their woodworking skills became concentrated on trucks and estate cars. Antonio Ellena knew that his company could not survive without change so he persuaded his son Ezio to train at Carrozzeria Viotti with the idea of converting his company to constructing vehicles made in metal.

By the mid-50s Ezio had learned all the secrets of building modern car bodywork. When his father Antonio Ellena died, Ezio decided to put into practice what he had learned at Viotti. Luciano Pollo, the son of Antonio Ellena's main partner, approved of Ezio's idea. The two of them decided to change the company's activities and begin building metal bodies. Their decision was supported by two unexpected circumstances. The first was that Luciano Pollo married the daughter of Mario Felice Boano. The second was that in 1954 Mario Felice Boano and his son Paolo were ousted from Carrozzeria Ghia where they were employed. Mario Felice Boano then formed a new company with his son Paolo, his son-in-law Luciano Pollo and Ezio Ellena.

The purpose of the new company was to build car bodies under the Boano brand and to acquire orders for machining small series of cars on behalf of other manufacturers and coachbuilders. In this context, the members of Carrozzeria Boano collaborated with Fiat for the preparation of the 1900 Granluce, with Alfa Romeo for the 1900 Primavera and Abarth for the preparation of the 207 and 208.

In 1956 Pinin Farina built a prototype Ferrari 250 GT on chassis 0429, but were unable to produce the series car for Enzo Ferrari because the company was in the process of moving its premises to a new factory in Turin's Grugliasco. Pinin Farina, in agreement with Ferrari, sub-contracted the order for the 250 GT to Carrozzeria Boano.



1957 Ferrari 250 GT (low roof)



1960 Ellena Fiat Abarth 2200



1961 (November) Abarth 2400

After building the first Pinin Farina-designed models, Boano eliminated the sheer rear wings in order to streamline production. In 1957, when Carrozzeria Boano had built about 80 Ferrari 250 GTs, Fiat invited Mario Felice and Paolo Boano to create and direct the new Fiat Centro Stile. The orders for the Ferrari 250 GT were then transferred to Carrozzeria Ellena, which remained under the control of the remaining Carrozzeria Boano directors, Luciano Pollo and Ezio Ellena. After a few more 250 GTs had been built, Ezio Ellena and Luciano Pollo again modified the appearance of the model, mainly by raising the roofline. Other detail differences were the elimination of the side window quarter lights, front wing vents and spare wheel storage.

Carrozzeria Ellena also undertook to build some Lancia Appia Coupes on behalf of Pinin Farina, who were still busy with the transfer to the new factory at Grugliasco. Ellena also worked with bodywork for Viotti.

In 1960 Ellena presented the first original creation bearing its own name. This project was the Fiat Abarth 2200 coupe that was built at the request of Carlo Abarth, who was apparently unhappy with previous work on the same chassis by Allemano. Ellena managed to please the demanding Austro-Italian so, in March 1961 at the Geneva Motor Show, Carrozzeria Ellena presented its substantially amended 2200 to an international audience. However, Carlo Abarth was not entirely satisfied with Ellena's efforts, which prompted the coachbuilder to review the front and the side of the six-cylinder coupe. The





1963 Fiat Abarth 1500



1962 Fiat 1500 Coupe



1963 Fiat Abarth 1500



1957 Ferrari 250 GT with high roof line and absent quarter lights

updated Abarth appeared at the Turin Motor Show in November 1961 with its engines capacity increased to 2400cc. Frustratingly, the series production of this version did not take off either, while the fickle Carlo Abarth solicited new proposals for the styling of his 2400 by reverting to Carrozzeria Allemano.

In the Spring of 1962 Ellena made a direct entry into the market for custom-built coupes with two different mechanical bases, but united by the same style, developed on softly curved lines in contrast with an angular grille. The two-seater coupe with a twin-cam engine of the Fiat 1500S Spider was short-lived, while the coachbuilder obtained real success with the two-door 2+2 saloon, offering a choice of the mechanics from the production Fiat 1300 and 1500 saloons.

Ellena's 1500 two-door 2+2 coupe also attracted the attention of Carlo Abarth – again – who intended to adopt it as a basis for a new model with a tuned Fiat 1500cc engine. Yet again production did not

follow, this time for reasons beyond the control of both parties. In 1964, Ezio Ellena and Luciano Pollo decided to go it alone in marketing the Fiat 1500 2+2 and modified it slightly, in particular by adopting the original equipment grille, lights and the dashboard from the series version in order to reduce construction costs.

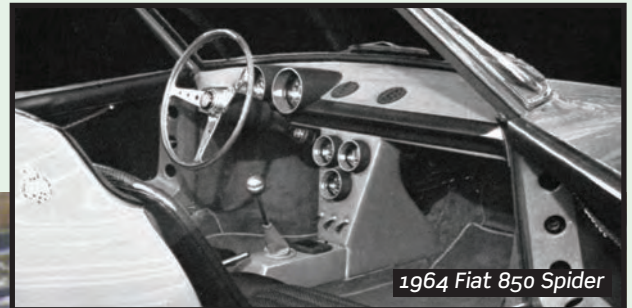
Also in 1964, and again at the instigation of – guess who – Carlo Abarth, Ellena presented a pretty spider on the chassis of the Fiat Abarth OT 1000. It was modified to accept the spare tyre placed horizontally within the thin nose. Of particular interest was the interior of the car, fitted out with the requirements of a sports car, but also very elegant thanks to its good design. Sadly, even the Fiat Abarth OT 1000 Spider never made it to production and the disenchanted company continued to survive with work on behalf of other manufacturers and coachbuilders. In 1966 Ezio Ellena and Luciano Pollo decided to pursue other interests. 🇮🇹



1961 (March) Abarth 2200



1963 Fiat Abarth 1500



1964 Fiat 850 Spider



1964 Fiat 1500 4-seater coupe



F E R R A R I P A R T S S P E C I A L I S T

S U P E R F O R M A N C E



CELEBRATING
32 YEARS

THE POWER
TO DELIVER

UNIT G1 RD PARK
STEPHENSON CLOSE
HODDESDON
HERTFORDSHIRE
EN11 0BW

CALL +44(0)1992445300

FAX +44(0)1992441866

ADMIN@SUPERFORMANCE.CO.UK

WWW.SUPERFORMANCE.CO.UK

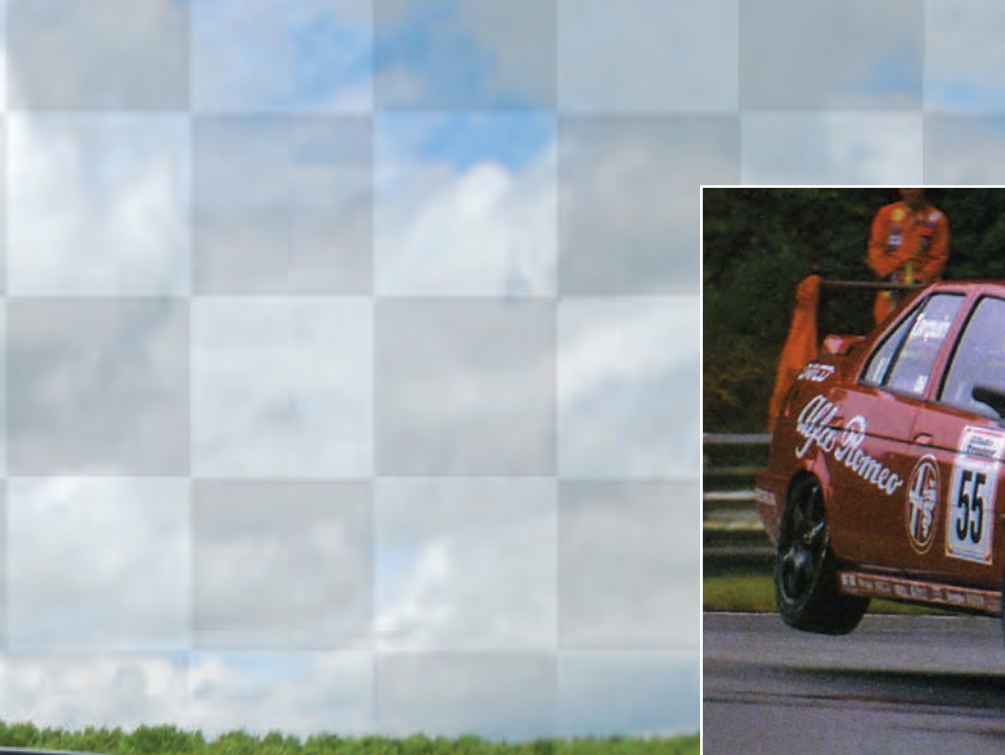
FERRARI

Wings of Victory

The story behind the conspiracy to rob Alfa Romeo of its British Touring Car Championship victory

Story and pictures by Peter Collins





It's difficult to believe in these days of Alfa Romeo's strict non-participation in motorsport, but it was decided over the winter of 1992/3 that there would be a second Alfa Romeo 155 racing project. In addition to the flagship Deutsche Tourenwagen Meisterschaft campaign, 155s would to participate in national Supertouring racing. Both the French and Spanish agents had complained officially that DTM was too German orientated.

So what were the details of the 155 entered in D2, as Supertouring was known by the FIA. Sergio Limone: "For the engine, the rules allowed a mixture of production parts from different cars of the same marque. The decision was to utilise the block as used in the Alfa 164 Turbo 4 cylinder. This was the same as that in the Fiat Croma Turbo and was derived from the block of the Lancia Thema, but with the seats for the balancing-shaft removed. That meant a reduction in the weight of the block and therefore a good opportunity to reduce the polar moment of inertia of the car. The head was the same as that used in other Fiat products, as used on the Alfa 155 Q4, but also on the Lancia Delta integrale, it was rotated through 180 degrees and positioned with the inlet side to the front so as to allow the best possible position for the air-box and to keep the highest value of dynamic pressure in the intake. For the gearbox, the choice was to use Hewland again as the source. Initially it was operated by a conventional H shift-pattern, but soon the gearshift became sequential.

"The front suspension was by McPherson struts with steel tubular wishbones and a new fabricated front subframe. The rear suspension was by trailing-arms, with the arms being fabricated. The main development in this area was the rear subframe. Born originally as simple cast-magnesium brackets for the arms to be bolted to the production chassis, we subsequently developed this into a unique tubular fabricated subframe in order to increase the lateral stiffness of the rear-suspension.

"Brakes were, as usual for cars of Abarth origin, Brembo products. The steering was power assisted, with an electric-powered pump of humble origin coming from a Renault Kangoo van."

Gabriele Tarquini told me: "The first time that I ever drove a racing car with front-wheel drive was when I



tried a 155 in the early winter months of 1993. It was the first time a 155TS had taken to the tracks and Giorgio Francia shared the wheel with me at Mugello. The car was very unbalanced and I realised we had much work to do to make it competitive.”

Sergio: “It was difficult to attain the correct choice of setting for the self-locking front differential; poor road-holding was due to a lack of lateral stiffness in the rear suspension. This latter problem was solved by stiffening the rear-axle.

“At speed, evident in fast corners, there was an aerodynamic lift of the nose that required a consequent lift-off of the accelerator and, therefore, a loss of time. This problem was partially solved by the use of a front intake for the cooling of the front – and rear – brakes, acting not only as an air-intake, but also as a front spoiler and a sumpguard. This device was used all year until Monza.”

