





Maserati GranTurismo MC Stradale
Villa d'Este Concorso Eleganza report
1930 OM Superba – Mille Miglia veteran
Forgotten Fiats – Uno and Croma Turbos
Abarth Punto Scorpione – an owner's view
Fiat Freemont 4x4 – an alternative all-roader













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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:



We have featured many prominent personalities from the wonderful world of Italian cars in almost 20 years of publishing Auto Italia. Elvio Deganello's excellent series on coachbuilders has given due recognition to some of the lesser known artisans who have contributed to the huge catalogue of the Italian cars we love and admire. One character that is not often mentioned and yet has hand crafted some of the most celebrated Maserati and Ferrari racing cars is Medardo Fantuzzi.

Fantuzzi built some outstanding cars that include the famous Maserati 250 F and Ferrari 246 F1 Grand Prix cars, but his outstanding work seems to have been carried out in the background and mainly behind closed doors. I am sure that many readers will be unaware that he crafted one of the world's most beautiful cars, the Maserati A6GCS/53 Coupe designed by Pinin Farina. Incidentally, perhaps the most famous A6GCS, now part of Matteo Panini's Maserati collection and shown on our front cover, was ordinally built by Fantuzzi but was severely damaged in period and subsequently beautifully restored by Campana in 1991. By their very nature, racing cars were often crashed and not all of Fantuzzi's have survived intact - some of them poorly replicated.

Medardo's son Fiorenzo carried on the family name in the restoration world and must surely have worked on some of the cars his father created. I have met Fiorenzo many times in his supporting role as consultant to Historica Selecta, run by Adolfo Orsi and Raffaele Gazzi, not being fully aware of the extent of his father's work. So Fiorenzo, I salute you!

> **Phil Ward** Editor philward@auto-italia.net







Elvio Deganello

















Liz Smith





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# NEWS & VIEWS

### **MASERATI AT SILVERSTONE CLASSIC**



or the second time in three months,
Maseratis from all parts of the country
descended on the Midlands to celebrate the
marque's centenary year. For the Silverstone
Classic, Manx Maserman par excellence
Edwin Faulkner had assembled an impressive
collection of Tridents old and new to populate the
owners' club infield display, and to show off to the
crowd during a parade lap of the full GP circuit.

Fittingly, the marque's first ever model was represented, Julian Majzub's 26M taking pride of place amongst some distinguished early cars. The three 250Fs included Jean Behra's 1956 works team car whilst a pair of 300S two-seaters, a single 200S,









Trevor Griffith's A6GCS Special, Adam Painter's 4CS and Open Ghibli Cup racer, plus an OSCA MT4 (a highly appropriate commemoration of the founding brothers' later years) were amongst the other competition cars on show.

The centenary-liveried MC12 which Michael Bartels drove to runner-up spot at this year's Goodwood Hillclimb shoot-out lurked menacingly amongst Maserati UK's extensive display of current models, and recent examples of the marque predominated amongst the club members' own contributions. Some 32 'classics' from earlier eras were roundly outnumbered by no fewer than 170 Fiat-generation cars, and an impressive 221 examples of all types were joined by three of the company's motorbikes (people tend to forget about those...) out on track for the parade lap at lunchtime.

Sadly, the marque was not so well represented in the



race results. There were minor placings for a 250S, a Cooper-Maserati T51 and a pair of overseas-entered 300S's; but the best results of the weekend were achieved - appropriately enough, in the Maserati Centenary Trophy for Pre-'61 Grand Prix Cars – by 'almost' Maseratis. Tony Wood took third place in both parts in the TecMec F415, gearbox maestro Valerio Colotti's 1959 derivative of the 250F, whilst Alan Miles finished the two races in 12th and 9th respectively, in one of Cameron Miller's 250F 're-creations'.

For many of us, however, the weekend was clouded by terrible sadness following the fatal accident suffered by Denis Welch in the Jack Brabham Memorial Trophy for Pre-'66 Grand Prix Cars. For those of us who had been privileged to share time - and a race track with Denis, and had marvelled at his extraordinary skills, it was a scarcely believable shock, and our sympathies are with his family and friends. Simon Park





### **FERRARI AT SILVERSTONE**

The Silverstone Grand Prix circuit will once Trofeo Pirelli is the one-make racing again host the exciting Ferrari Racing Days on September 13-14, with a packed schedule of on-track activities from the F1 Clienti, XX programme, Ferrari Challenge Trofeo Pirelli and the Pirelli Ferrari Open. Apart from the end-of-season Finali Mondiali, the Ferrari Racing Days event at Silverstone is the only race meeting in Europe where Ferrari fans will be able to see all of these different track activities at the same venue on the same weekend.

In addition to the F1 Clienti and XX programme, Ferrari Racing Days also includes races from both the Ferrari Challenge Trofeo Pirelli and the Pirelli Ferrari Open. The Ferrari Challenge

series for Ferrari's mid-engined V8 cars, with packed grids of the 458 Challenge currently being raced by experienced and 'Gentleman' drivers in two 30 minute races, in round five of the seven race European series. The Pirelli Ferrari Open is a race series organised by the Ferrari Owners' Club GB and is open to previous Ferrari Challenge cars.

Tickets can be purchased via www.silverstone.co.uk or via the hotline: 0844 3750 740. Advanced tickets are available from £15, with children aged 15 or under free when accompanied by a paying adult. For further information please visit www.ferrariracingdays.com.





espite being billed as an all nationalities event, our Summertime Classics event was once again an Italian benefit. Stanford Hall's enduring popularity as a well located venue with excellent parkland attracted a host of top quality Italian cars. Considering conflicting dates with other events, there was a strong turnout from the Alfa Romeo Owner's Club, Abarthisti and Fiat Forum. The latter demonstrating that it is has the highest membership attendance of any other Fiat group in the UK. Ferrari and Lamborghini were also more prominent this year and formed an exotic centrepiece in front of the Hall.

Rarities among the gathered Lancias included a superb Lancia Y10 GTie, classic Betas and integrales accompanied by less common examples of Thema, Trevi and Delta HF Turbo.

Fiat enthusiasts marvelled over the very rare Croma 8V and 16V Turbos and what is likely to be the only Argenta VX in the UK – or maybe the world? Giles Broomhall's mint 124 Abarth must surely be one of the best anywhere. It was flanked by a fine selection of rare 128s that included a saloon, Coupe and 3P. Star Fiat of the show, and indeed voted Car of the Day, was Jeremy Nesbitt's remarkable Mk1 Uno Turbo. This highly detailed self restoration is outstanding and is justifiably featured elsewhere in this issue.

Among the classic Alfas were four SZ ES30s, one of just 11 939 Spider Mille Miglia special editions and Keith Appleby's outstanding Sud ti – the topic of another feature coming soon!

Concours trophy winners included Diane Billing's Fiat Barchetta, Rod Mossop's Alfa Romeo Giulia Spider, Tom Tomkins's 1936 Austin 10 Clifton, Brian Braid's Austin Healey 3000, Ian McLaren's Pontiac Tempest and Ivor Davis's Lamborghini Silhouette.













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### Brooklands Autumn Motorsport Festival Sunday October 12th





TICKET INFORMATION
No advance ticketing for this event: simply pay on the day
Adult £13, Seniors/Students £12,
Children (5-16) £6.50
Family £34
Gates open 09.30
For more information, see
www.brooklandsmuseum.com

he fourth edition of the Brooklands Autumn Motorsport Festival takes place on Sunday October 12th. This is a great opportunity to round off the season with the sight and sound of competition cars from all eras in action on the Mercedes-Benz World test track, adjacent to Brooklands Museum. Selected cars will also run up the demanding Brooklands Test Hill.

Although the event is organised by *Auto Italia* it is open to competition cars of all nationalities and eras. Everything from the ex-Nelson Piquet B190 and Ex-Schumacher B193 Benettons to the Brooklands record breaking Napier Railton will be circulating on the track mixing it with some fine Italian machinery. Notable entries are Peter Jerram's Ferrari 212 F1 and Allan Collett's racing Iso Rivolta.

Auto Italia readers who arrive in an Italian car can be part of the event by joining the Italian car display (entry via the Campbell Gate off Brooklands Road). Club entries are also welcome, so do book your free club space now; or, if you have a competition car and would like to take part in the on-track activities, please contact Phil Ward at philward@auto-italia.net



#### **MELBOURNE SPETTACOLO CONCORSO**

The Alfa Romeo Owners Club Victoria is holding its annual Spettacolo Concorso and Show 'n' Shine on November 30th at Wesley College, St Kilda Road campus Melbourne.

Up to 300 Alfa Romeos are expected on the field. This year's theme will be '60 years of Giulietta' sponsored by Essendon Alfa Romeo. In addition, a 'Zagato Showcase' and 10 years of the 932 GT. The club warmly invites all Alfa Romeo owners and lovers to take part in the day. In addition there will be the annual Spettacolo dinner at the fabulous Parkview Hotel.

For details regarding accommodation or the dinner please contact organiser Greg Briggs on gregsalfa@gmail.com







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

# Lamborghini Huracán LP620-2 Super Trofeo



ebble Beach Concours d'Elegance has evolved into an event beyond the awarding of the world's most elegant classic automobiles; today it represents a firm date in the calendar of collectors and professionals alike. It also indicates market trends and values and provides manufacturers with a platform to showcase world debuts such as Lamborghini's Huracán LP620-2 Super Trofeo.

The significance of Lamborghini's recent Huracán LP620-2 Super Trofeo launch goes

machinery as a result of the 'democratisation of speed'. Progress in technology and the integration of specialist marques into the portfolio of large automotive multinationals, has resulted in more people being able to experience performance benchmarks, previously reserved for a limited few.

Today, the entry-level products of Lamborghini or Ferrari are able to comfortably exceed the Top Trumps statistics barely achieved by their supercar ancestors of only a generation or two ago. In other words, whereas only a handful of wealthy collectors could experience the accelerative or

cornering punch of a Ferrari F50, today's 'mainstream' Ferrari 458 Italia owner is able to exceed it on his or her daily commute to work.

As a result, and fuelled by the ever increasing revenue opportunities of governments through motorists, a large number of owners are focusing their attention on circuit driving; ranging from private track-days to semi-professional gentlemen drivers' race car series. Next to the unique experience and pleasure of driving an automobile on its limit, one also experiences the

#### CHRIS HRABALEK

**Age:** 36 **Born:** Vienna, Austria Design Education: MA at The Royal College of Art, London Current Job: Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



side-effect of being amongst like-minded owners with similar social status and interests.

While Ferrari and McLaren's bean counters are already ecstatic at the thought of revenue streams about to hit them with derivatives such as the Ferrari LaFerrari XX and McLaren P1 GTR respectively, it is nice to see that one could opt for a Lamborghini Huracán LP620-2 Super Trofeo - or a couple - at a fraction of the spare part costs of running either of the former for an entire season.

Designwise the Lamborghini Huracán LP620-2 Super Trofeo has all the styling tweaks that make a Ferrari 288 GTO Evoluzione so 'right' next to a Ferrari 308 GTB. In a similar manner the Super

Trofeo is mightier and wider, over-loaded with spoilers, splitters and diffusers for the imaginary wheel-to-wheel battles. Gone are the clean surfaces, replaced by a truly menacing face dominated through airoutlets on top of the front bonnet and each respective wheel arch.

At the front of the Lamborghini Huracán LP620-2 Super Trofeo showcar, the decal 'Huracán Instinctive Technology' has been fittingly placed; and one has no doubt that this car does exactly that – what it says on the box. Naturally a 'Superleggera' road-derivative will follow, but at the moment it is difficult to imagine how it could make the Huracán any more desirable then it already is.





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# MISCELLANEA

#### THIS MONTH'S MUST-HAVES AND MOTORING ACCESSORIES



Pullman Passion Collection: ART DECO À LA ROUTE: The World's Greatest Historic Automobiles Artist: Emilio Saluzzi Item Ref: PEL208 Price £395

Instrumental: the characteristic Cavallino Rampante insignia to the fore in a stylised cockpit study. Of all the 20th century figures to whom the overused term 'icon' is applied, Modenaborn Enzo Ferrari (1898-1988) is one of the few who truly merit the title. His Who Was Who entry reads, with commendable brevity, 'builder of racing, sports and gran turismo cars.'



Mille Miglia 1956
Collection: ART DECO À LA
ROUTE: The World's Greatest
Historic Automobiles
Artist: Charles Avalon
Item Ref: PEL214
Price £395
Brescia and Back: Eugenio

Castellotti in a 3.5-litre 290 MM effortlessly took the honours in the penultimate year of the classic road race. Castellotti's blisteringly fast drive, singlehanded, in torrential rain, was widely admired. The Milanese was followed home by two 850 Monza Ferraris, driven by Collins and Musso. Tall, hot-blooded, and scion of a prosperous northern Italian land-owning family, Castellotti was known as Il Bello (The Beautiful One), hitting the headlines over his romance with stage beauty Delia Scala. A year after his victory, Castellotti, testing a Lancia-Ferrari, crashed at the Esses at Modena with fatal results.

KING'S ROAD SEED OF CHICAGO AND SEED OF CHICAG

The Return of the King Collection: ART DECO À LA ROUTE: The World's Greatest Historic Automobiles Artist: Charles Avalon Item Ref: PEL406 Price £395

Swinging London: Traditionally associated with 1960s style and fashion, Chelsea's überfashionable shopping street, the King's Road, is as popular today as it ever was. The flourishing youth culture and fashion of the day are encapsulated by Avalon in this Swinging 60s London scene. Driven by a glamorous blonde alongside her equally coiffured afghan hound, the Alfa Romeo Giulietta Spider featured

in this scene is a design classic.

Avalon has included several

Chelsea icons – the famous

Chelsea Potter pub, the Chelsea

Drugstore and, of course,

a Chelsea Pensioner.

MERCHAN

Adjustable Camber/Castor Bush Kit retails at £196.56

causing the tyre wear.

excessive angles which was

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#### LOOKS WHO IS 50...

MOMO Hyperstar LT Alloy Wheel

> As part of their 50th anniversary celebrations, Italian styling legend MOMO have released

a new road wheel which features the classic five spoke design harking back to the styles featured on some of the classic performance and race cars of the past 50 years. Naturally the Hyperstar LT (Light-Truck) is 100% MOMO and bears the iconic name cast into one of the spokes and repeated on the centre cap. No one will be left in doubt as to the wheel's pedigree. The Hyperstar LT is load rated for all vans and trucks.

The Hyperstar LT is available in Hypersilver finish and in 5-stud fitments only.

It is Runflat and TPMS compatible and available in sizes 16" and 17".

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# I'VE GOT THE POWER Powerflex Adjustable Camber & Castor Conversion Kit for Alfa Romeo 159 and Brera

There is no arguing that Alfa Romeo produce some stunning cars, the 159, Brera and the Spider are no exception.
However there is one common problem... There are front geometry issues which can cause premature and excessive tyre wear along with handling issues. The standard front suspension has no adjustment and therefore it appeared to be a problem that owners were stuck with.... until now!

To tackle this, POWERFLEX have produced some adjustable front upper arm bushes providing on-car camber and caster adjustment. This allows the geometry settings to be optimised, thereby solving the problem.

POWERFLEX can also supply a front lower arm rear bush to further improve handling and stability.

The kit has been independently tested and the results were very impressive. The erratic/excessive angles found on the standard cars can now be reset to the driver's preferred set-up, improving the handling and reducing some of the





1961 Alfa Romeo Giulietta Sprint



1961 Alfa Romeo Giulietta Spider



1966 Alfa Romeo Giulia 1600 Super



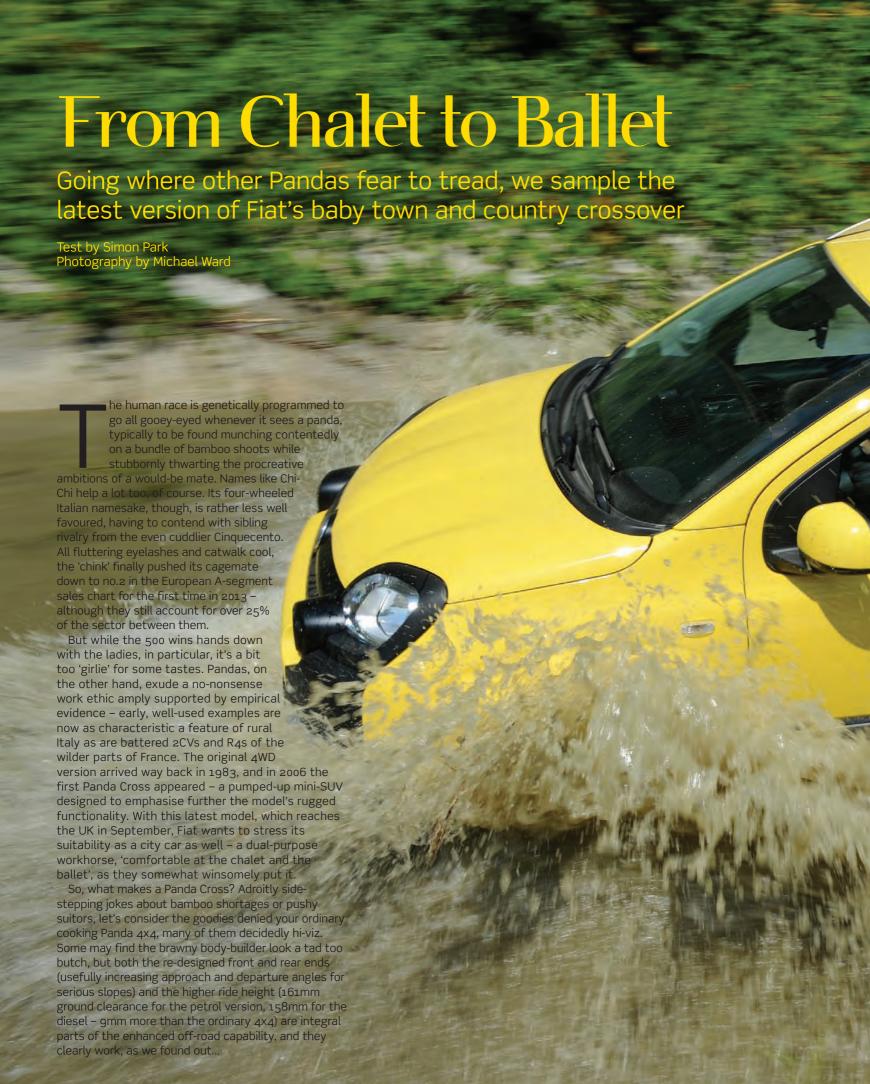
1968 Alfa Romeo 1750 Veloce Spider RHD



1968 Alfa Romeo 1300 Junior Spider

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Underneath the 'hey-look-at-me' exterior, both engine options - the now-ubiquitous 875cc TwinAir petrol and 1.3-litre MultiJet diesel – have acquired an additional 10bhp in the Cross, mustering 90 and 80 respectively, while the petrol variant alone benefits from a six-speed transmission with an ultra-low bottom gear ideal for off-road use. Distributing the power to all four wheels is now the responsibility of the Electric Locking Differential, known affectionately as ELD, which replaces the viscous coupling used on the original Cross. The ELD's activities depend upon which of the three available driving modes is selected - Auto (a default 98% FWD, but variable), Off-Road (permanent 4WD up to 30mph, then variable as required) and the virtually driver-free Hill Descent Control mode, where the brakes are automatically applied separately to each wheel.

It's an impressively comprehensive package, and the interior doesn't let the side down. Okay, Fiat's babies still fall a little short of the world's best in quality of cabin trim and materials, but the Cross is well provided for equipment-wise. Automatic climate control, a Blue&Me radio/CD/MP3 combo with steering wheel controls, heated door mirrors, remote central locking, rear head restraints, height-adjustable steering wheel, fog lights, leather steering wheel and gear knob, height-adjustable driver's seat... you're getting the picture. And it's comfortable, the seats nicely sculpted, the ergonomics beyond reproach with everything to hand and nice to use. An exception here is the driving mode selector knob, behind the gear lever, which feels a bit sloppy. And while I'm carping, finishing the front of the fascia in that lurid copper colour was not A Good Idea...

On the road, the Cross sacrifices some of the precision of its FWD brethren – weight, height and the (otherwise excellent) Goodyear M+S (mud and snow) all-weather tyres all taking their toll. While the front







LEFT: The Panda's off-road capabilities are impeccable and ideally suited for those excursions to the mountains or the desert

MacPherson suspension is unchanged, the rear end now features a torsion beam arrangement, which saves some weight and, according to Fiat, improves ride comfort. That's certainly borne out in practice, the extra suspension height also contributing to a 'big car' feel on the road – although the all-weather Goodyears do generate a bit more road noise. The trade-off is quite noticeable body-roll; but it turns in crisply enough – the TwinAir's lighter engine giving it an edge here – and actually adheres to your chosen line long after you might have expected terminal scrub-out understeer. Eventually, of course, that happens; but this is no sportscar and most punters simply won't go there.

Of the two engines, the turbodiesel has the fatter torque curve, unsurprisingly, but the 10hp deficit translates into a noticeable lack of ultimate oomph compared to its petrol twin (and it would also benefit from that six-speed box). The TwinAir is as engaging as ever, although the weaker bottom end, in combination with the 'soft' rev-limiter, at around 5700rpm, leaves a relatively narrow band of meaty power. But there's still plenty of that characteristic two-pot rasp – definitely a Marmite noise...

In an urban environment, the little Panda's advantages vis-a-vis your average overblown Chelsea tractor – principally, parking – are obvious, due to its diminutive proportions. But can it hack it out amongst

the rough stuff? Balocco's off-road course transports you, Tardis-like, away from the flat plains of Lombardy straight into Indiana Jones country, if I may mix my heroes. My instructor, Giuseppe, is an affable cove who steers us clear of any fiendish booby-traps or ginormous spiders' webs. But there's plenty else to concentrate the mind, including several 1-in-gorblimey loose-surface inclines, a two-foot deep water feature, a sort of miniature Shard and a section of unfeasibly treacherous multi-angled slabs.

But in Off-Road mode the Panda takes them all in its ELD-controlled stride, recovering from some alarming angles and some really quite undignified postures with stoic determination. Hill Descent Mode is a hoot – out of gear, feet off pedals, be ready to steer and let her go. It's initially a little scary, then quite addictive, and handy if you ever find yourself seriously off-piste. On all this rough stuff, slow is the (only) way to go; but go it did – everywhere.

Fiat are expecting a roughly 50/50 split in demand for the two versions, but I'd take the TwinAir every time. Giving away next to nothing to the oil-burner in fuel costs, it's a whole grand cheaper to buy, has the nicer engine, sharper handling and the six-speed box all the better both for cruising and off-road use. The cars we tried all seemed well put-together and generally free from squeaks, rattles and bangs, too.



#### TECHNICAL SPECIFICATIONS

#### **FIAT PANDA 4X4 CROSS**

ENGINE:
CAPACITY:
BORE X STROKE:
COMPRESSION RATIO:
POWER:
TORQUE:
TRANSMISSION:
BRAKES:
TYRES:
SUSPENSION:

SUSPENSION: EEC CONSUMPTION: KERB WEIGHT: TOP SPEED: 0-62MPH: CO2 (G/KM): BASE PRICE OTR: 
 TwinAir 2-cylinders in-line
 MultiJet 4-cylinders in-line

 875cc
 1248cc

 80.5mm x 86mm
 69.6mm x 82mm

 10.0:1
 16.8:1

 90bhp @ 5500rpm
 80bhp @ 4000rpm

 107lb ft @ 2000rpm
 140lb ft @ 1500rpm

1970 Tt @ 2000rpm 14010 Tt @ 1500rpm 6-speed manual, 4WD 5-speed manual, 4WD 257mm vented discs (front), 240mm solid discs (rear)

185/65 R15 88H Goodyear M+S all-weather
McPherson struts, coil springs, lower wishbones (front) Interconnected wheels, torsion beam (rear)
47.9/65.7/57.6mpg 56.5/61.4/60.1mpg

 47.9/65.7/57.6mpg
 56.5/61.4/6

 1090kg
 1155kg

 104mph
 100mph

 12.0sec
 14.3sec

 114
 125

 £15,945
 £16,945

Whether that will still hold true in five years or 50k miles time remains to be seen, and will probably depend on how much time they spend off-road.

But I suspect that your average Cross of either ilk, like most Range Rovers, will spend very little time up to their axles in muck and slurry, or traversing the Alps the hard way. And while its off-road credentials and performance are impeccable, it remains to be seen, too, how many potential customers feel that to be worth the extra expense over the ordinary, rather more

understated but still very capable 4x4, which is probably the more sensible choice unless you're planning regular excursions into the boonies.

Anyone who is, however, need look no further. And if even the TwinAir's £16k price tag sounds a mite rich, check out the cost of a Land Rover badge – bearing in mind, too, that nobody will hate you for driving the Panda. No question, the Cross really is up there with the best of the mud-pluggers – small body, but big heart. Chi-Chi it ain't.



ABOVE: Easily switchable traction modes for whatever terrain variations the driver might experience



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# Fiat Freemont

### All the cars you want?

hile playing with Pandas at Balocco, we had the opportunity to sample the equivalent 'Cross' version of Fiat's full-size SUV, the Freemont. Part of Chrysler's dowry to Fiat at the time of their marriage of convenience, the Freemont is in fact a re-badged Dodge Journey, offered with a choice of Chrysler-sourced four or six-cylinder petrol engines and Fiat's own 2-litre MultiJet turbodiesel with either 140 or 170bhp. Both FWD and AWD models are available, and the Cross, while perhaps less radical than its Panda equivalent, is the fully optimised four-wheeler.

A spacious seven-seater, the Freemont won't be coming to the UK, despite Fiat's claim that it's 'all the cars you want'. Given Big Mama's track record over here recently with anything much bigger than a B-segment hatch that isn't too surprising. But as well as being a Dodge and a Fiat, the Freemont could just as easily be a Jeep, and that's a brand we Brits have long taken to our hearts.

And a quick outing in a 170bhp MultiJet AWD on the roads around Balocco was enough to cement the Jeep connection. The top diesel comes with a six-speed automatic box which complements the MultiJet perfectly, and the whole driving experience was, well, Jeep-like – and none the worse for it. On hot, dry Italian B-roads the ECC (Electronically Controlled Coupling) charged with dishing out the power to the four wheels had a pretty easy time of it, and there was no chance to go off-road; but with that bloodline we can probably take its efficacy as read.

As it was, progress was smooth, fast and unflustered. The Freemont's low, squat stance (compared to most obvious European rivals) contributes to fine handling which doesn't compromise an equally agreeable ride. With lots of leather and tons of toys, the interior is nice too. And the fact that it's not really a Fiat at all hasn't put off the Italian punters, judging by the number to be seen about. Their gain is our loss. Simon Park



### **FIAT FREEMONT CROSS**



#### **TECHNICAL SPECIFICATIONS**

#### FIAT FREEMONT 2.0 MULTIJET AWD

In-line 4-cylinder turbodiesel ENGINE: CAPACITY 1956cc

BORE X STROKE: 83mm COMPRESSION RATIO: 16.5:1 FUEL SYSTEM: Comm 83mm x go.4mm

10.5:1 Common rail MultiJet 2 direct injection 170PS (168bhp) @ 4000rpm 258lb ft @ 1750rpm Six-speed automatic, four-wheel drive

POWER:

TORQUE

TRANSMISSION: goarm discs (front), 305mm discs (rear) Independent with MacPherson struts, anti-roll bar (front) independent multi-link wishbones, coil springs/dampers, BRAKES: SUSPENSION:

anti-roll bar (rear)

TYRES: DIMENSIONS: 225/65 R17 or 225/55 R19 4888mm (L), 1878 (W), 1691 (H) KERB WEIGHT: 2089kg

FUEL CONSUMPTION:

38.7mpg (combined) 114mph (claimed) 11.1sec (claimed) MAX SPEED: 0-62MPH:

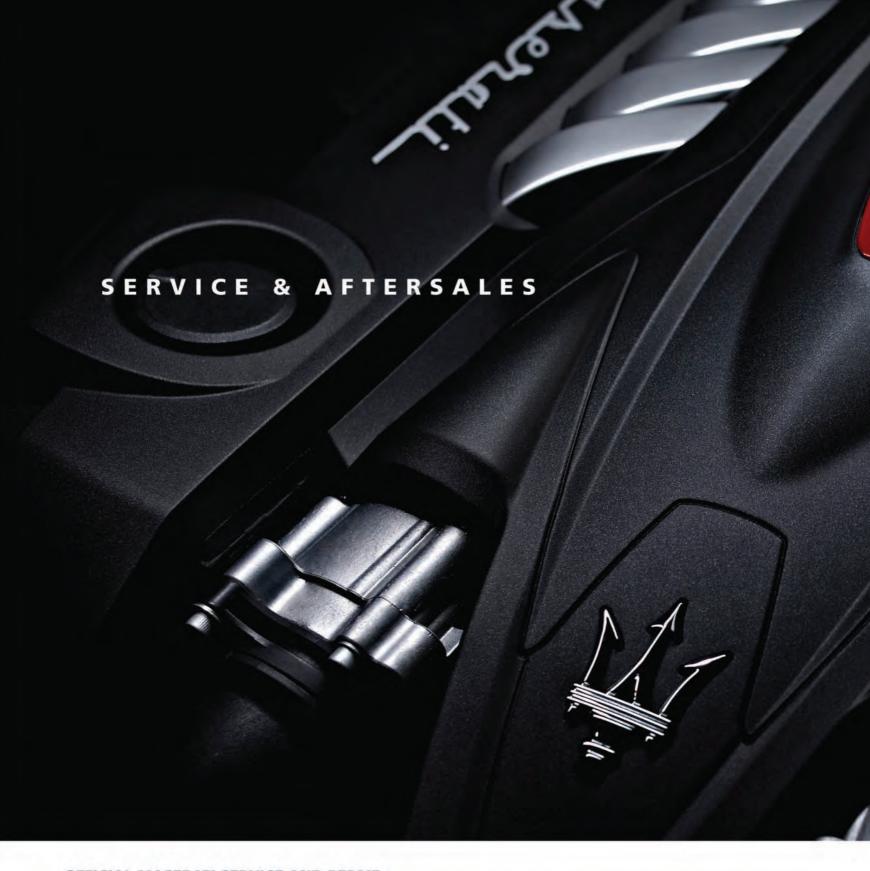
PRICE: €32,790











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# A Sting in the Tail

Does the Abarth Punto Scorpione live up to its brand heritage?

Story by Andy Heywood Photography by Michael Ward









f ever any proof were needed that the reinvention of Abarth centres for the 500-based cars was at the detriment to Punto sales, then this long story of buying an Abarth Punto Evo is it. Regular readers may remember that I was an early-adopter to the Abarth brand.

On behalf of Auto Italia, I attended the brand launch at Mirafiori and was so enthused that when my previous Panda 100HP turned three, I duly ordered one of the first Abarth Punto Evos delivered to the UK. For me Punto over 500 was an obvious choice, especially in Evo form. There were practical considerations, like the extra space. I also preferred the looks and the detail styling of the larger car but most importantly, I felt that the 1.4-litre MultiAir was a much better power unit than the old T-Jet fitted in the 500.

How time flies. I enjoyed three years with that Punto Evo and its sweet, free-revving engine combined with pin-sharp handling. And so, when thinking about a replacement last year, I considered another Evo. How little I knew about where that decision would lead me.

When the Abarth brand re-launched, there existed the option of the Esse Esse kit. A wooden crate with an Abarth badge on it, was delivered to your dealer with goodies such as funkier wheels, harder shocks, shorter springs and induction kits – the tradition of the Abarth 'cassetta' from their 1960s heyday according to the marketing people. Or more cynically, a way of avoiding extra homologation regulations for 'modified' cars. When you ordered your new Abarth, you had to buy it as the 'standard' car and then take it back to your dealer within six months to have the Esse Esse kit fitted.

When I bought my first Punto Evo, the model was so new that the Esse Esse kit for it had not even been launched, and when it was, I felt that the circa £4000 price for supply and fit was more than I was prepared to pay. As I say, I was enjoying the way the car drove with its 165bhp output and so I left well alone.

I'm sure that the dealers found the whole idea of the Esse Esse kit a bit of a challenge, both to sell and to administrate. Not surprising therefore that eventually the Esse Esse kit modifications were homologated with the result that the Abarth Punto Evo Esse Esse would become a standard, off the shelf, model called Abarth Punto Evo Supersport.

The basic specification of the Supersport included the 180bhp version of the MultiAir 1.4-litre turbocharged engine, the lower suspension and brakes of the Esse Esse, and to distinguish it from the previous (my previous) car. The traditional







#### ABARTH PUNTO SCORPIONE



ABOVE: Interior reminders that you are driving an Abarth are understated and confined to the steering wheel and trim stitching

Abarth stripes on the sides were replaced with some slightly questionable matt black panels on the bonnet and roof.

When I started my search I worked out that the Supersport should give me a natural progression from my old car and I began to configure a car to the exact specification that I wanted. The one aspect to the Supersport that I didn't like were those stripes and to minimize the effect of them, I decided on the exterior colour of black. Ideally I also wanted to go for the 18inch wheels this time instead of the standard 17-inch and I actually fancied the natty Sabelt seat option, which I hadn't felt justifiable last time. When I put all that into the mix, it was politely pointed out to me that what I really wanted was a Scorpione.