Sergio: “For the BTCC in 1994, two big steps were undertaken to increase the competitiveness of the car in this championship.

“Firstly, there was the development of an active front differential. The conventional HW Multi-plate was connected to an active unit that was derived from a central unit that was used on some experimental Lancia Delta integrale rally cars. This unit locked the front axle during braking, thus avoiding the front brakes locking up due to the lifting of a wheel going into a corner. The big advantage of this was that it meant that the driver could now brake hard during the first part of a corner confident that no locking of the

wheel would occur and thus the car could be kept under control at all times.

“The device was the result of some thoughts from Tarquini during the winter Nogaro test for Michelin. He understood the advantages of the test of the locked version of differential under braking, despite it resulting in some poor performance at other parts of the circuit. The final decision was to lock only during braking and the device was ready in a few weeks to the wholehearted approval of Tarquini himself!”

“Secondly, the shape of the body. Due to the FIA decision [at Monza] to ban any air intake in front of the spoiler, it was evident that it was necessary to add some sort of additional spoiler in front of the original one. The decision was to produce, for FIA homologation, the required number [2500] of a special series of cars equipped with additional front and rear spoilers. It would be called ‘Silverstone’. The decision was greatly facilitated by the fact that at that time, the big boss of the production side of the Fiat empire was Alberto Pianta, the younger brother of Giorgio. That certainly helped solve some production difficulties!”

Two hundred right-hand drive Silverstones would be allocated for sale in the UK with the adjustable front and rear spoilers. The FIA had decided that for a car to be eligible for Supertouring, the manufacturer would have to prove that 25,000 had been built, but this had been deferred for one year until 1995. So Alfa had been able to take advantage of the last year of the rule that stated only 2500 needed to be manufactured.

TOP: Simone lifts a wheel at Silverstone's Luffield
ABOVE: Simone leads Tarquini at Brands Hatch, the only time he took pole position over his team mate

Gabriele: "It was vital to find a good compromise with the differential between handling and tyre-wear. Ing Limone had a stroke of genius and, from the Lancia Delta integrale rally car, managed to assemble the perfect differential."

As the first race date approached, the Abarth engineers in Turin had one last idea up their sleeve. Sergio: "The front spoiler was an air-dam made out of plastic material named ABS. The reason for the choice of this material, usually very poor for this use, was the possibility of a large volume production being required in a few weeks and they could be made by the vacuum suction system. This dam was fitted with rivets to the original units and the job had to be undertaken by the dealers when they received the cars before delivery to clients, due to the fact that it was impossible to move the cars on or off car-transporters or trains with the spoiler fitted."

"The spoiler had two positions; one, as an addition to the bumper profile and the other at the limit of the perimeter of the car in order to guarantee maximum downforce. This solution was accepted by and homologated by the FIA on the Ford Escort Cosworth 4WD rally car."

"To balance the front downforce, the decision was made to add a wing on the boot. A wing was available for the 155 as an aftermarket item, but it was very poor as an aero device, so the decision was made to use the unit that was on the Alfa 33 Imola special edition. This had a much better profile. It fitted directly on the boot lid with two rubber adaptors or by means of additional spacers and these raised it about 15cm above the level of the boot! A similar solution was FIA approved for

use on the Lancia Delta HF for its rear spoiler.

"The crucial point was that the homologation demand was sent to the FIA as late as possible, for its February session. The FIA inspection took place at the Naples plant at Pomigliano in March and the required 2518 units were attained just before the end of March, so the FIA papers to support the new spoiler were ready just in time for the first BTCC round at Thruxton at Easter."

After a sensational first-time out win, inevitably, some of the teams had been caught off-balance by Alfa. In particular, Ford stated that they might fit a totally illegal wing to force the FIA to clamp down on homologation specials.

After the second rounds at Brands, *Autosport* opened with: "After Brands Hatch's BTCC double-header, the statistics from the season so far read: Alfa - three wins, two poles, three fastest laps. The rest - nil."

Sergio: "With the collaboration of the Homologation Department at Alfa Romeo GB we obtained UK Ministry of Transport approval for the use of the Silverstone, with high rear wing and with front spoiler in fully pulled-out position, on the road."

Ford, who almost considered the BTCC their right to win, complained so much that Alan Gow, director of TOCA said: "We have a great deal of sympathy for Alfa. They homologated their car strictly within the regulations . . . no other manufacturers have any animosity towards them . . ."

"Nobody believes Alfa is winning because of their wings . . . the FIA must act now before totally ridiculous add-on parts are homologated for racing."

At Snetterton, Alfa was forced to race without its

BELOW: The 155 was tricky to handle at high speed
RIGHT UPPER: 'Illegal' front splitter under test
RIGHT LOWER: Production 155 1.8 Silverstone





raised rear wing, but still Ford complained that the car was not properly legal. Despite this reduction in height, the 155 still won.

Team manager Nini Russo: "We comply to every single rule. If they say tomorrow that red cars must race with only one wheel, then we have only one wheel."

Gabriele Tarquini: "We have tested at the same circuits with high and low wings and there is very little difference. As to the front splitter, we have never run the car without it. Why should we? It's on the car, so what's the problem?"

Ford, in the shape of preparer and driver Andy Rouse, went to the lengths of buying an Alfa Romeo 155 Silverstone in an effort to prove the Italians wrong over their homologated front splitters. Sergio: "A direct competitor went to an Alfa dealer and was able to pick up a car on May 1st before the installation of the controversial spoiler; as a result, TOCA, revoked the possibility of using it."

"Alfa Romeo GB sued the dealer for damages as [the dealer] had been paid for fitting it but had failed to do so."

Crunch time came at a sunny Oulton Park in June. The RAC had agreed with Ford over the eligibility of the 155s front-splitter and demanded that the Alfas practice and race with them in a retracted position. Alfa Corse refused to comply.

Nini Russo: "We run with the splitters out because we know we are not illegal. We could put them in, it's not a question of safety or

performance, it's principle. It's totally unacceptable." Giorgio Pianta made the decision to pull the team from the event before they had even started their engines. It was a masterstroke or a foolish gesture, depending on who you talked to.

Luckily for the BTCC, Alfa and the RAC made peace with a deal that saw the Italians retain the points that had been lost (wins at Snetterton and Silverstone) in return for pushing in their spoilers from July 1st. "Although it is agreed that they were not illegal in the first place!" said Russo.

The team was to head to the last races at Donington with game, set and match having sewn-up the Driver's title, the Manufacturers' title and that of the Teams.

The last words must come from Gabriele: "The BTCC 155 was a car that was very quick, but very difficult to drive on the limit. It had very fine steering in fast corners where the rear was very light and did not create understeer. The engine was sufficiently powerful but the best part was being able to exit a corner with the minimum of steering deflection thus enabling the most speed to be carried on down the next straight." 🇮🇹

TOP INSET: Tarquini at Thruxton Easter 1994
LOWER INSET: Controversial high wing under scrutiny.
ABOVE: Simone at Brands Hatch with reduced wing following protests





ABARTH WITH



PERFORMANCE IS A STATE OF MIND.

CONCENTRATED **ABARTH.** JUST ADD **DRIVER.**



**THE ABARTH 695 BIPOSTO - THE FIRST
ROAD-GOING CAR WITH DOG-RING GEARBOX.
LEGAL FOR THE ROAD. LIVES FOR THE TRACK.**

2-SEATS

DRY WEIGHT: 997 KG

BEST POWER/WEIGHT IN THE CATEGORY: 5.2

FIND OUT MORE AT ABARTH.CARS.CO.UK



RANGE OF OFFICIAL FUEL CONSUMPTION FIGURES FOR THE ABARTH 695 BIPOSTO: URBAN 34.5 MPG (8.2 L/100KM); EXTRA URBAN 55.4MPG (5.1 L/100KM); COMBINED 45.6 MPG (6.2 L/100KM) CO₂ EMISSIONS 145 G/KM. FUEL CONSUMPTION AND CO₂ FIGURES BASED ON STANDARD EU TESTS FOR COMPARATIVE PURPOSES AND MAY NOT REFLECT REAL DRIVING RESULTS. THE ABARTH 695 BIPOSTO STARTS AT £32955. MODEL SHOWN IS THE ABARTH 695 BIPOSTO AT £53,620 WITH OPTIONAL DOG RING KIT AT £8500, 124 SPECIALE KIT AT £2990, CARBON KIT AT £3700, TRACK KIT AT £3700 AND RACING WINDOWS AT £1775.

Mission Impossible

Given the varied road conditions across three continents in the 1970s, the 30,000km London-Sydney Rally was an enormous challenge

Story and pictures by Luca Gastaldi



In 1977, a group of English people really went over the top and decided to break all long distance rally records by launching the London-Sydney Rally.

Wylton Dickson, Jim and Gail Gavin Finmark were responsible for this memorable event. They were supported by Singapore Airlines that took the opportunity to celebrate its 30th year of operation.

The Singapore Airlines London-Sydney Rally was a development of previous experiences such as the London-Sydney Marathon of 1968 (10,000 miles to covered in ten days), the London-Mexico World Cup Rally of 1970 (16,000 miles between Europe and South America) and the London-Sahara-Munich World Cup Rally of 1974 (18,000 miles with the crossing of the African desert). Unlike those previous events, the 1977

London-Sydney Rally represented the longest car marathon ever organised and with a distance of more than 30,000 miles, still remains unbeaten in any competition. The distance to be covered in 30 days was across three continents (Europe, Asia and Australia) with 30 mandatory check points set up along the route. The ranking in the results was calculated by penalty deductions for early or late checks and the results of some challenging speed trials.

Although this undertaking was just within the limits of viability, at 11.00 on Sunday on August 14 1977, 79 teams were presented at the start of the rally from all over the world. Covent Garden Opera House in London served as a backdrop to the event. Race numbers were drawn by lot, but the starting order would be restored



based on the results of the first stage. This would end in Athens after four days after 4600km and three special stages of 15, 38 and 50km each.

Some manufacturers recognised the London-Sydney Rally as a good promotional opportunity, but did not want to risk a poor impression so were not officially represented. The list included Mercedes-Benz, Peugeot, Citroën and Fiat, all were present with unofficial teams and crews. The Germans – as usual – did not leave anything to chance and they prepared five of its 280E models. Peugeot Australia entered four 504 Tis, and Citroën Australia four 2400 CXs. The French team Autogyl-Aseptogyl (toothpaste), which was headed by enthusiastic entrepreneur Bob Neyret, ran Fiat 131s.

The cars were delivered directly from Turin under

the supervision of the sporting director Daniele Audetto. The cars were basically prototypes, identified as the Fiat 131 Abarth Diesel. The three cars were entrusted one to Neyret with co-driver Marianne Hoepfner and another to the Formula 1 driver Giancarlo Baghetti teamed with Fiat's technician Thomas Carletti. The third car was driven by the only all-female team in the rally consisting of Christine Dacremont and Yveline Vanoni.

The 131 Diesels were prepared at the behest of Fiat by Abarth in 1977 in preparation for its commercial launch of a diesel version of the 131 Supermirafiori. Abarth had already gained experience with the 2-litre twin-cam 131 in world rallying, so the conversion to diesel power for the London-Sydney event was a



relatively simple task. This type of power unit was eminently suitable for a journey of thousands of kilometres. The engine was a 4-cylinder 2500cc pre-production Sofim unit that would later equip the Fiat 131 and Argenta series models. In order to install a protective undertray for the engine and still have adequate ground clearance, a dry sump system was chosen. It had a geared single stage recovery pump placed next to the engine and driven by a toothed belt. The oil tank was housed in the boot. The front end of the car was derived directly from that of the 131 Rally and the wheel bearings were uprated to withstand the considerable stresses expected during the long distance rally. The independent rear axle arrangement was replaced with the live axle from the Fiat 132, a simpler solution that was also a more robust structure. Strut braces were fitted to toughen up the

suspension and the mounts were reinforced to cope with rough terrain. The bodyshell was fitted with a roll-cage and received a series of reinforcements, while the rest of the car was pretty much standard and was presented with the flared wheel arches to accommodate the 131 Rally wheels. Hydraulic pipes and fuel lines were run above the engine and inside the bodyshell to avoid damage. The 100 litre fuel tank was placed in the boot. The interior was designed specifically for endurance rallying and offered a minimum of comfort for the crew although they had the benefit of anatomical, padded reclining seats.

A prototype was tested extensively in the months preceding the marathon with the French pilotessa Christine Dacremont who completed over 8000km of testing in Turkey. Here the 131 Diesel proved robust and reliable. The only problem was that the top speed

ABOVE: Five 131 Abarth Diesels were constructed although only three of them competed in the rally





ABOVE: One car that didn't survive. Christine Dacremont had a big crash in her 131 in Australia

was no more than 130km/h, which was an issue on the faster rally stages, but this was partially offset by the excellent torque for winding, bumpy roads.

There were just three 131 Diesels built by Abarth to participate in the marathon, although the Fiat-Autogyll team actually had two additional cars entered for the rally but in fact they were used only for assistance. The support crews drove three super-equipped Range Rovers.

The order given by Audetto was simply to finish the race by getting to the finish line in Sydney. The order was carried out almost to the letter. The Neyret-Hoepfner crew finished in 15th place, with Baghetti-Carletti 23rd. Unfortunately the female crew was not able to finish the marathon because of

a serious incident that happened in Australian territory. The Dacremont-Vanoni 131 was about 800km northwest of Alice Springs when, after a problem with the suspension, the team decided to go back up the route and return to the service area at Wave Hill. During the unplanned return journey the car crashed head on with the Citroën CX 2400 of the Swiss Stuckelberger- Cheneviere crew. The two cars were severely damaged, especially the 131, and Christine Dacremont suffered severe injuries that kept her in a Darwin hospital for three months.

Today, apart from the original car that was destroyed in the accident, the other two Fiat 131 Abarth Diesels that concluded that memorable enterprise are still intact.





Yveline Vanoni and Christine Dacremont

VIEW FROM THE SLOW LANE

by Simon Park

“Then, somewhere on the A2, Christine Dacremont’s Fiat 131 screamed past us, flat out. This was not the moment for jokes about women drivers or diesel engines – we didn’t see them again until Singapore...”

‘We’ were BBC Radio Oxford presenter Mike Dickin and myself who, in a moment of mouth-foaming madness, had entered the 1977 London to Sydney Rally in a BL Mini 1275GT. The incident on the A2, as recounted in my book about the six-week event, *A Little Goes A Long Way*, happened within hours of the start, and provided the first inkling of just what we’d taken on. ‘Flat out’ in the Fiat might only have been 80mph, but to us it seemed supersonic.

The Mini got us a fair bit of publicity, but not half as much as the two French girls in the diesel-engined Fiat. Grenoble-based rally team owner/driver Bob Neyret knew all about the publicity value of all-girl crews, having run two in his Peugeot squad on the 1974 World Cup Rally, where Christine Dacremont and Yveline Vanoni silenced any misogynistic mutterings

by finishing second, one place ahead of their team leader. When Neyret did the deal to run Fiat’s 131 diesels on the London to Sydney, the two French girls were a shoo-in for one of them.

After the A2, our next encounter with them was indeed just as we were entering Singapore, some four weeks later, in a stately, single-file parade. We were right behind the *mademoiselles* in the 131, while behind us was another Mirafiori, one of Fiat’s service cars, whose driver was determined to establish even closer contact with his charge...

“As we entered the city-proper so the Fiat dived and weaved in his desperate attempts to demote us in the queue, but Mike was having none of it. As the Italian’s manoeuvres became more reckless so his temper rose too, and we had the full repertoire of arm-waving and colourful Torinese body-language. Then from behind him, like some predatory prehistoric reptile, loomed the shape of Dennis Lundstedt’s Jeep CJ6. Clearly disconcerted by this new threat, the Fiat dropped back as we hit heavier traffic, and Mike used the Mini’s nimbleness to make our escape. We thought no more of it until, while making the most of STP’s hospitality at the welcoming reception, the tall, lanky frame of Lundstedt’s co-driver Dick Dahn approached us, his tanned features alight with a wide grin. “You boys OK? Hey, that was fun!” We must have looked a bit puzzled. “That goddamn Fiat! Don’t like that sort of thing, him givin’ your lil’ car a bad time, so we kinda gave him a nudge, know what I mean? Gonna need a paint job all down that side! Have fun!”

And to think they’re all part of the same big happy family now... I later met and chatted with Christine, whose placid French charm was the very antithesis of the hard-charging rally driver who had blown us away down the A2. She was at best lukewarm about the diesel Fiat, but her passion for the Lancia Stratos – she had driven one to sixth place in that year’s Monte Carlo Rally – knew no bounds. Her enthusiasm won me over, and I knew I just had to have one... On our second night

BELOW: This is the Neyret-Hoepfner 131 Abarth Diesel that finished the rally in 15th place. It is currently part of a Turin collection





in Singapore a crowd of us, including Christine, went for a seafood blow-out at the notorious Bugis Street. It was a delicious meal, washed down with plenty of local beer, and naturally enough we ended the evening with a trishaw race back to the hotel, as you would. And naturally enough, Christine won.

We were in Alice Springs when we heard the news about her involvement in what was to prove the most serious, and surely the most bizarre, accident of the whole event. Frustratingly, the news was sketchy and we had to continue not knowing her true condition. I hadn't got to know Christine that well, but well enough for it to weigh heavily on my mind. Happily, she made a full recovery and was soon back behind a wheel – but not of a diesel Fiat 131, that's for sure. 🇮🇹

■ *A Little Goes A Long Way* by Simon Park is published by Trafford Publishing, www.trafford.com



Auto e Moto d'Epoca Padova

Record crowds, eye-popping prices, cars you will never see anywhere else – Italy's greatest car show delivered on all fronts

Words and images: Chris Rees



Can't quite believe it, but up until now I've somehow managed to neglect visiting Italy's biggest and best classic car show. Now I've been, it's going to be impossible to hold me back.

It didn't take long during my maiden visit to the Auto e Moto d'Epoca show at the Fiera di Padova (the 31st in its history) to decide that this is one of the best car shows on the planet. And if you're a lover of all things Italian, perhaps the very best.

Evidence of the show's growing appeal is evident everywhere. The complete gridlock around the venue said everything you need to know about how popular this event is. In excess of 80,000 people came to the show over its four days – a comfortable record. And in other record-breaking statistics, 1600 exhibitors

attended, and over 4000 cars were on display. Brands supporting the show this year included Alfa Romeo (celebrating 60 years of the Giulietta), Maserati (in its 100th year), Abarth, Audi, BMW, Mercedes-Benz, Peugeot, Porsche, Volkswagen, Volvo and Toyota.

The 15 halls were full not just with cars but thousands of spare parts, which were a real revelation. If you need a headlight for your 1950s OSCA, you'd find it here. Or a factory spec sheet signed by Enzo Ferrari in his distinctive purple ink. Or brochures on super-obscure cars that not even the experts have heard of.

But it's the cars on show that are the real stars. Padova is a jaw-dropping smorgasbord of exotica, rarities, eyebrow-raising delights and stuff for sale that you simply never see anywhere else. From Mille Miglia racers to one-offs from Italy's finest carrozzerie, from

ABOVE: It might be battered but who has ever seen one of these? It's a Fiat 2100 Coupé by Vignale



ABOVE: A superb Fiat Moretti 128 Coupe

ABOVE RIGHT: Replica 037

RIGHT: One-off Zuccolini

based on 1934 Fiat 508

BELOW: Tom Tjaarda with the speculative one-off Fiat 124 Spider 'Rondine'



abandoned wrecks to super-pristine restorations, the variety was just other-worldly.

Most of what's on show also happened to be on sale. Padova has a reputation for sellers asking unbelievable prices. The Italians I spoke to about the, er, somewhat optimistic price tags in windscreens said they're largely targeted at foreign visitors. The sight of a split-screen VW Transporter up for 108,000 euros was just the start, and I quickly learnt that whatever you thought a car should be valued at, would be at least double here.

And you could pretty much forget about negotiating. One potential buyer told me he'd offered what amounted to a 10% reduction on the asking price and the seller was so incensed that he simply turned his





RIGHT: Great name – the Fiat 500B Snichelotto
 BELOW: Fiat 1100TV by the obscure Carrozzeria Padovan. Yours for €225k



Lovely Moretti Tour du Monde Spider

back on him and refused to talk any more! For this reason, I didn't dare ask the price of the car I really wanted to tuck away in a little garage back home: a gloriously original, pristine 1976 Fiat 131 Abarth in orange with just 50,000km on the clock.

Having said that, I'd equally happily have taken home one of the many rusted wrecks of Lambrettas, or an ex-carabinieri Alfa Giulietta, or Fissore-bodied DKW built in Brazil. I'm going to stop now, because the saliva induced by these Paduan memories is seriously endangering my keyboard.



Damaged but super rare Maserati QP2



Bianchi Assistenza Alfa Freccia d'Oro

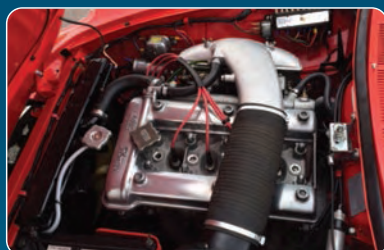
DTR

SPORTS CARS

26th Anniversary 2015

DTR Sports Cars are one of the UK's most experienced restorers of Italian classic cars. We offer a complete service, from a nut and bolt restoration on your Ferrari 250 (pictured below after 2800 hour DTR restoration) to a basic cam belt change on your Fiat 500.

There are few jobs we cannot handle and carry out virtually all work in house in Coulsdon, Surrey.



BODYWORK

Concours standard paintwork, panel fabrication and basic repairs. UK Ferrari Owner's club concours winner 2011 (Cat E). Insurance repairs undertaken with free loan cars.

MECHANICAL

From a service or cam belt change on your Alfa Mito, to a full engine rebuild on your Maserati 3500. We have experience of most Italian cars.

INTERIOR

Bespoke in-house leather work.

MoT

DTR Sports Cars are of course a VOSA approved testing centre.

CURRENTLY RESTORING:

1960 Maserati 3500 GT, 1960 Alfa Sprint Speciale (pictured above and available for sale!), 1958 Fiat 600 Jolly Beach car, Alfa Giulia Spider 1965, Fiat Dino Spider 1967, Ferrari Dino 246 GT, Moretti 2300S Convertible (1 of 2!), Fiat 124BS Spider

For examples of our recent and on-going projects, please see our 'projects' section at www.dtrsports.com

Conveniently located 5 minutes from J7 of the M25 in Coulsdon Surrey.