Such is the low level of marketing for the Punto versions of Abarth cars that I have to admit that the Scorpione had all but passed me by. In my head I had a picture of an iconic coupe from the late 1960s with an 850 engine in the rear but apparently this new version taking another original name was a special edition of the Abarth Punto Evo, launched in 2012.

It was true that the specification was pretty much perfect for me. Scorpione was available only in black, used all the Esse Esse kit parts, and had the 18-inch wheels painted gloss black plus the Sabelt seats. In addition, some Scorpione-only cosmetic detailing and a more-sporting exhaust system completed what seemed to be the dream Abarth for me. And then there was the price and delivery. I could have ordered a Supersport with most of this specification, which would work out at approximately £22000 and take up to 12 weeks to arrive. Or I could have a Scorpione that was in stock for just shy of £18000. Too good to be true I hear you say; well, maybe.

The Scorpione was conceived at a time when the Esse Esse versions had not yet been homologated for sale in the UK, so because it featured all of the modifications of an Esse Esse, the only way they could be sold here was if they were first registered in Italy and then imported as a used car. This was seen as the best solution at the time but only two dealers in the UK were brave enough to take them and the quota of 20 examples in right-hand drive was split between Rockingham Cars and Thames Fiat. The initial retail price of the car was £22,995, not unreasonable considering the complete specification but they were clearly not a fast seller when you consider that they were all made in mid-2012 and I bought mine in November 2013.

As it turned out of course, homologation did take place on the Supersport, rendering the Scorpione loophole no longer necessary and the dealers left with very high-spec used cars that were more expensive than a new one. In addition, while all Puntos come with a two-year warranty, on the Scorpione this commenced when the car was first registered in Italy and therefore only the balance would be left for the new owner. Who on earth would buy a car like this?

Er, I would. For me, the rarity factor of being one of 20, the extra cache of having 'Abarth & Co' as the first owner of the car and the ultimate specification were enough to persuade me that this was the right thing to do, plus of course the fact that even a year later, Thames Fiat had still only sold eight of their allocation and therefore had discounted the prices.

So it was that finally, in early November last year, I delivered my old Punto Evo to Thames Fiat and drove away in the slightly newer Scorpione. The difference between the two cars was immediately obvious. More torque from rest, a harder-edged burble to the exhaust and certainly a more focused feel to the handling, helped by being wedged into the Sabelt seat. Call me old school (and indeed my demographic is not the





average for Abarth buyers I suspect) but I ran the car in diligently before being able to find out just how much better it was than the standard one.

There is no doubt about the fact that the springing is hard. It makes my old 156 GTA seem quite soft by comparison. The 18-inch wheels and the lowered springs see to that but the trade-off is incredibly flat cornering and a hugely improved grip level. Turns out you really need those Sabelt seats! But dynamically, it is the brakes that show the largest improvement. These were the weak point on the old car, being lacking in feel and too early on to the ABS. While the larger brakes need a few prods to get them up to temperature, once that has been achieved, they are magnificent and feel more than capable of surviving even track days, never mind road use.

Considering that there is only 15bhp difference between this and the standard car, the extra power makes itself felt throughout the rev range. However this does add to one of the problems for which the original car was criticised - torque steer. With the old car, full throttle (and ergo full boost) on a wet

road, produced a considerable amount of torque steer. With this car, you can provoke it on a dry road. Driven aggressively, the Scorpione can be very disobedient and you can find yourself steering on the throttle, which is quite something on a frontwheel drive car. Some may find that irritating, others will find that it adds character. At the end of the day it is an old-fashioned driver's car.

Funny really, that the Abarth brand these days is all about youth culture and hash tag this and that and yet the character of this Punto is so analogue. Large power output, hard springs, big wheels - a grown up boy's toy for those that cannot fit into the latest Abarth branded, slim-fit clothing.

It had seemed like quite a saga to get to the point of buying my Scorpione but I'm glad I did. It feels like a type of car that won't be made again and has collector appeal – it's rare to be rare these days. But there is so little information out there on Abarth Puntos compared to the 500 and its myriad variants that you really have to want one and be prepared to go on the 'journey' to find one. A sting in the 'tale', one might say.

ABOVE: The 1.4 Turbo develops 180bhp at 575orpm. It does the o-62 dash in 7.5 seconds and can top 135mph





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#### Ferrari 250 Pininfarina Coupe

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The Ferrari Specialists





# Coupe Keepers

A review of two desirable Coupes from the 1990s that are destined to become tomorrow's classics

Story by Chris Rees Photography by Michael Ward



wo coupes from the same Italian car group, both able to trace their origins back to the

Fiat Tipo front-wheel drive floorpan. Surely a recipe for identikit cars?

Not even remotely: despite the connections, the Alfa Romeo GTV and Fiat Coupe are very, very different beasts. In their day, they looked stunningly original, and even today there's nothing else that even looks close.

Fiat's Coupe was first to arrive in the UK in 1995, hotly followed by the GTV. I well remember experiencing them back-to-back when they were launched, and asking myself the question, which would I rather have? That was an impossible question to answer then, and it hasn't changed today: in terms of looks and temperament, they're miles apart.

The world is finally waking up to just how great these cars are as junior classics. So what better reason do we need to bring together two fantastic examples of the very pinnacle of their respective breeds? From the Alfa stable, we have a GTV 3.0 V6 Cup limited edition, while from Fiat, there's a rare Turbo Plus edition of the Fiat Coupe 20v.

#### **ALFA ROMEO GTV 3.0 V6 CUP**

It may be a cliché, but the GTV's shape still looks fresh almost 20 years after its debut. Pininfarina's stunning shape – swage line cutting right around

the car, sharply sliced tail with rump-wide lights, clamshell bonnet headlamp cut-outs – still has a naturally dramatic, cultured look.

The Cup edition we have here – as inspired by the GTV Cup single-model race series – sports a bodykit (skirts, vents and spoilers) that divides opinion, but most Alfa people seem to be 'pro'. The Cup spec also adds a unique 'flat chrome' alloy wheel finish, checktrimmed interior, silver dash trim and a genuine Sterling silver dash plaque (in this case, number 131 of 155 Cups sold in the UK). Not everyone likes the obligatory red paint scheme of UK-supplied Cups, but it is certainly distinctive (indeed it's been suggested that there may well now be fewer non-Cup V6s in red on the road than Cup cars). And with only 6357 3.0 V6 GTVs produced between 1996 and

2003, any GTV V6 is a rare beast.

Andrew Maguire's beautiful 2002 Cup is virtually standard, but has a Quaife diff (fitted by





Autolusso), GTA 3.2 single-mass flywheel and clutch (saving around 4.5kg), Koni STR.T OE-spec dampers, Suplex OE-spec springs and custom exhaust with one fewer silencer in it.

#### **DRIVING THE GTV 3.0**

Ah, the Alfa Busso V6 engine: has there ever been a finer expression of the V6 art? The last true Alfa six-cylinder engine (before the Brera's descent into GM-built V6s), it's at its best in 3.0-litre GTV form. Sonorous yet refined, feisty yet smooth, it's got rev-happy punch at the top end and plenty enough torque at low revs.

However, like most front-wheel drive Alfa V6s, handling does suffer with the weight of those six pistons slung so far out front. Fitting a proper diff to the GTV V6 makes a huge difference. While in original spec, the V6 was a fairly soft-handling car with large doses of understeer on fast corners, the Quaife diff in 'our' car helps it keep its line much tighter. The body still rolls a fair bit in bends, but you can plant your foot right on the apex with no danger of finding yourself drifting wide, and grip from the Yokohama C.drives fitted to Andrew's car is excellent.

#### WHAT TO PAY

The days of on-the-floor prices for GTVs are disappearing fast, as the rough dogs out there are quickly vanishing. People are starting to spend decent money refettling GTVs – if not quite fully restoring them – and the £4k that Andrew spent refurbishing his Cup is fairly typical.

Prices for clean GTVs are now rising. Expect to pay at least £4000 for a good V6, with top-spec cars



#### **FUTURE CLASSICS**



ABOVE: Beautifully detailed engine compartment. Alfa Romeo's classic, sonorous V6 has yet to be surpassed

going for as much as £6k. Cups do attract a significant premium – perhaps as much £4k, which may seem surprising considering it's basically a cosmetic exercise, but if you want a GTV, the Cup is the pinnacle. Rarity is driving prices up – with probably only 130 Cups remaining on UK roads, you can expect to pay anywhere up to £9000 for the best ones.

#### WHAT TO LOOK FOR

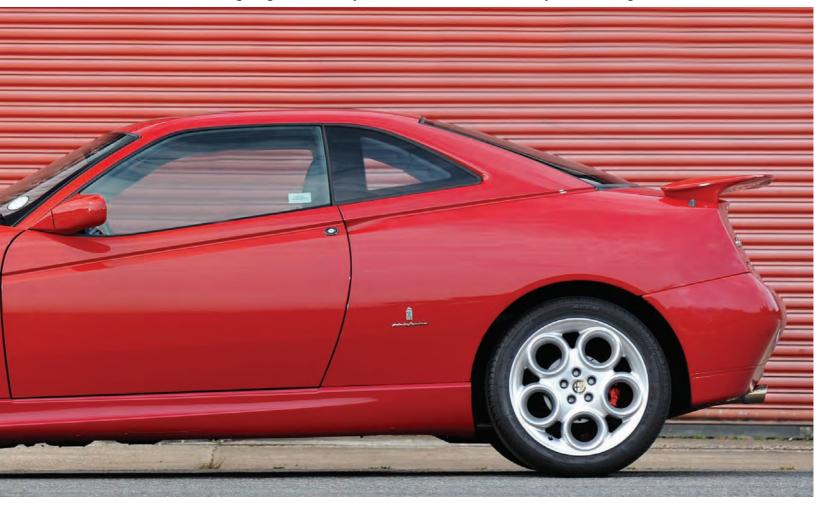
The 3.o-litre 24V V6 engine is very strong, as long as you service it well. Make sure the cambelt history (changed at least every 72,000 miles) is well documented – if not, a precautionary belt change is a good idea (£500-£600). Oil coolers tend to rust where the steel piping meets aluminium.

Standard diffs have a propensity for exploding and holing the gearbox, so many cars now have a Q2 or



Quaife diff fitted (around £750). Tyre wear is pretty severe; uneven wear could simply be a wheel alignment issue, but could also point to worn suspension. And V6s do suffer from suspension issues. Front dampers wear quickly and lead to crashy, wallowy handling; new original-spec aftermarket dampers (such as Koni SRT.Ts) can be as good as Alfa ones. Bushes tend to wear quickly too, adversely affecting handling, so Powerflex bushes are a good, long-lasting option.

If the clutch needs replacing – and it is a GTV weak point – it could cost you as much as £700; it's definitely worth thinking about the LSD upgrade mentioned above at the same time. The V6's dual mass flywheel is often replaced with a conventional conversion for around £700. Brake disc warp is another common ailment, as well as seized calipers. Electrics can be flimsy, so check things like the windows and sunroof,





dashboard warning lights, jammed aerials and inoperable immobilisers. Some parts are now unobtainable new – including the door check straps, front grille, scuttle panels and expansion tank.

Originality is prized, and cars with bodykits (except for Alfa's Cup kit) or tarted-up cabins are shunned these days. Acceptable mods include a new diff, uprated suspension, stainless steel exhaust and better discs. "But you don't actually need any upgrades," GTV specialist Clive Goodridge told us. "At the end of the day, you can't beat the feel of a good standard car with new suspension."

#### **FIAT COUPE 20V TURBO PLUS**

Like the GTV, the Coupe's shape has aged very well. That Chris Bangle-penned profile, so controversial at the time, has fundamentally good proportions – and there's no mistaking the Coupe for anything else. The sculpted headlamps, Ferrari-esque rear lights and wing 'slashes' are all utterly individual, while the cabin, with its body-colour swathe of dashboard, looks great. Unlike the GTV, the Fiat is a true four-seater, and also boasts a usable boot.

Although launched in 1993, the Coupe didn't arrive in

the UK until 1995. Undoubtedly the most desirable version is the 20v Turbo, and in 1998 'LE' (limited edition) form it's even more so, with its six-speed gearbox, push-button starter (a real novelty in its day), Recaro seats, bodykit, strut brace, white dials, cross-drilled discs and titanium colour-coding. Then in 1999 came the 20v Turbo Plus, essentially to LE spec but with red-stitched leather trim and unique wheels and grille. Production of the Coupe ceased in September 2000, with 72,762 sales in total, and probably fewer than 6000 Coupes are now left in the UK.

John Anastasio's Turbo Plus is Broom Yellow – a rare colour and very much favoured (alongside Sprint Blue). Amazingly, this example has done 187,000 miles and still on the original turbo – proving that the Fiat can be both durable and reliable. John's secret? "Just keep on top of the maintenance. With regular oil and cambelt changes. Not thrashing the car also means the turbo can go on and on. I've had a compression test done and it's just 10% lower than original."

John had always wanted a Coupe from launch but insurance at the time was prohibitive. He bought his first Coupe six years ago, and this his fifth. "I'm keeping this one totally original," he says. "I've got another one

ABOVE: Fiat have yet to come up with anything as good as the Coupe in terms of looks and performance









1949 YKK

that's highly modified, but this is a keeper. And originality is where the demand is now." He's right – unmolested Turbos are now a rare sight.

#### **DRIVING THE COUPE 20V TURBO**

With the 2.0-litre five-cylinder 20v turbo engine, the Coupe knocks on the junior supercar door, and its 0–62mph time of 6.5 seconds and top speed of 155mph still beat most hot hatchbacks today.

The Coupe comes from an era when turbo lag still hadn't been dialled out, and there is a fair slug of it to contend with, but as soon as the turbo's spooling properly, the pull is truly impressive, especially at high revs, at which point the five-cylinder engine is deep into its gruff song. I'm quite surprised at just how muted the sound from the standard exhaust is, however.

The pedals are slightly offset and the steering wheel is low-set, even at its highest adjustment point, but overall the Coupe helm is a comfortable place to be, and the well-bolstered seats hug you in place as you corner. The gear lever throw is longer than you'd like for a sportscar, and with 187k miles on the clock you can forgive the old girl some notchiness. At 2000rpm in top, it's doing nearly 60mph, so motorway cruising is pretty relaxed, but the ratios are close-stacked enough for plenty of on-boost fun. It's also very docile in town.

As for handling, the 20v Coupe is less composed than the GTV. As each corner tightens, so body roll increases, but the Coupe still holds its line well, with good grip from the 225/45 R16 tyres. The Viscodrive limited-slip diff does a decent job of limiting understeer, but there's no escaping the bucking bronco feel on boost with the steering wheel in any position other than dead centre. It's barely tamed, but that's part of its charm – very few modern cars feel anything like as alive as this.

#### WHAT TO PAY

The Coupe remains fantastic value, but prices are starting to rise now, particularly for standard, unmolested cars. Enthusiasts always want the 20v Turbo, and the Plus is absolutely the one to have. Reckon on spending £2000 for a Turbo in decent usable condition, up to £4000 for an LE, and up to £6000 for the best Turbo Plus.

The five-cylinder engine's exhaust manifolds tend to crack – check for a ticking noise on from cold. Turbo wear is easily identified by bluish smoke at idle. To fix each of these problems is probably going to cost you in the region of £600. Cambelts are very expensive to change, too – dealers charge £1000 plus, but specialists can do it for perhaps half that – so check that this hasn't been scrimped on.

#### WHAT TO LOOK FOR

Maintenance is a breeze, reports John Cartlidge of Fiat Coupe specialist, Midlands Car Servicing (www.midlandscarservicing.co.uk) and even a full service costs only £150. Typical parts prices are a clutch at £400 and rear wheel bearings £110 per side, while if you ever need a replacement engine, they're readily available used at around the £400 mark.

Bushes all round tend to wear out, and alarms frequently malfunction, too. The bonnet release often breaks, and if you need to replace the bonnet itself, it'll be at least £350 secondhand. New front lights are £300, but discoloured Perspex covers (a common complaint) can be prevented by going over them with T-cut. There are a very few parts you can't obtain, and while some interior trim is no longer available new, there are usually secondhand options to chase. 'Plus' seats and wheels are now scarce, though, as are the unique Plus front grille and Sparco front strut brace.