TEL: 0208 645 5050 www.dtrsports.com

Bologna Motor Show

Rare Italian road, race and rally exotica on show

Report and photos: Keith Bluemel



The annual Bologna Motor Show covers almost everything associated with two and four wheel motor transport, both for the road and competition. The show also has an outside live action arena, where each day there are a variety of activities on different courses ranging from motocross, through drift displays, GT car challenges, to the always popular Ferrari F1 Pit Stop Challenge on the final day. This year Giancarlo Fisichella was doing the driving duties.

The show featured not only current cars and motorcycles, but a wide selection of classic and historic vehicles, notably the expansive area occupied





by Museo Ferrari and Museo Enzo Ferrari, with 19 cars on display in four separate sections. There was also an F1 Simulator Challenge, which always proves to be a great attraction wherever it appears. The Ferrari models on display ranged from one of the earliest production cars, a 166 Inter Coupe with Touring coachwork, a 166 MM/53 Berlinetta, a 250 GT PF Coupe, a 275 GTB4, a rare Dino 206 GT, F1 and racing GT cars, and an example of the current F12 Berlinetta.

Close by was a smaller but attractive Maserati display, which apart from featuring the current Ghibli and Quattroporte models, also had a 6C/34 Monoposto, the 420 M Eldorado and a Tipo 63 Birdcage. Lamborghini presented part of its history with a Miura SV sharing the stand with the new Aventador and Huracán models. If you wanted wild and

menacing, then you needed to look no further than the Pagani stand with its bare carbonfibre finish Zonda R with its multitude of aerodynamic appendages. In the same hall, from an earlier era, there were displays of the lesser known Bandini and Stanguellini models, together with a Polizia Stradale stand featuring the police liveried Lamborghini Huracán.

The other halls also featured some interesting displays, notably a colourful array of six Lancia Stratos' in a variety of liveries, which shared stand space with an Alpine A110. The Porsche Club Italia had a varied display of 911 variants together with a 959.

Alfa Romeo also featured prominently with a nice line-up of classic models including a Giulietta Sprint Veloce, SZ, a 155 GTA SuperTurismo and a GTV Cup. More recent Alfas included an 8C, the current Giulietta





Sprint and 4C. The same hall featured the ACI Storico stand displaying a 1972 Tecno PA 123/3 F1 car, an Abarth 2000 MC sports prototype, an Autobianchi A112 Abarth and a Lancia 037 rally car, so quite a diverse classic selection. Elsewhere in the show there were some new concept cars and prototypes, like the Filandi Ever S and the Willys AW380 Berlinetta by Viotti.

The Bologna Show rivals Padova for popularity and, together with a wide variety of both modern and classic race and rally cars, numerous automobile and accessory trade stands, car clubs, competition driving schools, it has almost everything automobile related that the visitor could wish for.

TOP: The fine selection of Italian competition cars included a rarely seen Alfa GTV Cup and 147 GTA Cup





Specialists in Ferrari, Lamborghini and Maserati

We pride ourselves on offering a wide range of services to the highest standard for your Ferrari, Lamborghini or Maserati, both classic and modern.

- Full restoration up to concours award winning standards
- Servicing and repairs
- Full suspensions rebuilds
- Engine and gearbox appraisal and rebuilds
- All trim work
- Full Ferrari, Lamborghini and Maserati Diagnostic equipment
- Bespoke project work
- Race support
- Vehicle Storage

www.hoylefoxclassics.com
info@hoylefoxclassics.com
Tel: 01621 841444

Auto Italia at Brooklands Museum

in association with Hoyle-Fox

29th Edition: Saturday May 2nd

Developed over the last 29 years, *Auto Italia's* premier event has become established as the UK's essential gathering for owners and admirers of Italian cars. The historic Brooklands Museum venue provides visitors with the opportunity to see and hear Italian cars being demonstrated on the demanding hillclimb and the circuit at the adjacent Mercedes-Benz World.

We are delighted to announce that the event will be sponsored by Hoyle-Fox, prominent restoration specialists of top end Italian classics. Notable among Hoyle-Fox's portfolio are the Ferrari 330 GTC featured on the cover of this issue, a super rare right-hand drive Dino 246 GTS 'Chairs and Flares', two Vetroresina 308s, a 250 PF Coupe and a Maserati Merak previously owned by Abba. Several of these cars will be on display.

Visitors to Brooklands arriving in any type of Italian car, be it a Fiat or a Ferrari, will have the opportunity to park in the areas set aside for the appropriate marques, car clubs and registers. Club organisers should contact Phil Ward so display space can be allocated.

Among the anniversaries being celebrated this year are 20 years of the Fiat Coupe and 916 Alfa Romeo GTV, and displaying cars will be an event feature.

This is a capacity event so pre-booking for fast track entry is advised. For information on how to obtain pre-booked discounted tickets visit:

www.brooklandsmuseum.com



EVENT TRADE DIRECTORY



Hoyle Fox Classics

www.hoylefoxclassics.com
Unit 9 Wycke Hill
Business Park
Maldon, Essex
CM9 6UZ
Tel: 01621 841444

Autofficina

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

DK Engineering

www.dkeng.co.uk
Little Green Street Farm,
Green Street,
Chorleywood, HERTS,
WD3 6EA
Tel: 01923 287 687

Southwood Car Company

www.southwood
carcompany.co.uk
Unit 5 The Stable Yard
Brewer Street Farm
Bletchingley,
RH1 4QP
Tel: 01883 344226

Meguiar's UK,

www.meguiars.co.uk
3 Lamport Court,
Heartlands,
Daventry,
NN11 8UF
Tel: 0870 2416696

RM Toys

31 Aston Road,
Waterlooville,
PO7 7XQ
Tel: 02392 262446

Italian Classics

www.italianclassics.co.uk
Trident Industrial Estate
Colnbrook
SL3 0AX

Jewell Auto Valet

59 Beechwood Road,
Knaphill, Woking
GU21 2DB
Tel: 07905 247996

Gonnella Brothers

www.gonellabrothers.co.uk
5a Catford Hill,
London
SE6 4NU
Tel: 0203 3022303

Fiat Abarth

www.abarthcars.co.uk

Alfa Romeo

www.alfaromeo.co.uk



CLUBS



Alfa Romeo Owners' Club

www.aroc-uk.com

Alfaowner.com Club

Web based Alfa Romeo club
www.alfaowner.com

Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

Victoria Division. The most active and passionate owners in Australia. 6 hard copy magazines, 6 E magazines. Great website and forum. Monthly meetings, great social and competitor events. Join us today.
www.alfaclubvic.org.au

Abarthisti

On-line club for owners, fans and enthusiasts of the Abarth brand www.abarthisti.co.uk

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

Gary Dearn, Silverstone Innovation Centre, Silverstone Circuit, NN12 8TN
gary.dearn@ferrariownersclub.co.uk
www.ferrariownersclub.co.uk

Fiat Motor Club

The original UK club for owners of all Fiat models. gavin@fiatmotorclubgb.org
www.fiatmotorclubgb.com

Fiat Club Africa

www.fiatclub.co.za

Fiat Club of New South Wales

www.fiatclub.com.au

Fiat Club of Victoria

www.fiatclub.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club

www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Bravo and Brava Owners' Association

www.fiatboo.co.uk

Fiat Multipla Owners' Club

www.multiplaowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-gownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian.Boxall@maxxiium.com

Fiat Scotland

Scotland's dedicated Fiat community

www.fiat-scotland.com

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary,

Barnside, Wrotham Road, Meopham, Kent,

DA13 0AU Lynne@Lamborghiniclub.co.uk

www.lamborghiniclub.co.uk

Lancia Motor Club

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

membership@lanciamc.co.uk



Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia Clubs

www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Contact: Dave Smith, 2 Sunny Bank, Widmer

End, Bucks HP15 6PA Tel/Fax: 01494 717701

admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Yorkshire Italia

www.facebook.com/YorkshireItalia

Scuderia Italian Car Club

South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES



April 18

Goodwood Track Day

Lancia Motor Club

www.lanciamotorclub.co.uk

April 25

Italian Auto Moto Festival

Bristol

www.biamf.co.uk

April 26

Spring Alfa Day

IWM Duxford

www.aroc-uk.com

May 9-10

Piacenza 'Grand Prix'

Recreation of 1947 race on

Piacenza town circuit

www.acipiacenza.it

May 29 to June 1

Sliding Pillar Rally

Molsheim, France

www.lanciamotorclub.co.uk

May 22-24

Villa d'Este Concours

Lake Como

concorsodeleganzavilla

deste.com

May 2

29th Italian Car Day

Brooklands Museum

www.auto-italia.net

May 31

Bergamo Historic GP

Bergamo

www.bergamohistoric

granprix.com

June 2-7

15th Modena Cento Ore

Rome to Modena rally

francesca.azzali@canossa.it

June 11-14

Parco Valentino

Salone & Gran Premio

City of Turin

www.parcovalentino.com

June 12-14

Cholmondeley Pageant

of Power

www.cpop.co.uk

June 14

Italian Masters Car Fayre

(Alfa Book)

Seighford Driving Centre

Stafford

italianmasters.events

page.org

June 19-21

20th Vernasca Silver Flag

Historic hillclimb

www.vernascalilverflag.it

June 21

National Alfa Day (AROC)

Gawsworth Park

Cheshire

www.aroc-uk.com

June 21

Classics at Sharnbrook

Sharnbrook Hotel

Bedfordshire

June 25-28

Goodwood Festival of Speed

Goodwood House

www.goodwood.com

June 28

Summertime Classics

Stanford Hall

www.auto-italia.net

July 5

British Grand Prix

Silverstone

www.silverstone.co.uk

July 19

Supercar Sunday

Brooklands Museum

www.auto-italia.net

September 6

Kent Italian Car & Bike Day

Honnington Country Fair

www.honnington

events.com

September 26-27

Spa Italia

www.spaitalia.be

October 11

Motorsport Day

Brooklands Museum

www.auto-italia.net



Alfa Romeo Owners Club
'Serving Alfa enthusiasts since 1964'

www.aroc-uk.com

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

Our reputation is built on trust & unrivalled expertise.

- ✓ Secured Nationwide Collection & Delivery
- ✓ Extensive historic model experience
- ✓ Trained technicians to the highest level
- ✓ Latest diagnostic equipment
- ✓ Family run business



Myles Aldous

- Over 20 years specialisation in Maserati
- Trained at Maserati factory in Italy
- Extensive model experience spanning from 1970 models all the way up to the latest Maseratis

Emblem
SPORTSCARS

THE SOUTH'S NO.1 MASERATI & FERRARI SERVICE CENTRE
2c & 2d Sharp Road,
Poole, Dorset.
Tel: 01202 722247

www.emblemsportscars.com



Rardley Motors
FERRARI · SPECIALIST

Experience the Experience
Sales, Service & Restoration
Call Mike Wheeler on 01428 606616



1989 Ferrari 328 GTS - delivery miles

Red with cream hide, dark red carpets, colour coded rear aerofoil and leather dashboard. Air conditioned, ABS - one of 292 so optioned. Supplied new in August 1989 to its sole owner. **£call**



1986 Ferrari 328 GTS

Red with cream hide and dark red carpets. Air conditioned, colour coded rear aerofoil. One of 250 non-ABS 328 GTSs. Original dealer demonstrator and therefore one of the first. 30,800 miles with history from order to date. **£74,990**

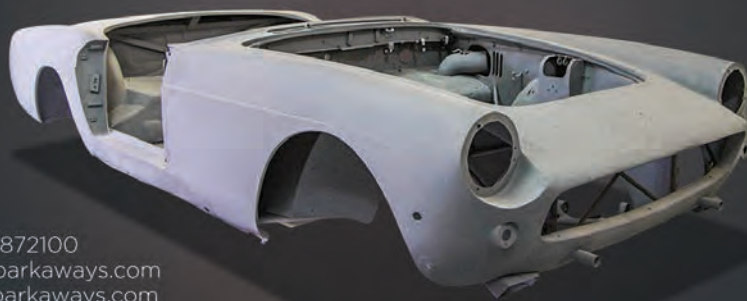
View ALL our current stock at rardleymotors.com



BARKAWAYS

— FOR YOUR FERRARI —

Award winning service and restorations.



01622 872100
info@barkaways.com
www.barkaways.com



BUYERS GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Ferrari 328 GTS



Report by Chris Rees
Photography Michael Ward
Feature sponsored by Superformance

The market has finally recognised the true status of the 328, arguably the most beautiful Ferrari of the 1980s – but it's not too late to get in on the action. You'll be rewarded with one of the most appealing Ferraris of all to own.

Just two years ago, you could have bought a decent 328 for £40k. Not any more: prices have more than doubled since then. Despite this, the 328 remains an excellent starting point for Ferrari ownership: it's still good value and likely to retain its desirability over the long term. After all, this is a V8 mid-engined Ferrari with one of Pininfarina's best shapes of all time. And it's probably the easiest classic Ferrari of them all to own, being very reliable if maintained properly.

The 328 succeeded the 308 (1975-1985), and pretty much ironed out most of the weaknesses of the earlier model. It drives better, is easier to live with and doesn't suffer the rust issues that the 308 has. Yes, it has fuel injection, which isn't favoured by purists, but it's still a fabulous thing on just about every level.

Launched in 1985, the 328 used a bored and stroked version of the existing 2926cc V8 engine, taking it up to 3185cc. That resulted in a healthy output of 270bhp, some 15bhp more than the 308. With a redline north of 7000rpm, the 328 could reach a top speed of 153mph and get to 62mph in around 5.6 seconds.

Compared to the 308, Pininfarina's Leonardo

Fioravanti gave the new model a more rounded nose and rear panel, deeper bumpers and a new front grille and lights. Inside, the revised door panels, fresh seat upholstery and new switchgear gave it a more modern feel. Factory options included air-conditioning, leather dashboard/headlining and a rear aerofoil, with ABS brakes also optional from 1988.

Two body styles were offered: the GTB (Gran Turismo Berlinetta) coupe, and the GTS (Gran Turismo Spider) with its removal targa top (it stowed behind the seats). The 328 was a definite sales success for Ferrari, with some 7400 built between 1985 and 1989, when it was replaced by the 348. Just 672 examples were RHD. The GTB body style is far rarer than the GTS: only one in five 328s are GTBs, and just 130 right-hand drive GTBs were sold in the UK.

An interesting aside is that, for the Italian market only, Ferrari sold a 2.0-litre turbocharged version with 254bhp. Launched in 1986, only 1136 were built, and while LHD Turbos occasionally surface in the UK, they're definitely not as sought-after.

So what is a 328 like to own, and what should you look for when buying?

ON THE ROAD

The low seating position and long reach to the Momo steering wheel can feel uncomfortable for some drivers, but the view to the back-lit Veglia dials is

pretty special, and classically elegant. It's a surprisingly airy cockpit, with good visibility by mid-engined standards.

The injected 3.2-litre V8 may have less character and soul than earlier carb-fed engines, but it's strong and torquy and feels genuinely fast, even by modern standards. The handling and roadholding are also better than the 308's, with excellent grip in both dry and wet conditions, and well-resolved damping that inspires confidence through fast bends. The ride quality is surprisingly comfortable, too.

ENGINE & TRANSMISSION

Ferrari engine can be things not only of awe but anguish, too. Not so the V8 in the 328: it's robust and well proven. The oil pressure should be around 85psi on start-up and around 40psi warm at tickover. Check carefully for oil leaks from the cam cover gasket and cam seals.

Regular oil and filter changes are essential. As the engine has Nikasil liners, the quality of the oil must be high – damage to the Nikasil coating requires new liners, which are very expensive. The replacement of timing belts also needs to be timely: Fosters recommends every three years at least, at a cost of around £500 fitted.

The engine management is Bosch K Jetronic, with Marelli ignition. The former is pretty robust, but the latter can cause problems, usually traceable to the coil packs, which are easy to replace. Exhausts do corrode, but replacement isn't too costly (budget £1000 for a complete stainless steel system) – and there's no need for a catalytic converter in Europe. Cooling is one area to look at closely – the header tank especially, which can suffer from corrosion.

The gearbox sits below and to the rear of the engine sump. Stiffness in first and second is normal, especially from cold, so don't worry too much about this – unless the lever actually starts jumping out of gear, which indicates serious wear. The clutch is robust and can last as much as 30,000 miles, but if it's slipping a replacement will cost around £700.



CHASSIS & BODY

The 328 has a tubular steel chassis (type F106), with independent wishbone suspension, coil springs, hydraulic dampers, anti-roll bars front and rear and disc brakes. The sign of good suspension is a solid-feeling ride without excessive body roll. Check the hubs for worn bearings. The brakes are reliable, including the ATE-made ABS system that you may find on post-1988 cars (these have different-shaped alloy wheels). Brake pads are pretty cheap (£200 for a full set), while a full set of discs and pads costs around £900 to replace.

Rust is far less of an issue with the 328 than the 308, thanks to galvanised steel panels for most of the bodywork. Check the inner rear wheelarch areas, which do gather moisture. Doors can pick up damage quite easily, and if the door seals have perished there might be problems lurking inside. There are no rust issues for the bonnet, which is made of aluminium, nor the ABS plastic bumpers. The low sills are easy to scrape, too, so check these carefully.

The GTS's targa top isn't prone to leaking, but do check it out; luckily replacement seals are readily available. Also check the windscreen seals, as the surrounds and internal rubbers can become loose.

One definite thing to check is any sign of a front-end collision. A box-section frame supports the wings at the front end, and if there's been a prang it often shows up in creasing in this area.

As for colour, red is by far the most common shade, in which guise the 328 looks fantastic, especially with a Crema or Tan leather interior. However, other colours are just as desirable due to their rarity – black is a very 'slimming' colour, for example. Other colours include yellow, silver, white and blue.

INTERIOR

The cabin is relatively robust. Expect the normal wear





and tear issues with leather trim in an older car, and if worn a retrim will be an expensive business. No radio was ever fitted new on the 328, so if there's a stereo in there, it's an aftermarket item.

The electrics are pretty good. Do the usual checks on items like the mirrors, central locking, heater fans and warning lights. The electric windows tend to slow with age, which is normally alleviated by cleaning and lubricating the moving parts. If air-con is fitted, check that it works properly; almost all 328s have now been converted to modern R134a refrigerant, which means a re-gas should be possible.

RUNNING COSTS

This is one area where you'll be happy as an owner: general running costs are well below those of most exotics. The fact that the engine can be serviced without having to remove it cuts costs, too. Foskers recommends budgeting £1500 to £2000 a year for maintenance. Parts supplies are excellent for the 328, both through official and independent channels.

As a rule, it's better to buy a really good 328 than buy cheaply and face high restoration costs down the line (the 328 is as expensive as a Dino 246 to restore). Also it's better to buy a car that has seen at least some use every year rather than one that's been stored for a long time. As ever, do a history check, and the more documentation you have with the car, the better.

PRICE GUIDE

Most 328s are priced in the £70k to £100k bracket, and Foskers recommends spending at least £85k for a good, clean, usable car. Mileage is important, as buyers have a mental barrier against cars approaching 100k miles; anything below 50k miles is ideal. 328s are more valuable than fuel-injected 308s, but comparable to carb-fed 308s. Because of their rarity, GTBs tend to be more sought-after than GTSs.

SAMPLE PRICES

Ferrari 328 GTB 1987, 82k miles, red	£65,875
Ferrari 328 GTS 1986, 30k miles, red	£74,990
Ferrari 328 GTS 1989, 36k miles, black	£90,000
Ferrari 328 GTS 1988, 21k miles, red	£105,000
Ferrari 328 GTS 1989, 14k miles, red	£129,995



TECHNICAL SPECIFICATIONS

FERRARI 328

ENGINE:	V8
CAPACITY:	3185cc
POWER:	270bhp at 7800rpm
TORQUE:	213lb ft at 5500rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	153mph
0-62MPH:	5.6sec
WEIGHT:	1420kg



■ Many thanks to Ed Callow and Alastair Gill at Ferrari specialist Foskers for their help in the preparation of this buying guide. www.foskers.com



Foskers

The UK's oldest independent Ferrari specialist



1988 Ferrari 328 GTS - just 22000 miles from new

£105,000

Red with cream and red carpets. The most original example we have seen. History logs all UK servicing from 1988 until 2005, when it was exported. Repatriated by Foskers; sold on with fresh MOT and cambelt service.



1989 Ferrari 328 GTS - stunning Nero/Crema spec

£90,000

Striking factory spec of black with cream hide and black carpets. ABS model with original stamped warranty/service book. Outstanding history file authenticating 37000 miles. Sold with fresh MOT and cambelt service.

Contact our sales team - **T: 01474 874 555 M: 07921 430 430 E: sales@foskers.com**



www.foskers.com



AUTO VENDO

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

ALFA ROMEO



1972 Alfa Giulia 2000 Berlina. Pale green metallic. Fitted with reliable 1750 engine, manual 5-speed gearbox. Had lots of new metalwork, sills were done by the previous owner/MGS Coachworks. Red leather interior, Webasto sunroof, modern CD/radio installation, Campanatura alloys. Large history file, car known to the 105 Register. Large supply of spares available at extra cost if buyer is interested, email for further details, £7500. Email: stuart.alfa@virgin.net. A231/032



Alfa Romeo Spider S4. 1991, black/tan interior, LHD Californian car for restoration. Last used Feb 2013, been standing since MOT failure sills (£300 welding quoted), body and mechanics in good condition when taken off road. Could be a good project? £2000 ono. Tel: Nathan, 07974 017375 or Simon, 07973 868478 (Brighton). A231/023



Alfa Romeo GT1300 Junior Bertone. LHD, a rare and very well cared for example, nicely maintained, navy blue (Blu Olandese) with black interior, original Italian log book and some service history, it has also had a full recent service and new MOT. The Alfa Romeo 105 series is an iconic Italian coupe and a continually appreciating classic, this car is original and without modifications, it drives beautifully with a very positive 5 speed gearbox. The mileage shows 25,160km but I assume it to be 125,160km as there are only 5 digits on the clock. More photos on request, £13,000. Tel: 0035 318 484376. Email: garybelcher@eircom.net. A231/018



1991 Alfa 33 Sportwagon 1.7 Boxer 16v. 44,500 miles. Extremely rare 33 Pininfarina-design Sportwagon with the fabulous Boxer 1.7 16v engine. Champagne Silver metallic, unmarked contrasting cloth interior. Very low mileage, AR dealer and specialist history. Available now for sale, POA. Email: stuart.alfa@virgin.net. A231/031