#### TECHNICAL SPECIFICATIONS

ENGINE: CAPACITY: BORE X STROKE: POWER: TORQUE: TRANSMISSION: BRAKES:

SUSPENSION:

DIMENSIONS: KERB WEIGHT: TOP SPEED: 0-62MPH: PRICE WHEN NEW V6-cyl DOHC 2959cc 93mm x 72.6mm 218bhp at 6300rpm 195lb ft at 5000rpm 6-speed manual Vented discs front/solid discs rear MacPherson struts with transverse arm front, multilink rear 4285 (L) 1780 (W) 1318mm (H) 1415kg 148mph 6.8sec £26,044 (2001)

**ALFA ROMEO GTV 3.0** 

#### **FIAT COUPE 20V TURBO PLUS**

5-cyl DOHC 1998cc 82mm x 75.65mm 220bhp at 5750rpm 230lb ft at 2500rpm 6-speed manual Vented discs front/solid discs rear MacPherson struts with transverse arm front and rear 4250 (L) 1766 (W) 1340mm (H) 1385kg 155mph 6.5sec £22,825 (1999)







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am often asked which of the cars I would prefer to own that we feature in Auto Italia. The obvious answer is all of them! Of course, the supercars are at the top of everyone's list but in the real world you really can't use them on a day to day basis. I mean, leaving a Lamborghini in the supermarket car park while you do the shopping is just not going to happen. In practical terms you would need at least two cars, one for high days and holidays and the other as a runabout.

Owning an exotic car has its own set of practical problems. You can only drive it from one secure location to another and leaving it unattended in any public car park is asking for trouble. At the very least the glass will be covered in greasy finger marks, worst would be someone in studded jeans leaning on the bonnet doing a selfie - I've seen it happen.

Public reaction to Ferraris and Lamborghinis has a pattern. Driving a Ferrari can often solicit envy and onlookers want to know who you are. "Is this YOUR car mate?" Reaction to a Lamborghini is all about the wow factor and less about the driver. In broad terms Ferrari is "look at me". Lamborghini is "look at this'.

There is a third top Italian marque to consider -Maserati. The brand has an aura of elegance and sophistication. Their owners have made a considered choice. Often they are professional people who respect the heritage of the brand and enjoy a car that is a cut above the anonymous silver grey German clones that just don't have that edge.

But Maserati is diversifying. The latest Quattroporte and Ghibli are clearly targeted at owners of the German equivalents and some Maserati supporters feel that the 'Italianess' has been diluted. Customers tempted away from Mercedes, BMW and Audi might see that as a good thing, while the 'Maseratista' don't. The need for turbocharging, in terms of economy and respect to the environment, is understandable but it does dilute the sound. Regardless of the clever devices that engineers fit to turbocharged exhaust systems, the resultant engine note is just not as entertaining as a 'traditional' V8. Enter the Maserati GranTurismo MC Stradale.

The introduction of the new Quattroporte and Ghibli have immediately dated the GranTurismo. To be fair it





ABOVE: View of the north end of Lago d'Iseo facing the west side and the lakeside town of Lovere the new turbo era is already upon us.

Like the Ferrari 458 Speciale, we might be witnessing the end of an era for Maserati too. Whether or not the reader sees this as a good thing the fact is that now could be the time to enjoy the 'old' V8 while we can. Auto Italia was determined to see out the GranTurismo in style so those nice people in the UK Press Office arranged for an MC Stradale to be made available to us at the factory in Modena. The plan was drive up to the

lakes, Lago d'Iseo in particular.

Our late afternoon flight into Bologna meant that after we collected the MC Stradale from the factory we needed to overnight locally before heading north. For many years we have stayed at Hotel Zoello in Settecarni (www.zoello.it), located between Modena and Maranello. While many modern 'red' hotels have been built in and around Maranello we prefer to enjoy the traditional local food and atmosphere at the family

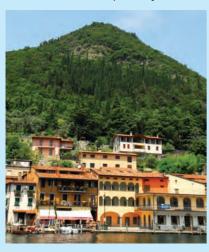


run Zoello. Zoello is away from the main road and has little passing trade, relying on local knowledge and recommendations. This is another case of the Italians keeping quiet about what they hold dear. The typical roadside cafe frontage does a good job of hiding the albergo tucked down the side. While this might not be a great promotion for the hotel it has the benefit of being discreet and is a safe haven for fine motorcars. Run by Isabella Gilibert, the hotel is absolutely spotless and is themed around film star Audrey Hepburn. The adjoining restaurant (closed mondays) serves excellent food accompanied with the essential locally produced chilled Lambrusco. Speciality of the house are Zoello's

gnocchi fritti for the starter. Frankly we could eat a whole meal of just them, delicious.

Suitably rested, the next day we set off in the Maserati for Sulzano on Lago d'Iseo. Almost immediately after joining the A1 at Modena Nord you fork right on the A22 that heads due north to Verona. The A22 is a fine stretch of autostrada, the ungalvanised Armco complementing the red leaves of the photinia and floribunda roses planted in the central reservation. Roads like this are what the GranTurismo is built for, burbling along in sixth gear. Somehow six ratios are so yesterday now we have seven or even eight to play with. Clicking the paddle

ABOVE: Regular, inexpensive ferry service provides the ideal way to enjoy the lake views











#### **MASERATI MC STRADALE**





ABOVE: Lightweight 20-inch rims have PZero Corsa tryes for extra grip. Note the 'M' design in the spokes

down into fifth, or maybe fourth to stir the blood, is enough to dispatch the common or garden German 4x4s that infest the Italian motorways.

Our destination was Hotel Rivalago at Sulzano (www.rivalago.it) on the east shore of Lago d'Iseo. This lake sits midway between Como to the west and Garda to the east, each one has its own personality. Como is associated with glamour where assorted films stars have their heavily guarded villas and the celebrated Concorso d'Eleganza is held at Villa d'Este. Garda, the most expansive of the lakes, is like a coastal resort and is criss-crossed by large passenger and car ferries. While Como and Garda are

popular tourist destinations, Iseo is much quieter. Tourism is less obvious here and it has avoided over promotion. There are some places in Italy that the Italians would prefer to keep to themselves and quite rightly so, Lago d'Iseo is one of them.

The visitor has a choice of bases to operate from. At the foot of the lake are the facing towns of Sarnico and Paratico, both of which are typical 'working towns' with limited attractions. Further round is Iseo which has piazzas and a very nice lake front where you can relax and take in the view. Our choice was Sulzano which basically functions as a landing stage for the five minute boat ride to Monte Isola. The island is a





pleasant place to be and can be circumnavigated by hiring a bicycle or catching the local mini bus. There are also local boat trips around Monte Isola and smaller islands. For those seeking to enjoy the island's fish restaurants the short boat crossing operates at regular intervals throughout the night.

A very efficient ferry service operates on Lago d'Iseo (www.navigazionelagoiseo.it) with a comprehensive timetable. There are departure points from Sarnico in the south to arrive in Lovere and Pisogne in the north. From Sulzano the morning trip to Lovere takes 90 minutes where the day tripper can enjoy a leisurely lunch before returning to base for late afternoon gelati.

Sulzano is supported by a couple of hotels and Hotel Rivalago is by far the most popular and better



ABOVE: Hotel Rivalago and waiting Aperol Spritz! BELOW: Hotel Zoello, Auto Italia favourite near Modena

and has an air of exclusivity but without Como prices! It's a great place to view the evening sun setting behind the mountains while you enjoy your Aperol Spritz aperitivo.

Hotel Rivalago has secluded covered parking for fine motorcars. However, Sulzano's lakeside streets are steep and narrow so great care should be taken with wide cars that also have low ground clearance. While the handling of the Maserati MC Stradale benefits from reduced body roll courtesy of its lowered suspension it can be tricky negotiating local streets and speed bumps.

regarded as the ultimate GranTurismo but as a hard appointed. Its lakeside location is ideal, very private core option. The MC Li 14152

This car should not be

#### **MASERATI MC STRADALE**





ABOVE RIGHT: Much stickered Ape on Monte Isola, one of Lago d'Iseo's main tourist attractions

Stradale is, in effect, the closest you can get to a roadgoing full blown Trofeo racing car. If this is what you want, the MC Stradale serves it in spades. What Maserati have done is offered a choice of driving experiences within the GranTurismo range. If you require a less edgey drive then the GranTurismo Sport S Automatica could be the Maserati for you. The ZF box provides silky smooth changes albeit with a slight handling disadvantage because the unit sits behind the engine unlike the transaxle-mounted MC Race Shift fitted to the GranTurismo Sport S and MC Stradale.

While the MC Race Shift 'robotized' manual gearbox changes take a mere 60 milleseconds in 'race' mode, they can be quite harsh. You can certainly feel the transaxle gearbox and clutch working hard.

The MC Stradale is operated in a slightly different

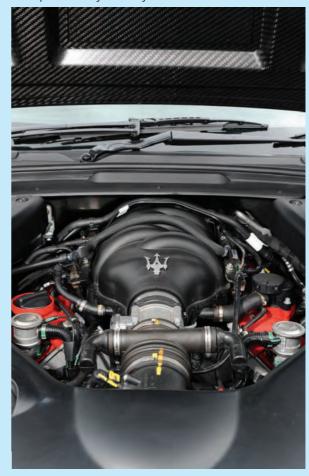
way to the rest of the range in the switchery department. On 'our' MC Stradale the exhaust bypass only kicked in in 'race' setting, where on other models it works on 'Sport'. And when the exhaust opens up you get the full benefit of that beefy 454bhp, especially in the long tunnels beyond Brescia and along the SP48 passed the lakes to the foothills of the Alps.

Is 454bhp enough? With Ferrari and Lamborghini playing power wars with their 700bhp machinery, Maserati have kept their power output within sensible limits. In real world driving – comfort, interior space, luggage capacity and low speed torque are more important than extreme, and largely unusable, performance. The Maserati GranTurismo is a good compromise – and does it all with personality and style.









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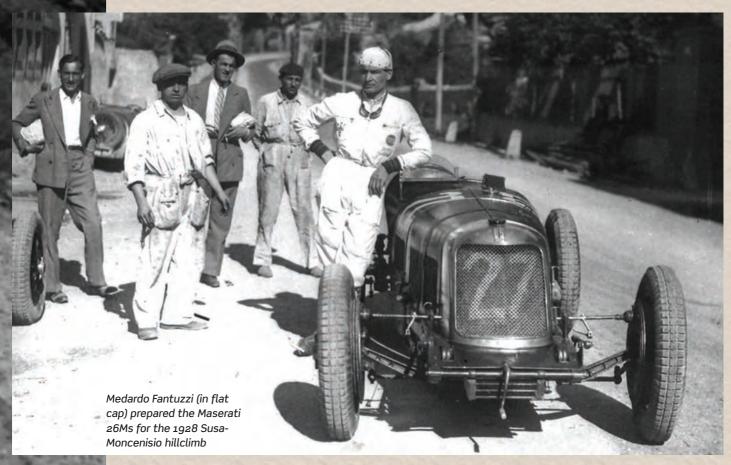
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## Medardo Fantuzzi

Overdue recognition for the achievements of the master craftsman who built the most celebrated Italian racing cars

Story by Elvio Deganello Photography by Archivi Deganello





edardo Fantuzzi was born November 2nd 1908 in San Lazzaro, Bologna. He became a coachbuilder through motor racing, an unusual path to take. His passion for racing began when he was a boy and he would explore every detail hoping someday that he would become involved.

In 1926 Medardo's opportunity arrived when he learned that the Maserati brothers were seeking staff for their workshop of Ponte Vecchio, not far from San Lazzaro. He applied for a job and was accepted and from his apprenticeship as a mechanic his insight, talent and passion enabled him to participate in the development of the Maserati 26B.

The Maserati brothers made everything in house, so Medardo learned how to operate engines, transmissions and brakes, and also build chassis and

bodywork. At the weekends he assisted with the racing and learned to interpret the needs of the drivers. Moving from one circuit to another, between people and different situations, he increased his knowledge and refined a natural empathy for racecar engineering.

The young Medardo was continuously involved in the construction of the Maserati 26B, the 8C 1100, 16-cylinder V4, the 26M, the 8C 2500, 4CS, 4CM and 8CM. The imperative was to win because the company was financed by awards achieved in racing. But with the growing competitiveness came increased costs and eventually despite even more victories the finances did not stack up. So in 1937 the Maserati brothers passed the company on to the Orsi family from Modena. In doing so they were able continue to follow their love of designing and building racing cars, without the worry of economic problems.



LEFT: Clay Regazzoni in the Fantuzzi-built 1968 F2 Tecno RIGHT: Serenissima Jet Coupe built for Le Mans







#### **MOVE TO MODENA**

The Maserati workshop remained in Bologna for two further years, then in 1939 it was moved to a new factory in Modena at Via Ciro Menotti 322, with highly qualified employees including Medardo Fantuzzi and test driver Guerino Bertocchi. On May 23rd 1940 the Trident 'squadra corse' was present at the Targa Florio, which took place in unusual



conditions, not only because it ran on the Circuito della Favorita, but also because war was raging in the rest of Europe. The euphoria of the victory with the Maserati 4CL driven by 'Gigi' Villoresi reinforced the hope that Italy would remain out of the conflict. But on June 10th history records that this was not so, and racing was not discussed again until six years later.

TOP: Former Cameron Millar Maserati 450S chassis 4502 voted Best of Show at Villa d'Este Concours 2014



#### ITALIAN COACHBUILDERS





TOP: Maserati 150 GT prototype based on A6G racer with 150S engine ABOVE: Maserati 300S (3059) at the Nürburgring with Jean Behra

More big changes were to come during the 1940s when, in 1942, the Fantuzzi family was blessed with the birth of their son Fiorenzo. In 1946 activity was restarted with the existing Maserati models but in 1947 the Maserati brothers returned to Bologna to found OSCA, because the Orsi family decided to gradually orient production towards the Gran Turismo road cars which were to be created outside the company. The first step was the A6 1500 bodied by Pinin Farina. At that time the racing cars were still the backbone of production and, as always, were made entirely in house. The bodywork was built in a specific area of the large room of the Reparto Forge, separated from the main plant.

#### **WORKING FREELANCE**

The responsibility of the new department was headed by Medardo Fantuzzi, with a special self-employed contract that allowed him to use Maserati's premises and equipment. In addition to the bodies themselves, Fantuzzi also built fuel tanks, seats, dashboards, hinges, locks and handles – in short, everything that was not the engine, chassis, transmission or electrical system. In the Reparto Forge was a press, but it was used only by body-builders working with mallets and hammers. "With the press we make a lot of noise, but with hammers we make more" Fantuzzi said with an air of superiority.

The bodies of each model were created from the instructions and sketches with the combined synergy of the designers, technicians and coachbuilders; the latter realised the ideas directly in the three dimensions of the so-called 'Filón' or 'manichein' (translates as vein or seam. Ed). This was a lightweight lattice framework of iron rods placed at regular intervals that faithfully represented the transverse and longitudinal sections of the bodywork. This was the traditional Modenese body former that differed from its counterpart of the 'mascherone' favoured by Turin,



which was a heavy wooden structure, more complex and costly to implement.

#### **MASERATI BY FANTUZZI**

After adjustments to avoid interference with the mechanical parts or to make the forms more practical or harmonious, the structure of the Filón was adjusted and the definitive version serves as a model to accommodate the shapes and sizes of the panels worked by hand from sheet metal. When all the elements fit properly on Filón they are welded together and the finished body is ready to be attached to the chassis. The body is then prepared to receive the paint and final finishing.

Medardo Fantuzzi built the bodies for most of the racing Maseratis, except for some that were assigned to Officina Fiandri when demand was strong. Fantuzzi's bodies were made from raw aluminium sheets while Fiandri often used annealed aluminium that was easier to work. There are also different hinges, locks, handles and general hardware, for which each builder had their own preference.

Fangio won the Formula 1 World Championship in 1957 driving a Maserati 250F with Fantuzzi bodywork. Despite this achievement, at the end of 1957 the Orsi family decided to end participation in official racing to concentrate instead on building roadcars, and in doing so the market welcomed the new Maserati 3500 GT.

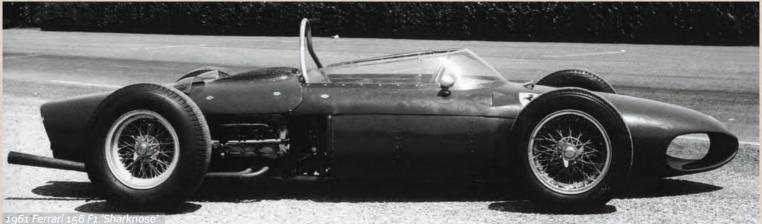
#### **LOCALE SEGRETO**

Fantuzzi was practically left without work. He did have a few projects like the 450 Eldorado for Formula Monzanapolis, a 150S dressed in 'civilian' clothes and the updating of some customer 250Fs, but it was clear that he could not continue this way.

Meanwhile Sergio Scaglietti, the official 'race' coachbuilder for Enzo Ferrari, had so much success with the 250 GT berlinetta and spider that he did not have the capacity to build other models. The







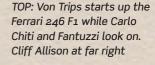
Commendatore evaluated the situation and had the foresight to provide the local Fantuzzi with a secret workshop in Via Trento-Trieste, inside the Scuderia Ferrari racing department where he could build the bodywork away from prying eyes.