Alfa Romeo Spider S2. 1985, 70,000km. Rosso Red, black leather interior, LHD. One owner from new, 1st class condition, full history. Ill health reluctantly forces sale, £7750 ono. Tel: Derek, 0033 2 99 89 94 52. Email: d_wild@orange.fr. A231/020
Alfa Romeo 145 TS 1750. 2000, Rosso Red. Previously owned by Fiat UK as company car. Log book says 2000 first registered. My ownership since April 2002, complete list of services, MOT, reluctant sale, £750. Tel: 01477 500607. A231/026



Alfa Romeo 75 2.0 Twin Spark. 1991, rebuilt 2006, 68,000 miles, white. Engine rebuilt and modified by Bianco Auto Developments. New gearbox synchromesh, new clutch, balanced propshaft, CSC manifold and exhaust. Full RSR rose jointed adjustable suspension, fully polybushed. Spherical centre bearing in DeDion. 330mm front discs, 4 pot Brembos, grooved rears, new calipers, Aeroquip hoses. Compomotives with custom offsets, Toyos. Excellent bodywork, Dinitrol treated. Full spec available, inspection ramp with prior arrangement, £4000 ono. Tel: Tony, 01342 717764/07952 525053 or Paul, 07739 988966 (Gatwick area). A231/021



Alfa Romeo Giulia TZ2. Not a replica but a new car reconstructed on a wrecked TZ1 chassis, documents and plates, running, light blue. Tel: 0039 3342 895914. Email: f.delavigne@yahoo.i (Italy). A231/009



1992 Alfa 75 Twin Spark LE. Red, no.1186, 2nd owner from 28.03.96, 61,000, FSH, MOT, receipts for everything, featured in *Auto Italia* Aug 2003, concours winner Stanford Hall 1999, fabulous condition, £2550. Tel: 07878 357043 (Kent). A231/037
Alfa Romeo 156 1.8TS Berlina. 2004, 96,000 miles, Grigio Lipari. Purchased new by us in Holland and imported to UK 2012. LHD, full red leather interior, full service history, dual zone climate control, cruise control, great condition for age. Original and sound, lovely looking car which still turns heads. AROC member. All work by Alfa specialists. Will need MOT end March but no foreseen issues, would prefer it went to an Alfa enthusiast, must sell as need more space, £600 ono. Tel: Warren, 07880 253416 (Norwich). A231/025



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. A231/039

Alfa Romeo 156 Selespeed 1970cc. 2000, 59,800 miles, silver, owned since new, FSH last 8 years by Gonnella Bros Catford, red leather seats, new battery, MOT Feb 2015, taxed Feb 2015, photos upon interest, £450. Tel: James 07901 528605 (Bromley, Kent). A231/040



2005 Alfa Romeo 147 1.9 JTDM Lusso. 73,000 miles, Dijon Blue, 55-reg, with pale grey leather. I have owned this car virtually from new, it was an Alfa dealer's demo. It has a full service history, all MOTs and 2 new tyres. If you are looking for a diesel 147, look no further! £2250. Tel: Colin 07811 464780 (Rugby). A231/034



Alfa Romeo 156 2.0 TS Lusso. 1998, 63,073 miles, red. Cambelts just done and a new thermostat fitted. Lusso spec includes air con which was serviced about three years ago. New tyres all round, Avon ZT5 205/60. Uprated brakes and brake hoses. MOT on May 2015, £1350 ono. Tel: 01527 524634. Email: jkquatrebras@outlook.com. A231/017



Alfa Romeo 156 1.9 JTD MultiJet. 2006, 145,000 miles, red. 6-speed gearbox. Comprehensive history. Cambelt changed at 102K. Leather interior, radio/CD, air conditioning, alloy wheels. MOT Sept 2015. Straight car, good condition for year. Email me for owner's contact details, £1395. Email: stuart.alfa@virgin.net (SE Essex). A231/022



2000 Alfa Romeo 156 2.0 Twin Spark Selespeed. Red 4 door saloon, 36,000 miles, one owner (myself), garaged all its life, electric windows front and rear, auto air conditioning, leather seats, alloy wheels, 6 CD interchanger, Selespeed, good boot space, power steering, stunning condition for age. Untouched original paintwork, £1250. Tel: 07762 210306. Email: p.baines2@btinternet.com (located in Leadenham, Lincolnshire). A231/033



2009 Alfa Romeo 159 1.9 JTDM Limited Edition. 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 (Croydon). A231/036



Alfa Romeo 156 2.0 T.Spark Veloce. 2002, 155,000 miles. Metallic green, tan Momo leather interior in excellent condition. In very good condition overall. 155K miles with full 12 months' MOT (March 2016). Full main dealer and Alfa specialist service history from new with all receipts and old MOTs. Cambelt changed every 36K miles. Owned by me since 2005 (with 12K miles), one previous owner. Cherished car, meticulously maintained. AROC member, £850 ono. Please call Nick on: 07050 234693. Email: sch.nsa@btinternet.com (Warwickshire). A231/019



Alfa Romeo 156 2.5 V6 24V Veloce. 2002, 109,791 miles, two owners (friend/myself), history, receipts, MOTs, manuals, codes, two keys, MOT Jan 2016, £2750. Tel: 01883 627387 or 07885 066473. A231/024

Alfa Romeo 156 GTA Sportwagon. A case of too many cars is forcing me to offer my blue 156 GTA Sportwagon on 53 plate for sale. I have owned it since August '07. During my time it has been looked after exclusively by Alfaaid in Maidenhead. Currently 98,500 miles. Has had gearbox rebuild with new clutch and Q2 fitted. Has Koni FSDs and Supersprint exhaust. Usual stuff has been replaced - oil cooler, water pump, suspension bits. Last cam belt service 2 years ago. I have all receipts to show dates. Open to sensible offers. Email: Graham at g.couchman@steel-sci.com. A231/027



Alfa Romeo 166 3.0 Ti Lusso Sportronic. Sept 2004, 105K miles, two owners, metallic Silver, full black leather interior both unmarked. Documented history Alfa dealers/specialists. High specification, everything working, tax end June, MOT end Oct. Extensive maintenance recently including cambelts, drive shaft, brakes, bearings and tyres. Unfortunately advanced age and ill health forces a very reluctant decision to part with this excellent car, £5500. Tel: 01772 397100. A231/007



2003 Alfa Romeo 916 Spider 2.0 JTS. 73,500 miles, black. MOT September 2015, full document service history incl two cambelt changes, new clutch with lots of receipts of work done. My ownership new rear arms with Powerflex bushes, new drop links, new front wishbones, new discs and pads all round, air con regassed, three sets of keys with two remotes. This Spider is in excellent condition with stunning terracotta leather interior, £3500. Please ring Dino for more details. Tel: 07791 509613 or 01554 755245. A231/035

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). A231/041



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). A231/038



Alfa Romeo Giulietta Veloce 2.0 JTDM 170bhp. 2012, 31,750 miles, red, high specification model, panoramic/sliding sunroof, 18-inch teledials, full black leather interior, FMDSH and warranty until Sept 2015. New premium tyres, very nice condition, £11,750 ono. Tel: 07894 964478. Email: jonathanabarker@btinternet.com. A231/030

MUCH MORE THAN JUST A CAR SHOW – TONS TO DO!

KENT ITALIAN CAR & BIKE DAY

INCLUDING OTHER INVITED MAKES AT HONNINGTON COUNTRY FAIR, SOUTHBOROUGH, ON SUNDAY 6th SEPT 10.00am TILL LATE AFTERNOON.

ALL ITALIAN CARS & BIKES, FROM BYGONE ERA TO PRESENT DAY, WARMLY WELCOMED. WANDER AROUND A TRADITIONAL COUNTRY FAIR.

HONNINGTON FARM, VAUXHALL LANE, SOUTHBOROUGH, TUNBRIDGE WELLS, KENT, TN4 0XD
FOR FURTHER INFORMATION PLEASE CONTACT:
ANGELA ON: 07767 374701 angelabowie@btinternet.com OR SHERIDAN ON: 07909 522141

REGISTER YOUR ITALIAN CAR OR BIKE ONLINE FOR FREE ENTRY www.honningtonevents.com
Every penny raised is in aid of Kent, Surrey & Sussex Air Ambulance

INSURANCE, PENSIONS, INVESTMENTS
Call our Flinwell Agency on 01580 279248

NFU Mutual
It's about time



1997 Alfa Romeo 916 GTV Coupe 2.0 TS. 86,000 miles, metallic grey, MOT to Nov '15. Well maintained including new belts/pulleys/waterpump/radiator/low rear suspension arms + bushes all round/air con compressor. Winter tyres (good) on pepperpot alloys plus set summer tyres on 5-hole alloys. Excellent bodywork/paint, red leather interior, mechanically strong, overall vgc. Have bought a Brera so sadly must sell. AROC member, £2150 ono. Tel: John Griffith, 01745 550330 (North Wales). A231/055



2005 Alfa Romeo 916 Spider 3.2 V6. 49,500 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. A properly maintained and looked after car, serviced by Peak Alfa. Speak to Roger there for more servicing and maintenance info, £8500. Want more info? Tel: Paul, 07970 903876. A231/054

FIAT

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 'Esseesse' spec. Rare opportunity to purchase an original example of these fast appreciating little Abarths. Visit Berni Motori Race Shop at www.bernimotori.com. A231/042



Fiat Panda Turbo. Basically a 2008 Fiat Panda 100HP 1.4 16v in black but with a Turbo conversion producing 160bhp and 0-60 in 7.5 sec! Huge list of Performance conversion items fitted as part of totally unique conversion. As featured in issue 184 of *Auto Italia*, 5 page spread, will email on request, stunning performance with exhaust note to match, 47,000 miles with FSH, meticulously maintained by its three previous enthusiast owners! Excellent condition, 5 doors, 6 speed box, electric sunroof, discreet Abarth badges. 12 months' MOT, new tyres, battery, fabulous fun car for only £3750. May take Italian car in px, try me. Email: funkyphilip@gmail.com. Tel: 07772 785927 (Kent, UK). A231/008



Fiat 500 F. LHD, Jan 1971, 82,238km (51,398 miles), red, petrol 500cc, 2 cylinders, 4 stroke, £10,500. Fully restored to its former immaculate bodywork and original parts in and out. Engine rebuilt, serviced, new clutch and tyres with spare and original tools. Full Italian log book plus history. Tel: Paul, 0039 3332 285136. Email: p.conti_1@hotmail.co.uk (Italy). A231/057

Fiat Coupe 20V Turbo. Dry stored for the last 6 years, the car is nearly 17 years old, it is in excellent condition. The car was never driven during the winter. MOT March 2015, 92,400 miles, cambelt change 70K, 3 keys, sunroof, £2800. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A231/043

LANCIA



Lancia Fulvia Zagato. 1970, Series I, 1.3S. Superb condition in all respects, £24K, please call for full details. Tel: 01932 953435 or 07710 393864 (Surrey). A231/056

Classifieds are free! Just email
liz.solo@ntlworld.com

MASERATI

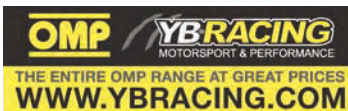
1979 Maserati Khamsin RHD. Red, formerly a well-known club car when owned by my late brother, but has been dry stored since 2003 until emerging earlier this year in order to fettle for its new MOT. Freshly tested and with a mostly new hand built exhaust it gives a rare opportunity to acquire a good original car that has not been messed around with. Inevitably to get it to 100 pt condition it will need work, but with 46K miles and a good solid body it won't cost a fortune. A great deal of labour has been expended to make it oil tight (hydraulically speaking of course) as the seals dry up through inactivity. I am basing my asking price on the only other Khamsin to sell (as far as I know) in 2014, which although also needing some work went at auction for £85K I am led to believe. I wish to sell the car relatively quickly if possible so am asking I think a more sensible £50K ono. The car is available to view in Torquay. Pictures available on request. In the first instance please contact me, Iain Reynolds on 07866 454085. Email: iainvfr800@gmail.com (Devon). A231/011

1987 Maserati Biturbo Spyder 2.5. Manual. Red/beige leather, MOT to Dec '14, 2 owners, only 28,700 miles, service history, original handbook and invoice, workshop manual, £8950. Tel: Peter Plant, 01283 702245. A231/044



1989 Maserati 430. Black with light grey interior. 2.8 manual gearbox, bodywork restored last year. Regularly serviced at McGrath Maserati. A fast excellent car that needs no work. Change in circumstances forces sale, £5000. Tel: Malcolm, 01462 769492. Email: malcbarton55@gmail.com. A231/012

PARTS



1978 Alfa Romeo Alfetta 1.6GT gearbox and differential, £100 collect in person. Tel: Joe, 01228 522226 (Carlisle). A231/005

4x16-inch Elegance alloys for 1.47/156, fair condition with part-worn tyres, £100 ono. Email: simon.johnson753@ntlworld.com. A231/028



Maserati Quattroporte 20" alloys. Brand new unused Maserati Quattroporte alloys, a set of four. 20" front and 20.5" rear wheels with unused Continental tyres. They were purchased for a car that I am no longer taken delivery of. They are still in original packaging and remain unused. Purchased for £2200 + vat, I will accept £1500. Tel: 07799 112219. Email: info@itihass.co.uk. A231/014



Original Formula 1 Lotus steering wheel. As used by Johnny Herbert on the very last original Lotus F1 car Type 109 in 1994. Came directly from Team Lotus with COA, £1500 ono. Tel: 07850 325426. A232/003

FIAT COUPE SPECIALIST SPARES
SPARES, SERVICING, RESTORATION & SALES
WWW.FIATCOUPESPECIALIST.COM
01684 593187

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

ENGINEERED FOR
PERFORMANCE
SAFETY
STYLE

BEPPE DIENA ADV



Sebastien Ogier
2013-2014 FIA WRC Champion



OMP

OMPRACING.COM

YB RACING
WWW.YBRACING.COM



Original Abarth exhausts (NOS).

All makes A to Z, sixties, seventies, also ANSA Fiat 600, see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A231/058

Passenger door for Alfetta GTV.

Bought for my 1981 2ltr coupe, may fit others but I don't know. In good condition, no evidence of rust, but in the end I didn't need it. No glass or trim. Prefer this is collected from Watford or London E14, £45, please call for any details. Tel: 07843 074700. A231/029



A pair of rear window seals for a Punto 3dr with one small split, otherwise perfect condition, hardly used, £5. Tel: Daniel, 07528 594013. A231/060

A pair of Weber IDF40 carburetors on their original (Fiat/Lancia twin cam) waffle manifold. Dry stored many years, polished ports. Change of plans. Now very rare, £500. Tel: 07779 390007. Email: ollyyellow@gmail.com (Hampshire). A231/045

Lancia Dedra 1990-94. New radiator, headlamp, badges, and literature. Used grilles. Any Dedra owners still out there please phone or email for more details. Tel: Bob, 01684 892906. Email: bobhirschhorn@gmail.com (Malvern, Worcs). A231/046

Alloy wheels 147/156. 4x16-inch Elegance alloys for 147/156, fair condition with part-worn tyres, £100 ono. Email: simon.johnson753@ntlworld.com. A231/047

allitalia
Independent Italian Auto Specialist

www.italianspecialist.com

ESTABLISHED IN 1986, ALLITALIA, PAXTON GARAGE HAVE CELEBRATED OVER 25 YEARS OF WORKING ON ITALIAN CARS. ITALIAN CARS ARE OUR PASSION, FROM A BASIC SERVICE AND REPAIR TO A MAJOR OVERHAUL, WE CATER FOR ALL, CLASSIC OR MODERN

01978 75 75 88

f AllitaliaLtd



Classic car part Fiat 124 Coupe or Spider reconditioned starter motor for sale, £80 + post. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A231/059

As new items for sale. I have a number of as new items for sale, open to offers, these were bought when I purchased my 2008 156. Seventeen spoke 17" alloy complete with Goodyear; Alfa seat genuine seat covers for 2010 GT; Alfa 156 genuine car mats, plus other 156 items. Email: jamesgoldup@aol.com. A231/048

156 Auto Maxi roof bars and Mont Blanc box. As new, only used twice. No reasonable offer refused as they are hanging up in garage and I keep banging my head on them. Tel: 020 8651 1753 (Surrey). A231/049

Peugeot 306 XSI. 3 door, 2 litre, 16V, 130bhp, 1998, 92,000 miles, metallic dark green with sports interior, MOT December 2015, cambelt changed at 78,000 miles, vgc, £725. Tel: 01689 522226 (Carlisle). A231/003

Auto Italia magazines dating from Feb 1999 (197 issues), £100, free collection or can send at cost. Tel: Joe, 01228 522226 (Carlisle). A231/006

Original documents for Quattroporte Mark 1 Series 1. Driving and maintenance instructions, bound into grey paper covers. Workshop manual and Before taking the wheel. Copies supplied with the car. Promotional brochure, call for more details. Tel: 02392 815037. A231/015

Small collection of Italian 1/43 model cars for sale as a group of 20 or as individuals, Lancias, Alfas, Maseratis. Tel: 07702 564561. Email: greenmx5@btopenworld.com (Suffolk). A231/050

2015 CAR SHOWS AT The Sharnbrook Hotel

Sunday 19th April 2015 **Breakfast Meeting & Driveout**
Sunday 21st June 2015 **Classics**

BLOW OFF THOSE WINTER BLUES
All vehicles welcome
• Classics • Vintage • Americana • Italian • Sports • Supercars

2015 Car Show Season Start **Eat as much as you can Breakfast £10**

Sunday 19th July 2015 **Bedfordshire Italian Car and Bike Day**
Sunday 6th Sept 2015 **Supercar Sunday**

Live German Grand Prix
Live Italian Grand Prix

For more info please email: info@thesharnbrookhotel.com
Telephone: 01234 783142 www.thesharnbrookhotel.com
A6/Park Lane, Sharnbrook, Beds MK44 1LX

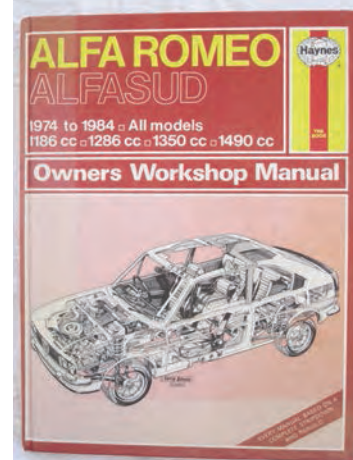
MISCELLANEOUS

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: mrmrkyt@hotmail.co.uk (East Sussex). A231/001

Auto Italia magazines for sale. Issues 158 to 229. Very good condition £40, buyer collects. Tel: 07845 152063 (Horley near Gatwick). A231/002



Concours Vespa 50S. Original Vintage Italian Vespa 50S, factory fresh with only 5kms on the clock. Totally immaculate and unused, find another one? £3995 ono. Tel: 07850 325426. A232/005



Alfa Romeo Alfasud Haynes workshop manual. 1974 to 1984, all models, vgc, only £6. Tel: 07950 997713. A231/010



'G1 BLE' registration. Suitable for any Ghibli model! £6500. Please contact Stuart Lockley. Email: lockleytiling@gmail.com. A231/013

Cherished by you
Insured by us



- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for drivers from 18 years of age and no upper age limit*
- ✓ Agreed value*

Call our friendly UK team for a quotation

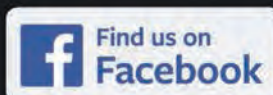
01277 206 911

www.rhclassicinsurance.co.uk

* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call, for further information.

Photography courtesy of Michael Ward, Auto Italia magazine.

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's Broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. Willis Limited is authorised and regulated by the Financial Conduct Authority. The RH Specialist Insurance schemes are arranged and administered on behalf of Willis Limited by ERS Syndicate Services Limited, an appointed representative of ERS Syndicate Management Limited which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority: Number 204851



Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military





Bentley at Le Mans. Poster by Terence Cuneo, unframed size 33x24, 31x21 image, posted in strong tube, £40 inc free post. Tel: 020 8399 7541 (Surrey). A231/062

SHE 4C

'SHE 4C'. Private plate for Alfa 4C, £offers. Tel: 07415 280631. A231/004

WANTED

Black Spider wanted. Private enthusiast wishes to purchase a late PH2 g16 Alfa Spider Lusso in black. Tel: 07586 618609. A231/051



Experienced Technician required. DTR Sports Cars are enlarging our team and are looking for a specialist technician with proven (and demonstrable) track record in the restoration and maintenance of the vehicles we specialise in. Successful applicant would need to have experience of Ferrari, Alfa and Maserati and be able to work independently to the highest level. If you would like to be a part of our friendly team, and specialise in the wide variety of services we provide to the classic Italian car owner, you may be the person we are looking for. Salary negotiable. Please send CV and details in the first instance to: Paul de Turrus Email: paul@dtrsports.com. www.dtrsports.com. Tel: 020 8645 5050. 28 Breakfield, Ullswater Business Park, Coulsdon, Surrey, CR5 2HS. A231/063

Wanted Alfa 2000 Spider '71-'78 by club member, please call with details. Tel: 01932 953435 or 07710 393864 (Surrey). A231/052

Wanted: 3500, Mistral or Sebring? Does anyone wish to sell their 3500, Mistral or Sebring? I am a long-standing Maserati Club member. All things considered from restoration project to concours. Please help, my search has so far been fruitless. I would also like to add a Bora or Merak to my collection. Please telephone: 07968 094741. A231/016

Alfa 159 or late 156 estate wanted. 159 or late 156 estate with roof or rear end damage, low mileage, 2.4 diesel preferred. It's time to build the ultimate pick up. Please contact Ray: 07850 631630. A231/053



Wanted by young enthusiast. Any pre war Alfa Romeo parts for helping my ongoing project. Worn out, damaged or broken, everything gratefully considered along with any information. Please telephone James, 07779 423847. A231/064

IN THE TRADE?

To advertise here email
david@talkmediasales.co.uk

Sell your Italian car, bike or spares here* FREE OF CHARGE!

* PRIVATE ADS ONLY. FOR TRADE RATES CALL 01732 445325

Colour photographs are free for PRIVATE advertisers! You can include up to 30 words free, too; thereafter it's 30p per word. Advertisements can be submitted by email, or posted using this form. Send your advert together with your remittance if applicable to: **Auto Italia Private Classifieds, Morningside House, 1 High Avenue, Letchworth SG6 3RL, United Kingdom, (email: liz.solo@ntlworld.com)** to arrive no later than **17th April** for inclusion in the **June issue**. **July issue deadline: 15th May**. All adverts received after the deadline will be inserted in the following issue.

Private adverts cannot be submitted by telephone. For TRADE RATES please email: david@talkmediasales.co.uk or call: 01732 445325.