Medardo also opened a small atelier in Via Accolti, opposite the Modena racetrack, where he could build and test the parts that did not require the physical presence of the chassis, such as fuel tanks and seats. Every morning at 09.00 Enzo Ferrari went to visit Fantuzzi in the 'locale segreto' (secret room. Ed) and every time Fiorenzo, the son of Medardo, was present. Ferrari was curious how the inexperienced Fiorenzo could possibly help with the work.

Medardo worked as self-employed and used the same 'Filón' framework to build the cars as he did for Maserati. The designs were created by the talented Edmundo Casoli, who was responsible for many Ferrari racing projects after consulting with engineers, and Enzo Ferrari who had the last word. Between them they created legendary cars like the 500 Testa Rossa and 246 F1.

#### **HECTIC PACE**

Medardo Fantuzzi's pace of work increased dramatically, which became hectic during the entire season. He was required to build bodies for the Mondiale Marche (World Championship of Marques), for Formula 1 and for the Euro Montagna (European Hillclimb Championship). He also had to provide assistance at the races, perform upgrades, and repair any damage caused by accidents. There was a brief respite between late October and early December, but Medardo used the break to work in the laboratory of Via Accolti to satisfy customers that required special bodywork. It was back to work on the racing







#### ITALIAN COACHBUILDERS



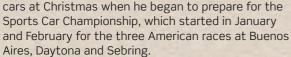












Fantuzzi bodied the Ferraris that won the Formula 1 World Championship in 1961 and 1964, the World Sports Car Championship in 1960 and 1961, the European Hill Climb Championship in 1962, and were continuously prominent in the 24 Hours of Le Mans from 1960 to 1964.

1965 began with changes in several areas. The work became more orderly and racing cars began to appear with fibreglass bodywork. Ferrari reduced his collaboration with Fantuzzi and entrusted more work to customer service departments. However, at Via Accolti there was still room for the bodywork of the small Formula 875 Monza single-seater and prototypes for racing cars from small manufacturers who still used aluminium including De Tomaso, Serenissima, ATS, Tecno and AMS.

Sometimes aluminium was just the first version of a new project's bodywork, which served as the 'master'





for the subsequent fibreglass versions. In some cases aluminium was only used for the central cell. Medardo, who was always foward looking, began to equip himself to work with the new materials.

ABOVE: Ferrari 330 LMB 4381SA was temporarily rebodied with a barchetta body for a feature film

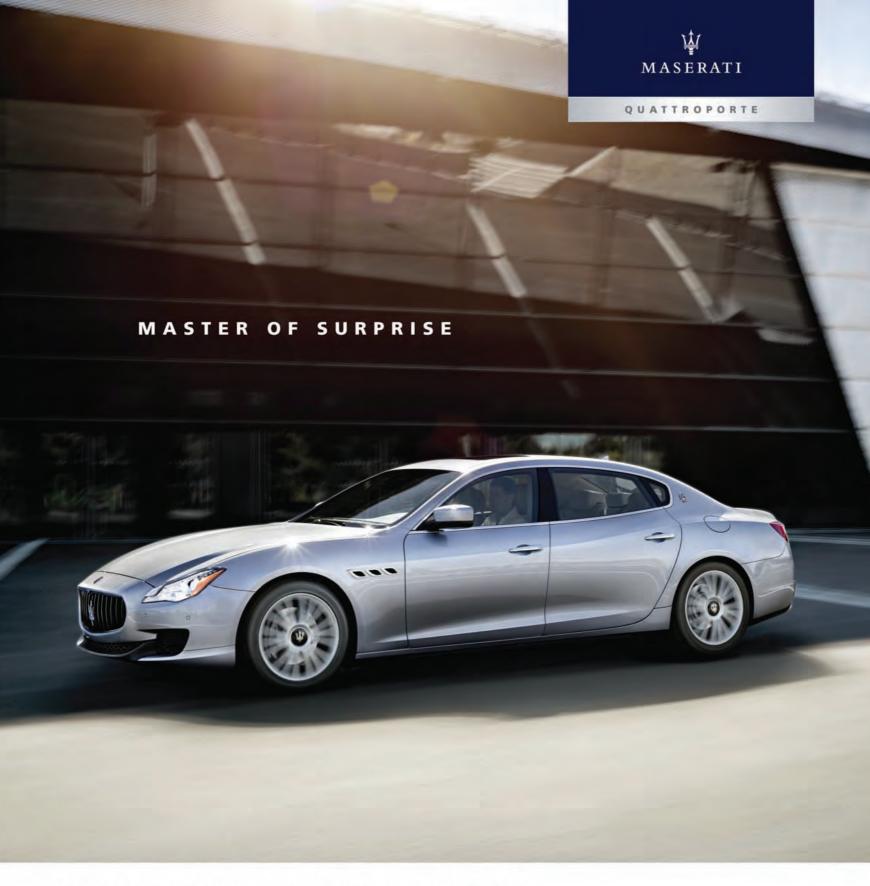
#### FIORENZO FANTUZZI

Medardo's son Fiorenzo discovered that overseas there were collectors of racing cars built in Modena that needed to find someone who knew how to repair them. From the knowledge gathered from the original construction methods a new system was born, the new profession of restoration, which until then no one had thought about in Modena. At this point Fiorenzo took the reins of the company, which became the reference point for the owners of historic Maseratis and Ferraris, at that time many of them were restored solely by Fantuzzi.

Eventually the company moved to new premises in Via Delfini, near the A1 Autostrada. Fiorenzo remained there until 1993, when his activity ceased in order for him to devote himself as a consultant and the role of jury expert for the world's most important concours d'elegance.







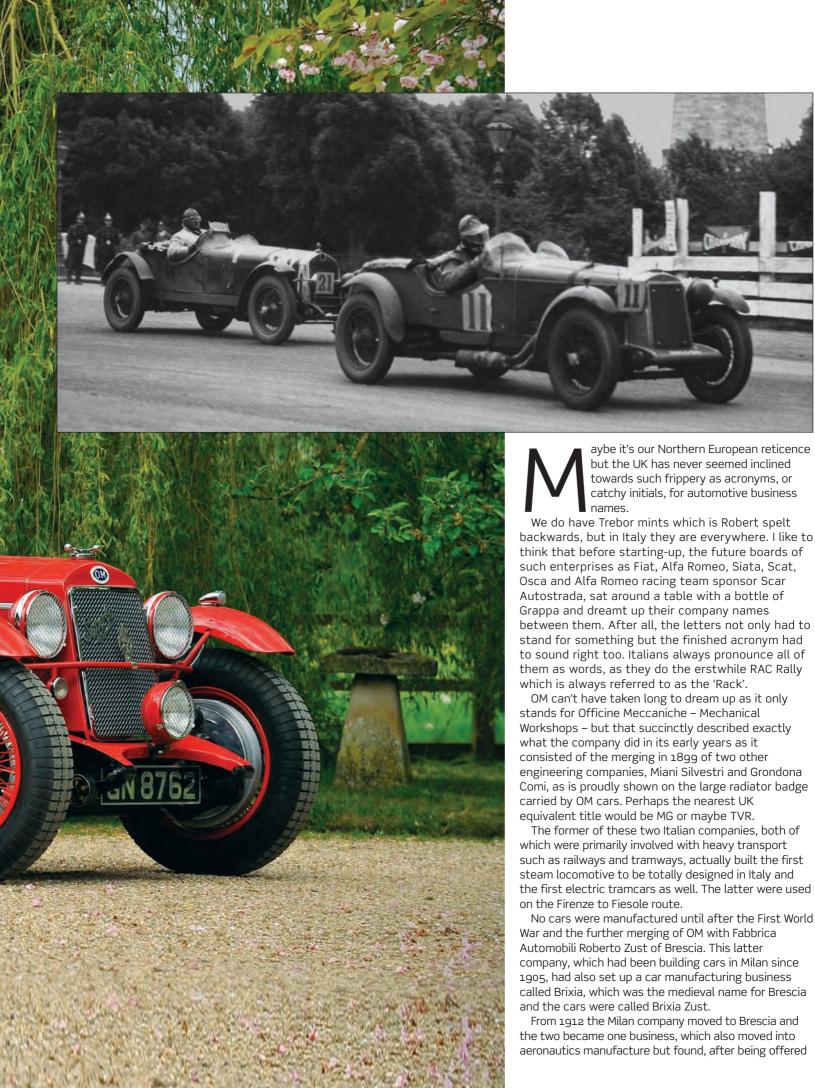
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ABOVE: This OM finished 15th in the 1930 Ards TT driven by Giulio Ramponi and Edgar Fronteras

much work they couldn't cope with, that their ambitions outstripped their ability to deliver and at that moment, in 1917, OM stepped in and took them over.

The combined companies' first car appeared under the title OM as the \$305 and was little more than a warmed over Zust, utilising the latter's erstwhile 4712cc side-valve four, a typically Edwardian power unit, producing a giddy 35bhp.

Very soon after this OM unveiled their first new car, entitled the Tipo 465. The title derives from the fact that its power unit had four cylinders and a cylinder bore of 65mm. Whoever dreamt that up obviously had nothing but contempt for the stroke, as it was never mentioned.

So, this first car had a 1327cc engine and by 1920 had been superseded by the 467 (1410cc) and the 469 (1496cc) but they were staid, even by the standards of the day, making use of only side-valves, a flexible chassis to absorb bad road-surfaces and stiff springing.

Despite this, there were some advanced features. The engine had a cast-iron block but alloy crankcase and sump. The camshaft in the crankcase operated the valves via long valve stems in the block for better heat dissipation and the charge was ignited by a Bosch 12 volt electrical system which was quite unusual at this time, most cars making do with six volts. It also sported a cast, light-alloy front bulkhead, which supported another upon which the dashboard was mounted.

By adding two more cylinders to their four, OM created the 665 of 1923 – six cylinders and 65mm bore giving 1991cc with a 100mm stroke – and with a stretched chassis of 3100mm they were, at first, called Superbas and tended towards being more suitable for the luxury market, as they were well equipped. By 1925 a lighter, sportier and more powerful model on the same chassis had been introduced and that year two examples, driven by the Danieli brothers and Foresti/Vassiaux, managed to dead heat for fourth place at the end of the Le Mans 24 Hours. The Danielis returned in 1926 only to be beaten into fifth place by Minoia/Foresti in a similar model. The latter also took

the Index of Performance award.

OM started to create considerable publicity for itself through competition as the 665 was gradually developed. The 665 Sport was released with twin triple-diffuser Zenith carburettors and a chassis shortened to 2790mm. In 1928 a lowered version was announced with underslung chassis and a lower body line helped by moving the base of the radiator forward and then tipping the unit backwards. Further work produced a Roots supercharged version in 1929 but the 1991cc capacity had reached the limit of its development and for 1930 a 2221cc model was introduced. This was created by increasing the bore to 68.65mm. The name of the cars remained 665 as I guess it would have been difficult to market an OM 668.65...

That same year, a further increase in capacity was offered with the stroke lengthened this time, to 115mm, giving 235occ and it is this unit that powers our featured car. Possibly because OM was increasingly turning to commercial and industrial vehicle production, the 235occ car engine still only enjoyed side-valves but even so, with a supercharger, power output had increased to a minimum of 95bhp. Interestingly, the UK agent L.C. Rawlence offered an overhead valve cylinder-head conversion, but this was never sold in Italy.

The motorsport results started to pile up and in the first Mille Miglia the marque pulled off the remarkable feat of coming home 1-2-3. It was equally satisfying as the race started and finished in OM's home town of Brescia.

Our featured car, a 1929 OM 665 SSMM, has been consigned to the effective and successful hands of Bonhams, to be sold in their prestigious Goodwood Revival sale in September. It is one of the short chassis, low bonnet-line cars and has a considerable history.

After success in previous Mille Miglias, OM went to the extraordinary lengths of entering 23 cars in the April 1930 event. However, few were of top specification like this car. Unlike later iterations of the round Italy enduro, the race started at 11.00 with the slow cars and it was not until after midday that the faster cars were underway. The route went first



ABOVE: Because this OM ran in the 1930 Mille Miglia it has automatic acceptance for the retro event

across flat country to Bologna and here, speed was the most important asset.

Nuvolari's Alfa Romeo took over a lead from Arcangeli's Maserati, that he was never to relinquish, but the torque and handling of the OMs was such that our featured car, crewed by Bassi and Gazzabini, was in second place by the time they all descended into Firenze. It wasn't to last, because the favourite Alfa Romeos were past before the field arrived in Rome. Because of the late starting time, it became dark on the return journey northwards via Perugia and Ancona and back to Bologna again. Nuvolari was involved in the incident that has now become both myth and legend, when he is supposed to have followed Varzi with lights off, only to switch them on and roar past during the final stages. The OM crew would have been delighted to finish first in class and fifth place overall, being beaten only by Nuvolari, Varzi, Campari and Ghersi, the best drivers of the period in the acknowledged best Alfa Romeos. Later in May, Ferdinando Minoia drove the car to 10th place in the Targa Florio underlining how tough the OM was.

Rawlence, the UK agent, was very active in marketing and publicising OM and he persuaded two of the Italian factory cars, including this one, to come to

Britain and take part in both the Irish Grand Prix and the Ards TT race. This latter was an extremely prestigious race held over a dangerous road circuit that included such difficulties as a narrow right turn past a butcher's shop in one town centre.

Giulio Ramponi, who had been with the Alfa Romeo team the previous year, brought the car home in ninth place in the Grand Prix, before the OMs moved from the Republic to Northern Ireland for the TT.

The TT had first been held in 1928 and by 1930 drivers were asking for the most dangerous and narrow sections of the circuit to be specially marked. For the faster cars a lap occupied about 10 minutes. The organisers reacted by designating the sections no-overtaking areas. Campari in his Alfa Romeo ignored all the rules, being brought into the pits for a ticking off. He refused to actually stop his car and continued at walking pace, with the officials shouting at him in broad Irish English while he shouted back in Italian. An interesting moment.

OM had entered the two works cars in Class D and Rawlence was to run three of the 1991cc supercharged cars in Class E. Our featured car was crewed by Ramponi, Fronteras and Conti. A very complicated handicap system meant cars left at intervals with credit laps. By the end of a gruelling day that included much rain, our featured car finished 15th overall and its sibling was 17th.

Despite these successes OM was more interested in commercial vehicles and in 1933 the company was acquired by Fiat, after which it no longer manufactured motor cars. Its stock of cars and parts were sold to two OM executives who set up business under the name of Esperia, although it is doubtful that they ever actually built anything new.

OM's commercial and industrial vehicles, in conjunction with German firm Saurer, moved from strength to strength and it is still possible to spot an OM on the road in Italy, although the marque ceased to exist from the end of 1974 when it became one of the constituent parts of the newly born Iveco.

Our featured car then was one of the last OM cars and the best. It is guaranteed entry to the current Mille Miglia and will undoubtedly be one of the star lots at Bonhams Revival sale.





### A Tale of two Turbos

A pair of fast turbocharged Fiats with their roots in the '80s, have two very different ownership propositions

Story by Sean Carson Photography by Michael Ward













#### A FEEL-GOOD BOOST

With an engine and transmission that have covered just 368 miles since the rebuild I ask Jeremy what his imposed rev ceiling is. "4000" is the reply. That's plenty – even though the turbo is still running reduced boost until the motor has fully bedded itself in.

Pulling away from the apron at Bruntingthorpe airfield the Uno's lack of mass and the peppy, fresh engine's level of willing is immediately apparent. And

that's starting from a dead stop in second gear, as the Fiat experienced a teething problem on the way up and lost first. A simple adjustment of the linkage should sort it, reckons Jeremy.

What's also noticeable straight away is the Uno Turbo's lack of assistance, and it's all the better for it. This is a car with a kerb weight of just 875kg, according to Nesbitt, and the reassuring weight of the steering as the rim gently waggles in your palms with such pure feedback is delightful.



#### **TURBOCHARGED FIATS**





LEFT: Outstanding engine detailing of a quality not often seen in a home garage based restoration

That lack of mass also presents itself when the clutch is fully engaged and you can explore the throttle's travel for the first time. Mindful of the rev ceiling and the wound-back boost setting, stepping into the car I adjusted my mental goalposts for a mildly punchy but old-school motor. I was forced to quickly readjust them again, as the standard 1301CC single-cam engine feels every bit as good for the 105bhp factory output. In fact, this is better than factory fresh, so even with its lungs restricted, it's surprisingly potent.

The power delivery is refreshingly retro in the most positive fashion possible. There's a touch of turbo lag as the boost gauge on the MKI Uno's original digital dial pack lags behind your throttle inputs, then the hit

comes – a quoted 108lb ft of torque (maybe a little down due to the self-imposed restriction here) as the bars of boost build – both visually and physically – to 350orpm on the horizontal rev display.

#### **DEVIL IN THE DETAIL**

It surges forward at a rate that'd keep an Alfa Romeo MiTo Quadrifoglio Verde honest and the fight to suppress the urge to rev the Uno's engine out is tortuous, such is the devilishly provocative side to the motor.

That character runs throughout the rest of the car. Brake technology has moved on in the 27 years since this Uno was first built, but there's still a reassuring level of stopping power modulated by a long-travel pedal, even if they feel a little devoid of life and initial



bite - with just 368 miles of wear on the discs and pads, each still needs to be keyed to the other, so some harder applications once the engine's rev limit has been extended should see them improve.

The pedal itself gives a lovely platform for heeland-toeing down the gearbox, with the light shift action providing an unusually tactile contrast to the weight of the brakes and steering by modern standards. The Uno responds sweetly to a touch of trail braking, helping adjust the short wheelbase chassis' line on the way into corners, but we're not pushing too hard today as this is a better than brand new car standing its owner in the region of £8000.

Heavy steering means plenty of stability, too. It lightens with speed and kicks back, bristling with feedback. The ergonomics provide a challenge, with the relationship between pedals and wheel forcing you to sit hunched slightly, but it's still a joy to drive.

Grip is abundant thanks to a 20mm drop in ride height and a front strut brace, the Scorpion stainless steel exhaust system is the only other modification from standard. It gives a lovely, deep fulsome tone, too, and suits the look of the car - it's period perfect visually.

Which is actually what Nesbitt wanted. The inspiration for this Fiat project was to "experience exactly what it was like in the mid- to late-'80s, going into a Fiat dealership and handing over £7000 to drive away in a MKI Uno Turbo. I wanted the car to be like new if not better."

He has most definitely achieved the latter, and money doesn't even really come into it, as he's quite explicit in outlining.





#### **TURBOCHARGED FIATS**







BELOW: Owner Bob Woodward has a knack of finding low mileage original Fiats, this is one of them

"It's not a financial exercise. In some ways it's going back to my youth, and in some ways it's a bit of retribution because of how I let the other one go – and shouldn't have done. I let it slowly dissolve into the driveway."

#### PRIZED PATINA

Nesbitt's immaculate example atones for his sins, but in contrast to the box fresh Uno, Bob Woodward's Fiat Croma Turbo is what you'd term a more used vehicle. Don't mistake that for scruffy or rundown though – this is a Croma that's led a cherished life.

This is actually Woodward's third Croma, after a standard gobhp CHT and a 2.0 i.e. automatic, and had covered just 30,000 miles under the only previous owner's tenure when Bob bought it back in August 2013. It's rare, too – with the effects of time meaning the original stock of Cromas in the UK has dwindled significantly (not to mention the rarer Turbo), it's thought Woodward's example is the only road-going big, blown Fiat saloon of its vintage in Britain.

At 24 years old the low mileage tally and impressive condition stems from that previous owner. For the last five years the car was frozen in time in a state of car cryogenesis; given as a retirement present to the former keeper, it was simply too fast for him to drive.

A snip at £1600 – and with extras such as the Abarth Sport tuning kit giving the vast expanses of Bordeaux body work a touch more presence – Woodward believes the Croma Turbo is a winner when it comes to performance per pound.

"Back in the late '80s, of that period, you couldn't buy a faster car for the money. You had to anticipate the turbo lag if you were driving it quickly, getting on the throttle before the apex, but when you got it right it was incredibly quick."

#### **POWER PER POUND**

Nearly 30 years since the Croma Turbo was originally released, you might expect the performance to feel dull by modern standards, but just like the Uno Turbo, the power delivery actually adds to the experience.

The Croma is much more refined, much quieter and much softer – exactly as you'd expect a big, four-door Fiat of that period to feel like. With 'just' 155bhp from its force-fed 2.0-litre engine, it might not sound all that much in a 1180kg car. However, again like the Uno here, 182lb ft of torque has a significant say in how the Croma serenely wafts off down the Bruntingthorpe runway. Officially, 0-62mph comes up in 8.2 seconds – once the turbo is wound up and breathing heavily – but Woodward believes his example is even faster.

"I've had a few specialists look at it and I don't think it's a standard 155. The engine is the same 185bhp eight-valve lump that went into the Lancia Delta when it became the HF integrale."

It does seem particularly urgent on the throttle in the mid-range. Which is in contrast to the style of cornering. All that refinement does impinge slightly on dynamic ability, and the Croma needs to be coaxed through the bends, rather than buzzing round them like the Uno.

Chalk and Parmesan cheese then, the two turbocharged '8os relics. Two cars similarly matched when it comes to straight-line performance, but two very different methods of getting from A to B and two very different ownership propositions – both equally appealing when it comes to their individual merits.









## The Best of Italy

Glamorous cars and glamorous people gather beside Lake Como for the Concorso d'Eleganza Villa d'Este

Report by Matt Zuchowski Photography by Konrad Skura

lbeit attended only by a handful of selected guests and with no more than around 50 cars present, the annual Concours d'Elegance held in the intimate gardens of Villa d'Este Grand Hotel on the banks of the alpine Lake Como is, beyond any doubt, one of the most important and prestigious events the car world has seen, and the epitome of automotive beauty pageants.

It was one of the first events of that type – one of the first automobile shows at all, really – and the best place for the finest coachbuilders to showcase their supreme craftsmanship.

In 1951, together with the demise of automotive haute couture, the event was, as the organisers put it, "postponed indefinitely". As it later turned out, this postponement was to last 35 years. Eventually, after several unsuccessful attempts, the Concours was back for good starting from 1999, brought to life by the BMW Group. Since then it has crystallised into the form we know today: several classes for classic cars changed each year, one for the contemporary concept cars, a show closed to public on Saturday and a garden party open to everybody on Sunday at

the classic Villa Erba, just a five minute cruise on a boat down the lake from the Villa d'Este.

The Coppa d'Oro award now honours the best car by public vote. This is still one of the most sought after Trofeos that changes hands here during the weekend, but the one that all of the participants have really brought their cars here for, be it from nearby Milano or distant Japan, is the gold trophy for the 'Best of Show', humbly named by the organisers Trofeo BMW Group.

Clear skies and pleasant temperatures motivated some of the guests to arrive in style in Rivas, or in their own cars - like Christian Kramer, who drove his particularly interesting white and red Mercedes-Benz 300 SL from his home in Germany. The Renaissance façade and frescos of the Grand Hotel dictate the dress code here as much as the cars themselves, with the drivers and their passengers often bringing back to life period fashion with their stylish outfits.

To get an idea of the enormity of the challenge the judges had to face with assessing the cars, consider this: a rarely seen Ferrari 250 GT SWB with a unique body from Bertone could count only on the mention of honour in its class, while a sensational pre-war Maserati V4 Sport with its sixteen cylinder engine and



a green Spider body from Zagato had to make do with only winning a six car strong Maserati class. As the effervescent speaker of the show, Simon Kidston, noted, more than a half of the cars of this year's Concours d'Elegance were one-offs, so there's little chance you'll be invited to the next edition if you have anything below a recently discovered Lancia prototype or one of the Ferrari all-time favourites.

Even if there are no official preferences or limitations with regards to the origins of the cars in the Concours, Italian cars comprised around half of the line up this year. Even if some of the cars presented weren't made in Italy, there was a fair chance they had something in common with it – like the body, in the case of Mercedes 230 SL subtly altered by Pininfarina and shown in Europe for the first time in decades, or the recently built Aston Martin DBS with Zagato body, and the premiered here MINI Superleggera concept car, made in cooperation with Carrozzeria Touring, which is recently enjoying

huge development. Even among French and American cars coming here, it wasn't too difficult to see where their makers drew their inspiration from, as in the case of the class-winning, intriguing Hudson Italia Prototype Ho1 or the Talbot Lago America, made at the same time and for the same clients as the similar looking export specials from Ferrari or Maserati.

The fortunate collectors who were given a chance to bring their Italian cars in front of the jury, showed them many Ferraris – the classical concours heavy hitters, such as 250 GT LWB California Spider, 250 GTO (bought by the Lionshead West Collection last year for \$42m), 250 GT TdF '14 louvre', or a very elegant 212 Inter Coupe with a bicolore Vignale body, the first car in the famous collection of American Peter S Kalikow that he didn't see when it was new. There were also some of the lesser known models from the exceptionally rich history of Ferrari like the inconspicuous, yet extremely rare 250 GT Interim which only a trained eye will distinguish from the only

ABOVE: Ferrari 500 TRC Scaglietti Spider ch. 0658 MDTR was among the cars in the Racing for Glory class

BELOW: Ferrari 250 GT 'Interim' ch. 1519 GT. One of just seven examples built with this style of bodywork











jury remembered the 450S well because of its lively departure during Saturday's concours presentation, its driver Egon Zweimuller Jr. leaving two black marks on the 500-year-old mosaic in front of the hotel.

While the brutal 450S with its dark blue Fantuzzi body was the experts' choice, the car that won most hearts and the Coppa d'Oro prize was Alfa Romeo 6C 1750 Gran Sport. This little known one-off (what else...) with a white and blue Spider Corsa body built by Giuseppe Aprile seven years after the car's conception in 1931, enjoyed as much attention as the car's owner, Corrado Lopresto, a very popular and likeable car collector, for whom it was already his fourth win at the Villa d'Este. That left another historically significant Alfa Romeo - a competition derived 6C 3000 CM with its fourth incarnation of the futuristic Pininfarina Superflow body – with only a class mention of honour. The rest of the numerous Alfa Romeos brought here, such as the great looking 1900C SS Ghia-Aigle Cabriolet or the shown hors concours 6C 2500 SS 'Villa d'Este' the very car that won the Coppa d'Oro award here in 1949, now fittingly submitted by the hotel itself could be easily, if undeservedly, omitted.

Apart from a small selection of precious classic Lancias, the genius of Italian coachbuilding was also represented by a fine example of Cisitalia 202 B and shocking Abarth 2000 Scorpione, whose Japanese owner, Shiro Kosaka, courageously drove it himself, despite virtually no ground clearance and unbearable heat in the cabin. Then there were also a pair of Fiats. Unsurprisingly, one of them was an 8V, but the other was one of those surprises that make this event so

special; it was the Fiat 132 Aster with a typical '70s, mad Zagato body, complete with an eight-track player and the owner in a psychedelic, hippie shirt.

The class of concept cars and prototypes had still more to show: from the six cars submitted for the concours only two didn't come from Italy; the four that did were: the Giugiaro Parcour, the beautiful Maserati Alfieri that was named the best in class, a vintage looking Berlinetta SS from a new manufacturer F.LLi Frigerio and the Lamborghini 5-95, an unexpected effort from Zagato based on a Gallardo, the last two cars having their world premieres here.

Once again, the show lived up to the high expectations, proudly continuing the traditions of the original concours. Concorso d'Eleganza Villa d'Este grants you an opportunity not only to see some of the rarest, most valuable cars in the history of cars, but also to witness this history with your own eyes. When the work of well-known Italian designer Aldo Brovarone was discussed during the presentation of one of the Maseratis of his design, to the surprise of the audience, Brovarone himself, now 88, stood up and shared his thoughts on the car. It was also a chance for legendary Jaguar test driver Norman Dewis to reunite with the special Jaguar XK 120 equipped with a glass canopy, a car in which he broke the speed record 61 years ago in Belgium.

Even if you're in the majority of those who can't show their cars at Villa d'Este, it's still a delightful experience to be part of the show as a guest, to admire the views, to have your say in public voting and to talk about the cars with fellow enthusiasts.

BELOW: The fourth Pininfarina Superflow version of the Alfa Romeo 6C 3000 CM, the 'Coupe Super Sport Speziale'





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## CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL EVENTS AND ITALIAN CAR CLUBS



hen the Maserati brothers first started building cars in Bologna, officially founded on 1 December 1914, for siblings Alfieri, Ettore and Ernesto to think the Trident would still be going strong 100 years later would have been a far off dream. A century on, after relocating to Modena in 1940 and

A century on, after relocating to Modena in 1940 and coming under Ferrari control as recent as 1997, the Modenese marque has taken over the Museo Casa Enzo Ferrari, birthplace of Enzo, to celebrate 'Maserati 100 – A Century of Pure Italian Luxury Sports Cars.'

Auto Italia was in attendance for the exhibition's inauguration, tracing back the manufacturer's story from the early days, through its motorsport exploits and successes, to its unique, coach-built one offs and modern, technologically advanced road and race cars.

### Pride of place

Twenty-one of Maserati's finest examples ever will be on permanent display in the ultra-modern 6000sq ft sweeping, wing-like exhibition hall, with over 30 cars taking to individual stages over the course of the sixmonth exhibition, running until January 2015.

Stepping from the hot summer atmosphere and into





ABOVE: Maserati 4CLT and A6 1500 Pinin Farina BELOW: Matteo Panini's stunning A6GCS Coupe

the crisp, hushed air-conditioned cool, there's a palpable sense that you're among greatness. From the straight-eight Tipo 26B of 1929 – the first car ever to display the Maserati name proudly on its grille – to sophisticated carbonfibre racers such as the MC12 Corsa, the ethos and approach to building and, importantly, racing cars has stood fast and proved strong over the firm's 100-year history.

Flanked by Nuvolari's 1934 8CM – the first European car to feature hydraulically operated brakes, proving Maserati's technical innovation and position as a cutting edge constructor at the time – the dark, bloodred pre-war Grand Prix cars scream silently with the



tales of high-octane racing from years gone by; when safety amounted to a leather cap and a pair of goggles, and driving a full Grand Prix distance constituted a day's back-breaking physical labour.

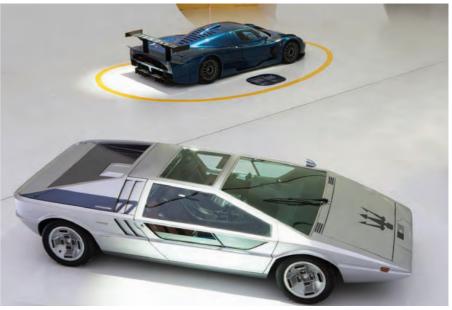
### Fangio, Moss and the fantastic 250F

Sidling down the gallery floor's gradient, it's all too easy to get lost in a forgotten world of heroic names from Maserati's past, but none are arguably as evocative as those of Juan Manuel Fangio and Sir Stirling Moss. The former we can only remember for his greatness behind the wheel, but the latter is very much here to talk us through his escapades. Literally.











Guest of honour at the opening of the exhibition, Sir Stirling knows the particular 250F on display well. Although it might have been Fangio who emerged victorious in the iconic 240bhp six-cylinder machine, securing the World Driver's Titles in 1954 and 1957, the car on show was driven to victory by Moss at both the Italian and Monaco Grand Prix in 1956. It's a car the Briton has a significant soft spot for, too.

"It was an extraordinary and rewarding car to drive – and fun, too. The 250F typified what Grand Prix racing was about in the old days. It's one of the best-looking race cars ever. Stunning. Totally stunning."

The story surrounding how Moss came to own and race his very own 250F is an interesting tale. At the time, the Brit couldn't get a drive in Formula One, but had tested for Mercedes in an uncompetitive car – he and his manager Ken Gregory were in close contact with Mercedes' racing boss Alfred Neubauer. Impressed with Moss' performances in a car lacking pace,



ABOVE LEFT: Sir Stirling Moss recalled how the Maserati Eldorado almost cost him his life at Monza

the same level as the Ferraris and Coopers.

Enzo wasn't prepared to let any customer Prancing Horses away from the Maranello stable and Moss wasn't satisfied with any of the British offerings, so Neubauer suggested he look at a Maserati 250F. Combined with winnings Moss had secured through some show jumping events as a jockey – held by his father – and the rest from cash Moss senior put in, the pair bought a customer 250F for "around £4000." Roughly £97,500 today when adjusted for inflation.

Run under the banner of 'Equipe Moss', Sir Stirling announced himself into Grand Prix racing with some stunning performances in qualifying, extracting the very best from the Maserati, despite the 250F's notorious reputation for unreliability.

The British legend is full of Maserati tales and is

### Magnifico Maserati

with Moss' performances in a car lacking pace,
Neubauer wanted to see
what the British
driver could do
in a car on

Again a car on

happy to indulge, regaling his audience with stories of
him and his history with the brand. Moss
piloted the one-off 'Eldorado' Maserati

420M/58, also on display as
part of the exhibition.
Commissioned by ice
cream manufacturer
Eldorado Sud



ABOVE: Maserati 3500GT with unusual paint finish BELOW: 1950s icons share space with a hi-tech MC12

for the 1958 running of the Race of Two Worlds – a transatlantic battle between Indy and Formula One cars held at Monza – the Eldorado used a similar tubular spaceframe chassis to that in the late 250Fs and a 450bhp version of the 4.2-litre V8 from the Maserati 450S. Moss crashed out and recalls the events:

"I was driving round the banking at Monza at around 175mph with my arms crossed but the car wasn't turning. I knew something was off..." The steering column had sheered and Moss was a passenger in a car with drum brakes travelling at 175mph with no control over his trajectory.