PLEASE USE BLOCK CAPITALS

NAME: _____

ADDRESS: _____

POSTCODE: _____ EMAIL: _____

TEL NO: _____

VISA/MASTERCARD/EUROCARD/DELTA No: _____

Expiry date: _____ Issue no: _____ Remittance enclosed (if applicable): £ _____

WORDING FOR ADVERT:

CLASSIFICATION REQUIRED:

TICK AS APPLICABLE PICTURE ENC: TRADE IDENTIFICATION:

HOW DO I SEND A PHOTO TO GO WITH MY ADVERT?

1. Email a jpeg file to liz.solo@ntlworld.com
2. Send a good quality photographic print (non-returnable). Post to above address

YOU CAN INCLUDE A PHOTOGRAPH WITH YOUR ADVERT FREE OF CHARGE!

Adverts received before 17th April will go into June issue

JULY DEADLINE: 15th MAY

The publishers accept no responsibility for the quality of goods sold through these pages although the greatest care will be taken to ensure that advertisements accepted are bona fide. Advertisers should take note of the requirements of the TRADE DESCRIPTIONS ACT 1968 when preparing their advertisements for publication.

We support www.risovvry.org

122 WEST S² Faversham, Kent, ME13 7JB SMS Text no. 07889 818727

THE HOBBY SHOP Est. 1988
Tel. 01795 531666
www.hobb-e-mail.com

Premium ClassiXXS

1/12th scale ALFA ROMEO TIPO 33 STRADALE coming 2015 - expected price £225

ADVERTISEMENT INDEX

Abarth	63	Omicron	93
Alex Jupe	49	Rardley Motors	91
Autofaccina	09	R H Willis	91
Auto Treasures	94	R M Auctions	15
Barkaways Ferrari	94	R Proietti	93
Classicarco	94	Ross Pistons	94
Days of Milton Keynes	49	Southwood Car Company	43
DK Engineering	11	Scottish Italian Car Day	49
DTR Sports Cars	73	Superflex	96
Emblem Sportscars	81	Superformance	57
Foskers	04/85	Swissvax	93
Hoyle Fox Classics	35/77	Talacrest	20/21
Justin Banks	99	Yates & Bloomfield	89
Longstone Tyres	95		
Maranello Sales	02	CLASSIFIEDS	86-92
Monzasport	13	Allitalia	
Mr Speedlux	94	FCSS	
Oakley Design	100	Hobby Shop	

Omicron

Lancia spares and restorations



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



Omicron Engineering Ltd.,

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

WWW.FIAT500.CC

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

AUTO ELECTRICS
 DIAGNOSTICS
 TUNING
 PERFORMANCE
 CONVERSIONS
 MOT PREPARATION
 WELDING

BUY PARTS ONLINE

SPECIALISTS IN ALL ITALIAN MARQUES
 ALFA ROMEO FIAT LANCIA

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



R. PROIETTI LTD
 ITALIAN CAR SPECIALISTS EST. 1965



CARE FOR YOUR DREAM™



**CLEANER FLUID
 REGULAR**
 100/250/470ML

A non-abrasive paint preserving solution containing heavy polishing oils that will nourish and refresh the paintwork.

SCUDERIA WAX

A Premium wax for Italian vehicles 40% by volume yellow Brazilian Grade one Carnauba wax Offering enhanced resistance against micro-scratches.



+44(0) 1423 860 022

WWW.SWISSVAX.CO.UK

SALES@SWISSVAX.CO.UK





1968 Lancia Flavia Vignale Convertible
Factory RHD, 1.8 litre, bare metal restored, good history - £23,495



1967 Fiat 850 Coupé
Restored car on Boranni wires, mint interior. LHD. New MOT - £8,995



1969 Lancia Fulvia Coupe S1 Rallye S
Beautiful original, LHD, 58k miles genuine. 3 owners, MOT - £13,995



1967 Fiat 600/1000 Abarth Replica
1050cc A112 tuned motor, oil cooler, 2nd radiator, Jaeger clocks, discs, fast! - £19,995

We are Italian car specialists, more vehicles online and arriving, please see our web site

T +44 (0)1424 893362 E HELLO@MRSPEEDLUX.COM
W WWW.MRSPEEDLUX.COM



Alfa Romeo Classic Parts and Memorabilia

Auto Treasures



www.autotreasures.co.uk

ROSS racing pistons

FORGED ALUMINUM ALLOY **PISTONS**

BECAUSE POWER COMES FROM WITHIN!



MADE IN THE USA

- Forged from 2618 T61 aluminum alloy
- Custom designs for racing and restoration
- Ultra flat and precise ring groove finishing
- High performance coatings available
- High strength and lightweight wristpins
- Steel and ductile rings available
- Quick turnaround and reasonable prices
- We encourage consultation by phone or e-mail


FACEBOOK.COM/ROSSPISTONS

WWW.ROSSPISTONS.COM 310.536.0100

With thousands of applications to choose from & unmatched quality and service, Ross Racing Pistons have become the piston of choice for drivers both on and off the track!

CLASSICARCO

the classic car specialists



“Competenza, Expertise e Passione”
“Knowledge, Expertise & Passion”

Fabrication and Spares
Full Restorations and Body Work
Servicing and Repairs

+44 (0)1204 579949
theworkshop@classiccarco.com
www.classiccarco.com

Established for over 25 years

Longstone CLASSIC TYRES



www.longstone.com

Tel: +44(0)1302 711123



'X'

'XAS'

'XWX'



SUPER FLEX[®]

POLYURETHANE




It came to light that there are two size options on the rear spring pan arm outer bush, so we offer both shell size options 39.9 & 42.2 mm OD, so please be aware of this option when ordering. The spring pan arm outer bushes are designed to rock as the original greased steel ball, whilst minimising radial movement – hence the hour glass profile & suitable stainless shell. The sharp edges of the arm housing would be detrimental to a conventional flanged bush.

Intelligent thinking from SuperFlex

We are pleased to announce our range of SuperFlex Rear End Bushes for Alfa Romeo GTV & Spider 9/94 onward.

Developed with our 20 years plus experience, these are precision engineered using top quality grades of Polyurethane & Stainless Steel Tubes.

We are able to offer these as a rear end set SF430RK at a discounted price of £298.08 inc 20% VAT, or as separate kits which can be viewed on www.superflex.co.uk

COMING SOON

ISSUE 232 ON SALE MAY 6TH 2015

French Maseratis

The Merak-powered
Ligier JS2 Prototype



ALSO
Fiat 500X and Jeep
Renegade test
in Lapland

Some features may appear in a later issue

If you are having trouble finding your favourite magazine, call us on 01462 678205. Auto Italia is available at [WHSmith](#) If you cannot find the magazine remember that you can reserve your copy under the Just Ask! scheme so, well, just ask!



OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Touring Montecatini

Story by Chris Rees



This story mixes one of Italy's most famous coachbuilders, a Nobel prize for a new wonder material and a possible Ferrari connection. So why have we never heard of the Touring Montecatini before?

In *Auto Italia* Issue 200 (October 2012) I boldly stated that Zagato had almost certainly built Italy's first-ever fibreglass body with the Panther Zagato Diesel. Well, it looks like I may have been wrong. A very obscure machine has only just come to my attention and could well rewrite the history books.

What you see here is possibly not only Italy's but Europe's very first plastic-bodied car. And the real surprise is that none other than Carrozzeria Touring was responsible for it – yes, the same coachbuilder that was busy rebodysing Ferraris and Maseratis at the time.

The story starts with an Italian chemical company called Montecatini, which in the early 1950s had developed a new polypropylene-derived plastic which it called 'Moplen'. This odd-sounding substance would soon become a staple of the Italian plastics industry from kitchenware to toys – and even netted its inventor, Giulio Natta, a Nobel prize in 1963.

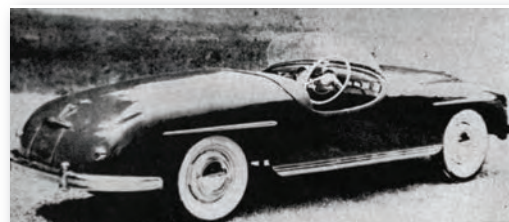
Rewind back to 1953, and Montecatini was keen to promote its new wonder material. It therefore approached Carrozzeria Touring with the idea of building a striking-looking car to show off the advantages of plastic. There's some logic to the choice, perhaps: Touring's 'Superleggera' superlight construction methods were well known, and one of the great advantages of plastic is its light weight. Indeed,

the body that Touring would eventually build weighed a featherlight 40kg.

At the time, Montecatini said that there would have been difficulties creating external parts like door hinges in plastic, while adding doors would have weakened the plastic shell unduly. Consequently, the car was doorless, with simple cut-outs in the side bodywork to allow the passengers – up to three, so it was claimed – to gain entry. The shape of the open-topped sports car was very simple, rather blobby and virtually symmetrical front-to-back.

In a 1954 American book called 'The Manual of Building Plastic Cars' it was claimed that the mechanical basis was Ferrari, but this seems very unlikely. Other contemporary reports state it was based on a Fiat 1100 chassis, which seems a better bet judging by the car's size and its choice of wheels.

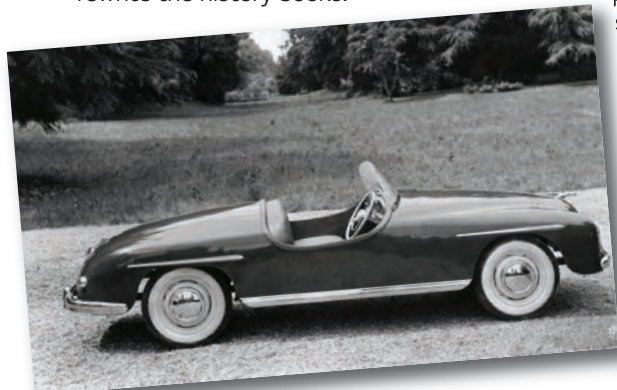
One reason why Touring's plastic-bodied sports car has remained unknown for so long is that it was apparently never displayed at any of the major car shows. Instead, it made its debut at the rather less exotic Milan Chemical Show in 1953. For historians, the exact date of the



show is exciting: April 1953. This makes the Montecatini one of the earliest plastic-bodied cars ever made in Europe – possibly even the very first. It certainly predates British efforts, and isn't too far behind the pioneer of fibreglass cars, the USA.

This prototype may well have helped Montecatini in its bid to boost interest in Italy in plastic products in general. Although Montecatini doesn't exist any more, the company it evolved into, Edison, remains a listed company on the Italian stock exchange.

As for the future of plastic cars, well, this was Italy – a country where skilled automotive artisans in aluminium and steel were unparalleled in the world. It's no surprise, therefore, that fibreglass as a material for car bodywork never really caught on. As for the Touring Montecatini car itself, it seems to have completely vanished, which is a tragedy for such a historic car. But then, fibreglass doesn't rust, so maybe somewhere in or around Milan...



JUSTIN BANKS



1957 Ferrari 250GT Ellena LHD - £449,995



1990 Lamborghini Countach 25th Anniversary RHD - £179,995



1972 Alfa Romeo 2000 GTV RHD - £17,995



1966 Alfa Romeo 2600 Sprint RHD - £27,995



1964 Alfa Romeo 2600 Sprint RHD - Project - £7,995

We actively purchase cars of the kind we sell. Viewing by appointment only.
Tunbridge Wells, Kent - 01892536813 - Davide De Giorgi 07890896612 - davide@justinbanks.com

www.justinbanks.com



www.OAKLEYdesign.eu

Let the storm begin.



Huracán LP680-4