From these single-seaters of the '50s, to sportscars of the same era, walking through the exhibition the effortless elegance and beauty of past racers, such as the Tipo 61 'Birdcage' with its

spindly space frame chassis, appears fantastically archaic next to the likes of a carbonfibre MC12. In the middle is a recipe for success, mixing beauty with brute force in the 4.5-litre V8-engined 450S resulting in one of the finest Masers ever.

These earlier years paved the way for the glorious, coach-built specials like the 1959 5000 GT 'Scia di Persia' Touring – a one-off coupe bodied by Carrozzeria Touring designed for the Shah of Iran who requested 'the fastest car in the world.'

That these classic vehicles share gallery space with Maserati's former vision of the future – the Giugiarodesign Boomerang concept – its current techno-fest models, including the Ghibli, and fleeting glances to the Maseratis of tomorrow, embodied by images of the Alfieri, sums up the gallery perfectly: this is Maserati. This is a century of pure Italian luxury sportscars.









## CLUB ITALIA

### PREVIEWS AND REPORTS ON INTERNATIONAL EVENTS AND ITALIAN CAR CLUBS



### Thoughts and recollections on the 2014 Le Mans Classic

Story and photography by Peter Collins

was looking at pictures of the Le Mans Classic feature endurance race from the 1950s/60s and it is remarkable just how many trees have been felled over the years. This was brought home to me standing near what is left of the Esses – a very fast swerve left and right today – when I looked up and saw the Dunlop Bridge in clear view, something that would have been impossible in the day of the 1955 Maserati 300S at that moment coming under it.

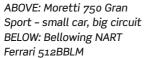
Moving on down to Tertre Rouge it's good to see the restaurant there on the exit bearing the name of the corner despite being of modern construction. Erich Traber's elegant Fiat 8V Zagato almost looked out of place as it passed amongst the more aggressive racecars. Ironically, adjacent are those famous trees that line the circuit on its left for several hundred metres and are part of the few recognisable sections of the track left today and captured in hundreds of period photographs from the earliest days to the present. Those and the incredibly fast Mulsanne to Indianapolis portion, where an optical illusion causes the trees to seem to bend in, in a claustrophobic way and the track seems

very narrow as cars thunder down the green tunnel at high-speeds, sometimes three abreast.

Even in the 1931 Talbot, Gareth Burnett reckoned that before braking for the no-name right-hander before Indianapolis, he was probably doing 130mph. Have a think about that and then watch Alex Buncombe in the ex-Fangio Jaguar C Type come flying over the brow after the Esses and head, seemingly flat out, for Tertre Rouge. Once there, the speed with which he changed the direction of the big car and headed off towards Mulsanne was enough to stop you in your tracks. At first I thought it was just a one-off, but no, lap after lap, with only a miserly semi-lift, if that, the car went through at such an angle to the actual apex that it looked like a mistake at first.

Gareth, meanwhile, completed what was probably the drive of the whole weekend in the first Plateau 1 event, when he managed to suffer the throttle-linkage failing at the Dunlop Bridge, limped around to the pits, had it fixed and thought "I might be able to salvage this" from last place on the road. In six laps, lowering the lap record every time round, as announced each time by the commentator, he finally, within the last few





hundred metres, took an amazing second overall having overtaken well over 30 cars in the process. Also, rather like Fangio at the 'Ring in '57, he admitted to getting the car closer to the edge, or a first-time spin than ever before in his career. It was a fabulous drive and rightly given a standing ovation by the crowds in the Dunlop Chicane grandstand who were vocal in their support of any derring-do by any driver.

The Paddocks, despite being rather similar to carparks, inevitably contained several nuggets to warm the hearts of even the most jaded of observers. How could they not, with some 350 examples of cars of the type that raced at La Sarthe in period and many only out in the public gaze once every two years. Two that caught my eye were both Ferraris. One was the



almost other-worldly looking 312P Coupe driven by the great sportsman and all-rounder David Franklin who will probably wince if he reads this as I congratulate him on 50 years of competition driving. Watching the car's rear, like something out of a sci-fi film, head up the pits straight towards the Dunlop Chicane in a deluge of V12 noise was almost spooky in the semi-light of a typically grey and miserable Le Mans Sunday dawn. The roof is so low on the car that he has to drive it with this head slightly inclined to one side but no matter, it is a privilege for all of us to see such a fabulous racing car out and being driven properly. Beautifully prepared by Eddie Weiss and his men, David was bitterly disappointed in 2012 to suffer gremlins in the fuel-lines that curtailed his weekend,











almost before it started. In compensation, 2014 was a huge improvement and the car made all the difference at o6.00 on that miserable, murky, damp Sunday morning at the Ford Chicane. In desperate need of coffee, the sight and wailing V12 sound of the 312P was a more than adequate substitute.

The other top Ferrari was in amongst the rare V12 cars that had been collected together in the Paddock for demonstration. After only having ever seen one Interim 250 GT Berlinetta before – effectively a Short Wheelbase with, erm, long wheelbase and small, almost triangular side-windows disguising the fact, there were two present. The red one being fresh out of a restoration from many boxes of bits waiting years for action and courtesy of Paul Pappalardo. My thanks and applause to him for providing us with another rare sight.

Other notables were Rob Barff at the wheel of a minuscule 1956 Moretti 750 Gran Sport, Christian Dumolin's gloriously noisy Ferrari 250 GT SWB – worth going all the way to La Sarthe to hear him change down through two gears each lap for Arnage. Also in Plateau 3 were Alfa SZs and Porsche Carrera Abarths, Oscas and Maseratis before the heavy metal such as Isos/Bizzarrinis and Ferraris came in with Plateau 4. Gareth Burnett starred here also with the arguably 'Italian' Elva GT 160, taking second place overall at one point in the very attractive Fissore-designed Coupe.

It is a great part of our enthusiasm for old cars that still, for those of us who have been involved with them for more years than we care to recall, we are able to be stopped in our tracks by the sight of something spectacular on four wheels. My thanks to organiser Patrick Peter et al for providing such a show.

ABOVE & BELOW: Drizzle at dawn with the fabulous Ferrari 312P and Osella BELOW LEFT: Ultra rare Ferrari 250 GT 'Interim'







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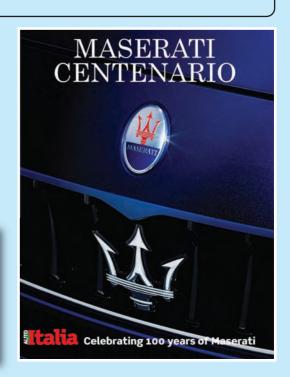
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Victoria Division. The most active and passionate owners in Australia. 6 hard copy magazines, 6 E magazines. Great website and forum. Monthly meetings, great social and competitor events. Join us today. www.alfaclubvic.org.au

#### **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.fiat5ooenthusiasts.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@maxxium.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 oAU Lynne@Lamborghiniclub.co.uk www.lamborghiniclub.co.uk

#### **Lancia Motor Club**

Contact: Diana Williamson, 6 Halifax Road, Ainsdale, Southport PR8 3JU www.lanciamotorclub.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

### September 3-5

Lancia Knights Rally (LMC) Tour of France and Italy Details from Tim Heath tim348@aol.com

### September 3-5

Salon Prive, Syon Park www.salonprivelondon.com

### September 7

Southern Alfa Day Venue TBC

www.aroc-uk.com

### September 7

Kent Italian Car and Bike Day Honnington Country Fair Southborough near Tunbridge Wells

### II September 11-14

Targa Florio Classica Automobile Club Palermo www.acipalermo.com

### September 12-14

Goodwood Revival www.goodwood.com

### September 20

Rallyday Castle Combe www.rallyday.com

### II September 19-21

Gran Premio Nuvolari Historic car rally Mantova

### www.gpnuvolari.it II September 19-21

Maserati Centennial Modena and Turin www.maseraticlub.co.uk

### September 21 \*

East Coast Classic
Oliver's Mount Scarborough
www.eastcoastclassic.co.uk
\* Check latest event news
before travelling

### September 21

Spa Italia

Spa Francorchamps www.spaitalia.be

### II September 27-28

16th Trofeo Aido Monica Giovanelli Gardone Val Trompia www.trofeoaido.org

### II October 4-5

Campagne e Cascine Autostoriche Cremona www.scuderia3t.it

### II October 4-5

Mostra Scambio Roma Capannelle www.millenniummotori.it



### II October 4-12

Mercante in Auto Auto & Moto d'Epoca Fiere di Parma www.mercantieinfiera.it

### II October 10-12

French Riviera Classic Motor Show M.I.N. D'Zur Nice www.fr-cms.com

### II October 11

Coppa Franco Mazzotti Commemoration Grand Prix di Brescia www.clubmille miglia1949.it

### October 12

### Auto Italia Magazine

Autumn Motorsport Day Brooklands Museum www.auto-italia.net

### November 14-16

NEC Classic Car Show www.necclassic motorshow.com

### I November 29 to December 8

Eleganza a Stresa Classic Classic Club Italia www.classicclub.it

### November 30

Concorso Show & Shine Alfa Romeo Owners' Club of Australia Albert Park GP Circuit Melbourne

### II February 4-8

40th Retromobile Porte de Versailles Paris

www.retromobile.com



Alfa Romeo Owners Club 'Serving Alfa enthusiasts since 1964'

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# AUTO VENDO

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### ALFA ROMEO



1989 105 Series Alfa Spider S3 1.6. 71,000 miles, black. Nice condition. Always maintained by Alfa specialist, full history. Excellent hood, good alloys. Recent work includes new engine and gearbox mountings and rear springs. Tax August, MoT July, £4000. Tel: 01444 483116 or 07845 117898 (West Sussex). A224/033



**1969 Alfa Giulia Ti.** Dark Ochre, Black Skai interior, original Italian car LHD, one UK registered owner from 2006. Never undergone full restoration, interior original apart from seat belts added and driver seat re-trimmed. 1300cc engine replaced with a 2 litre unit and LSD rear axle. No rust, sills and doors just repaired. MoT to July 2015, £7000 or best offer. For further info and pictures call Richard 07528 560799. (Car based in South East London). A224/016





1985 Alfa 6. Silver. Very rare Gold Cloverleaf model, one of just three known to remain in the UK. Registered in 1985 and owned by me for 22 years, serviced by Alfaman in London and currently on SORN but complete and suitable for easy restoration with only minor upper body rust. 2.5 V6 Busso engine with fuel injection coupled with automatic transmission and air conditioning, £2000. Collection from Woodford, London. Tel: 020 8504 2500. A224/017



2008 Alfa Romeo 147 1.9 JTDm 16V Ducati Corse Q2. 39,000 miles, red, Special Edition. Low mileage, new MoT, very good condition inside and outside. Full Alfa service history (last service done at 31,000 miles), 12 months' MoT, 6 speed manual, full leather interior with sports seats, 18" alloy wheels, cruise control, climate control, air conditioning, electric mirrors and windows, radio/CD, remote control locking and alarm system, £7995. Tel: Claire, 07967 595262 (Sherborne, Dorset). A224/020



**Alfa Romeo 166 2.5V6.** MoT May 2015, tax July, SSH, EFM, EW, AC, heated seats, 6 speed 17" sport alloys, stainless back box, very clean example inside and out, £750 ono. Tel: 07570 550404. A224/029



legal track day. I bought the car back in 2009 for using on local track days but due to having a young family and not enough hours in a week to use the car I have to sell it. The car has been very well maintained by Motorsport International and Avanti Autos. Since I have owned the car I have replaced the cambelt and tensioner (which has only covered less then 100 mile since it was replaced 2 years ago), service and general maintenance as needed. I have had the car MoT'd so it can be used on and off the track. The car is fitted with Koni adjustable shock absorbers, Eibach suspension springs, Goodrich braided brake hoses using ATE racing blue brake fluid, Mocal oil cooler. The car has a full roll cage and Sparco Rev seats with Willans 4 point harnesses. The car is in very good condition, I have a number of modified parts which I have not fitted as the car drives lovely but these might appeal to some people: DTM rear exhaust box, induction kit with fitted plate to air flow meter, also if the price is right on the car I have a spare set of TSW wheels to match the ones on the car (ideal to swap if you drive to a track day), £2495. The car has done just over 83,000 miles. If you need any more information please call me on 07801 596711. A224/018

Alfa Romeo 155 2.0 16v Q4 widebody. N-reg, 1995, only 2 in the country, rare model, these were not made for the UK market, with FSH, in the right colour, 98K miles. Tel: 01382 690510. A224/034



Alfa Romeo 156 T.Spark 1.8. 83,900 miles, black leather seats, 6 months' tax and MoT until Jan 2015. Maintained by Alfa specialists Bianco, based in Smallfield, car is located in Crawley, West Sussex, £995 ono, call for more info. Tel: 07727 064990. A224/030





2002 Alfa Romeo 156 GTA. Metallic black, tan and black leather interior, 97K miles,12 mths' MoT, 6 mths' tax, documented service history (Alfa, independents and self), Q2, equal length pipes, CF2 manifolds, BMC air filter, Scorpion SS cat back system, beautiful car, £5000 ono. Tel: 01981 580068.



Alfa Romeo 156 Sportwagon 2.0 JTS Veloce. 2004, 82,000 miles. Red, 54 plate, black leather interior, CD autochanger, 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). A224/024



**Alfa 159 1.9 JTDM Lusso.** 07 plate, 98K, black with red leather, very good condition, 5 stamps in the service book 4 main dealer, clutch done at 76.5K and a recent cambelt, 2 keys, 6 speed manual, 17" multispokes, MoT til July 2015, £4500 ovno. Tel: Gary, 01634 400971. A224/032



2002 GTV Cup 3.0L V6. 26,500 miles, Alfa Red. No 58 of limited edition (155 RHD imported to UK), replaced cambelt, water pump, spark plugs and all fluids 2012. Full service late 2013. Current tax and MoT. First class condition inside and out, much admired and maintained to a high standard. All invoices and MoTs available. First to see will purchase, £7950. Tel: 01253 790644. A224/028



Alfa Romeo GTV. Due to my hopeful purchase of a 159, I offer for sale my well looked after GTV. I've had her for 18 months and in that time I've replaced all the belts and water pump, had Powerflex bushes put on the rear and new wishbones put on the front. Also replaced discs and pads all round and replaced the thermostat, so cost a few quid! Engine revs and pulls nicely, gears change effortlessly. Nice and clean inside, outside good, no rust, front bumper lacquer peeling a wee bit and there is a scratch up the driver's side window but could be replaced. Liust never did, prefering to focus on the mechanical side. She was just MoT'd and had the washer pump replaced and 2 new front tyres. One advisory for a brake pipe. She has a full service history and 6 months' tax. Car located in Orkney, am willing to travel, £1700 ono. Tel: 07758 925714. A224/003



Alfa Romeo GTV 3.0 V6 Lusso. 1998, 65,440 miles, red. I am an AROC member based in the North West. I am selling my GTV 3.0 which has been prepared by Roger Evans of Peak Alfa, he prepares cars to their finest. The modifications made to this 3.0 GTV are: firstly Roger who had two GTVs kept only the shell from the car you see today 'M77GTV' and used everything from the donor car which had a lower mileage, excellent mechanicals but poor shell. He was unable to use the registration on this vehicle due to the rules of the Gvt scrappage scheme. So to summarise the car is completely original and only has a new shell. Mileage is genuine at 65K however when you carry out an HPI check the mileage will say 98K due the original vehicle 'M77GTV'. The MoT confirms mileage and also shows mileage in 2009 at 96,011, engine and gearbox replaced with 56,000 miles assembly from donor vehicle Jan 2012. Engine cleaned, new cambelt, tensioners, idlers, metal impeller water pump fitted, flywheel and clutch replaced with stronger GTA items, gearbox fitted with Q2 torque bias differential with new bearings and seals, suspension replaced with Bilstein dampers and lowered springs, front brakes upgraded to GTA 330mm discs, calipers, pads and overbraid hoses. New front wishbones and anti-roll bar droplinks, aluminium strut brace fitted, air filter replaced with CDA box, stainless steel front pipes, Regazzon exhaust fitted. The car has been repainted Rosso 130BB, full photo history of the preparation by Roger, recent 4 brand new Bridgestone tyres. Number plate included, £5000. Email: neil.branham@btinternet.com. A224/022



Alfa Romeo Brera S V6 3.2 Prodrive. 2009, 56,954 miles. Alfa Red, tax till Dec '14, MoT Jul '15, FSH from Proalfa Watford. Limited edition no 376/500. Vehicle has transferable lifetime paint and leather warranty from GardX. A/C, p/s, p/w, elec mirrors, 19-in wheels, 3.2 V6 260bhp. Reluctant sale due to family circumstances, £11,999 ono. Tel: 07900 911528. A224/021



2000 Alfa GTV 2.0 Twin Spark Lusso.

140,000 miles, silver. Very tidy GTV which drives like 40K not 140K miles! Many extras including bespoke stainless exhaust, tyre pressure sensors, HID headlight conversion, genuine Zender rear spoiler, 17" teledials with nearly new premium tyres

(Continental/Bridgestone). Everything works incl air con and CD changer. Unmarked black leather interior, 9 months' MoT and 6 months, road tax, £895. Tel: Rob, 07746 500140. A224/019



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Alfa Romeo 916 Spider 2.0 TS. 1997, 52,500 miles. Silver, excellent bodywork, black leather interior and black hood with only 3 previous owners. Cambelt, balance shaft belt, auxiliary belt, water pump, thermostat, starter motor, aerial and badges replaced in April. Complete with original owner's manuals, spare keys, get-me-home spare wheel, jack, tool kit and spare bulb kit. FSH and many previous invoices, MoT to July 2015, £2995. Tel: 07703 029823.

### **FERRARI**

Ferrari 360 Spider for sale. 10,400 miles! Finished in Rosso Red with Caramel/Cream leather. Dry use only from new, stored in a temperature controlled garage! Full Greypaul service history, all belts and plugs replaced last service @ Greypaul 300 miles ago. New Nav Trac unit fitted last year. Challenge rear grille, original rear panel also comes with car. Pristine Ferrari tool kit, trickle charger and all handbooks with Mag Light. Stunning vehicle, possible concourse contender, call for further details pictures etc, £65,000. Tel: 0161 368 7331 or 07720 405256. Email: gids@coolair.co.uk. A224/004

### FIAT



**Fiat Coupe 20V Turbo.** Colour blue, full service history, always garaged. MoT March 2015, 6 months' tax, mileage 92,385, electric sunroof, exceptional condition, for sale £2500 ono. Tel: 07935 830055 (Carmarthenshire). A224/025



2007 Fiat Doblo 1.3 Multijet. Has 70,500 miles and 11 months' MoT, call for more information, £2500. Tel: 07940 369380. A224/039



Fiat Panda Multijet Turbo diesel. Superb, 2007, 64K miles, 2 owners, 65mpg, service history, air con, trip computer, £30 tax, 12 months' MoT. Bargain £2750. Tel: 07772 175678 (Winchester, Hants). A224/040



Fiat Barchetta right hand drive 2.0
Twin Spark. Professionally converted to RHD by Italian car specialist. Brembo brake conversion, Bilstein dampers and Eibach springs, 155hp engine, timing belt changed 3 years ago, resprayed 4 years ago, new alloys, approx 120,000 miles, taxed and tested September 2014, £3950. Tel: 07891 593 579 or scott\_rennie@msn.com (located in Aberdeen). A224/042



### LANCIA



Lancia Delta HF integrale 16v. 1992, 2.oltr Turbo. finished in stunning white with leather Recaro interior. Runs and drives beautifully. A late 16v integrale Japanese import, the car has covered only 50K miles approx, and was totally rust free!!!! The first UK owner had it stored for 4 years. Since my purchase last year the following work has been carried out by Alfa Craft in west London: full service (inc petrol tank removed/ cleaned) and suspension rebuild, new tyres, sports exhaust, new MoT and tax. Full respray (glass removed), new HF mats fitted, new badges and replica Martini 6 stickers. All parts supplied by Tanc Barratt, Lancia specialists, £9995. Tel: 07956 182455. Email: cirogtv@hotmail.com for more details and photos. A224/041

### MASERATI

Maserati 4200 Cambio Corsa. It was first registered 26/09/2003 and is metallic grey with mid red and black leather interior, a beautiful combination. The car has just had fluid and filter changes, and about 60% clutch life with only 40,900 miles on the clock at this time. I have owned this lovely car since 2009 without any problems. This 4200 Cambio Corsa has lots of features some of which are: electric windows and mirrors, heated seats, fog lights, paddle shift with auto option, sport mode, air bags, MSP, ABS, EBD systems, air con, gear indicator, info centre. The price is £15,500 for my lovely car, the reason for selling is that I wish to upgrade to Grand Sport. Contact for more information and photos. Tel: 01670 789247. Email: bandk67@gmail .com. A224/012



**1987 Maserati Biturbo Spyder 2.5.** Manual. Red/beige leather, MoT to December '14, 2 owners, only 28,700 miles, service history, original handbook and invoice, workshop manual, £9450. Tel: Peter Plant, 01283 702245. A224/013



1987 Maserati Biturbo Spyder 2.5. 30,500 miles, £11,000 ono. I have owned this car from new. Garaged throughout its life, it has only been driven on sunny days and still has only under 30,500 miles on the clock. Regrettably we are down-sizing and will not have a garage to maintain it in its lovely condition. Major servicing has been carried out by Bill McGrath and, previously, Meridien in Bournemouth. Within the last two years the tyres have been replaced; through excess time-related hardness rather than use. In 2013 the rear window in the hood was also renewed. No insurance claims in 27 years! To be viewed in Chalfont St Giles, Bucks. Tel: Malcolm Barker, 01494 763070. Email: mnbarker@gmail.com. A224/014



2003 Maserati 4200GT Coupe Cambiocorsa. Covered just under 34,900 miles from new. This beautiful example boasts a full service history. Next service due at 43,000 miles. Finished in silver with full red leather interior, complete with tailor made cover. This stunning car offers a whole host of optional equipment including skyhook suspension, navigation, rear parking sensors, 18" alloy wheels, CD player, electric seats with memory, heated seats, power fold mirrors and climate control etc. MoT to Oct 2014. Tax due April at £215, FSH. Original documentation and tools. Viewing and test drive by arrangement. Serious offers only, price £16,750 ono. Email: bstorro@sky.com. A224/047

### **MOTORCYCLES**



Aprilia Tuono factory 2008. Only 7500 miles and is in immaculate condition. Has 12 months' MoT and is located in West Sussex. Too many extras to list so call for more information, £6000. Tel: 07940 369380. A224/046

### **PARTS**





Original Abarth exhausts (NOS), makes A - Z, sixties, seventies, www.abarth-exhausts.com. Also Campagnolo look 5.5-13 aluminium rims, 4x98, ET25, set of four, €795, powder coated, tubeless, perfect! Email: advanling@hotmail.com. A224/006



Set of four Calibre Vertigo alloy wheels. 7x16", 98mm PCD, with four Falken Ziex 912 tyres, 205x45x16", excellent condition, £250. Tel: 07780 702770. Email: rupertorgan@live.com (Worcs). A224/008



**Alfa Romeo four five hole alloys,** fitted good treaded tyres, 205/50, oiro £240. Tel: 01564 772714 (Solihull). A224/044



Alfa Club member has hard top, possible original from 1970 Veloce Spider USA. Never used by me, looks in good condition, £500. Tel: 07836 272750. Email: peterfellingham@ aol.com (West Sussex). A224/043

Various Alfa engines. Alfa 75 3.0 V6 (1988 & 1991) and Alfa 75 2.0 TS x2: 3.0 V6 engine and 2.0 TS engines, gearboxes, 2.0 and 3.0 interiors, exhaust systems, headlamps, doors, bonnets, boot lids, all glass, Revolution alloy wheels, grilles, looms. Alfetta GTV6 (1984) and Alfetta 2.0 GTV (1983): 2.5 V6 engine and 2.0 engines, gearboxes, GTV6 interior, exhaust systems, headlamps, doors, bonnets, boot lids, all glass, bodykit, grilles, looms. Alfa 164 Mk 1 3.0 V6 and 164 24 valve Cloverleaf (1995) and (1996) inc Super: 3.0 V6 engine 12V and 24 valve engines, gearboxes, leather interior including Recaro, exhaust systems, headlamps, doors, bonnets, boot lids, all glass, 16" Cloverleaf and Super alloys, grilles, loom, bumpers and body kits. Plus hundreds of other bits and pieces always in stock. Contact Vince on 07817 237295 or 0121 706 0488. Email: gtvince30@aol.com. Website: www.gtvince.com. A224/035 Gear knob for Fiat Coupe. Black with red stitching, £30. Tel: Jimmy, 0141 779 4264. A224/001

**Spider spares.** Spares for Alfa Spider 1977 Kamm Tail: 2 no rear light units plus spare red/white lenses, 2 no door mirrors (pair) oval shape original equipment, 2 no number plate lights, 1 pair door handles (no locks). Free to collector but a small contribution to advertising cost would be much appreciated. Tel: Norman, 07831 581264 (London). A224/027



Superb set of four alloy-rim 5x15-in Turrino wire wheels. All as-new, including custom made adapters for Alfa Romeo Giulietta Spider and set of four chromed 3-ear spinners, unmarked. The adapters were designed and manufactured by Giulietta guru Chris Robinson at RM Restorations which is an assurance of their quality. The wheels, adapters and spinners are totally as new, having been driven less than 100 miles and kept immaculate whilst on my Giulietta Spider stored in a dehumidified garage, £4750, tyres not included. Email: tmwhh@btinternet.com. A224/045



Alfa Romeo 16" alloy wheels off my 147 so will fit other Alfa models, no marks or scuffs + four good Pirelli tyres included + Eibach Sport springs, £300 or will split if necessary. Tel: 01522 729192. Email: atb54@sky.com. A224/009
4 Borrani RW3344 Record 15x4.5K wire wheels, fully refurbished with new spokes, polished centres and rims. Tel: 01531 650181. A224/026

### **MISCELLANEOUS**

Storm Force all weather fitted car cover with wing mirror pockets for Fiat Coupe 20V, £100; also reg 'C20VTP', ideal for Fiat Coupe Turbo Plus, £650. Tel: Jimmy, 0141 779 4264. A224/002

Auto Italia nos. 2, 3, 5, 20, 21 and 49. Abarth by Braden & Schmitt, Abarth King of Small Cars and Abarth Guide by

Abarth by Braden & Schmitt, Abarth King of Small Cars and Abarth Guide by Consentino, and odd literature etc. Tel: Alan, 01635 202521. A224/036



**Bertone badge 3D wall art,** measuring 630mm x 400mm, £150. Tel: 07800 621534. A224/038







Ferrari 458 Speciale registration for sale. 'BIG 458' is appropriate to this particular model and has the advantage

of being a 'dateless' number. OIRO £5K invited. Please contact: pcuthbert250@btinternet.com. A224/049



'MA53 RGT', on retention V750, perfect for a Maserati Granturismo or 4.2 GT. Ready to transfer, £2500 ono. Please contact Stefano on 07973 743916. Email: steffb@btinternet.com. A224/048



### '9 SXT' cherished registration plate.

Dateless plate for any vehicle. On retention certificate for easy transfer, £2350 ono. Please leave a message if I can't answer the phone. Tel: 07733 268700. A224/007



### Fiat Punto HGT Alloys + Fiat Spares.

From 53 plate HGT. Usuable tyres and alloys in good condition. £120.00.
Fiat 124 Special T 4 speed gearbox. Low mileage £100. Fiat 132 rear axle £50.
Fiat 124 exhaust manifold £30.
Tel: Michael 07789 g67128 or email mpward128@hotmail.com
Parts stored in Hertfordshire



### Alfa Romeo Haynes workshop

**manual.** 1974 to 1984, very clean white pages, covers all models, cost £25 new, accept £6. Tel: 07950 997713. A224/011

Ferrari 308GTB/308GTS sales brochure. Superb colour photo illustrations, engine drawing, and full tech spec. Cover slightly marked, internal pages perfect, £32 inc UK mainland postage. Tel: 07885 184458.

### WANTED

A224/010

Wanted by long standing Maserati Club member. 3500, Sebring, Mistral or Ghibli. All things considered, from restoration project to concours. Please contact me on 07968 094741. Email: laurel-cottage@hotmail.co.uk. A224/015 Wanted electric aerial for Spider Series 916, year 2000. Part serial number 60690181. Tel: Brian, 01454 773141 or 07792 234620. A224/037



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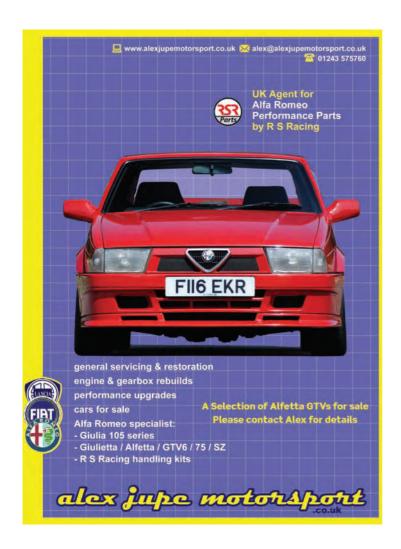
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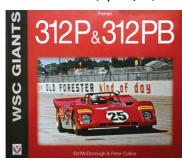
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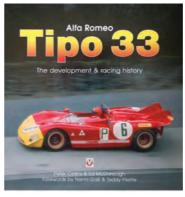
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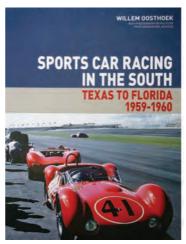
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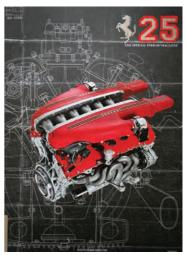
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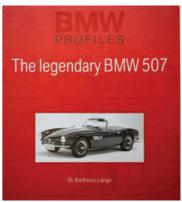
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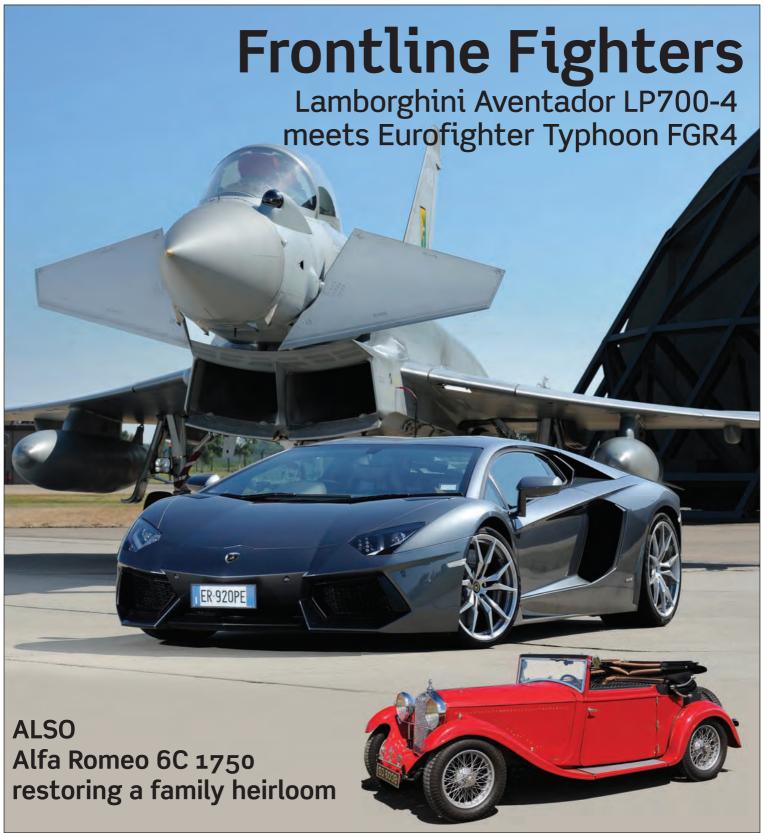






### COMING SOON

**ISSUE 225 ON SALE OCTOBER 1ST 2014** 



Some features may appear in a later issue



# OBSCURATI

**CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS** 

### Ghia Bugatti 101C-X

Story by Richard Heseltine Images: Heseltine Archive

he 1950s witnessed a remarkable reversal of fortune for Carrozzeria Ghia. It emerged from WWII with a bombed out factory and no cars to build, the firm's panel bashers turning their hands to making pots and pans, window blinds and bicycle frames; anything to keep the once revered coachbuilder afloat. And then along came Virgil Exner, the chief designer at Chrysler. He employed Ghia to build the firm's show cars, the deal in time stretching to the manufacture of limousines for the Detroit giant's Imperial brand. And while most of the concept queens were penned by Exner, it wasn't always a oneway street as 'Ex' (as he was universally known at the time) wasn't above borrowing styling cues from Italian designers.

By the early '60s, however, the 60-something had been shuffled out of Chrysler and was effectively a pen for hire. The car pictured here was a personal project, one that would in a

roundabout way lead to a raft of increasingly wild designs which were translated into threedimensional reality by Italian carrozzerie. Basis for this wild roadster was the last-ever Bugatti chassis (for the original Molsheim concern, that is). Type 101 chassis 101506 was made in the early '50s and featured a supercharged 3.3-litre straighteight engine, but it was never clothed. It was acquired from the Bugatti family estate in 1961 by American Allen Henderson who, in turn, sold it to Exner in January '65 for the princely sum of \$2500.

Ghia, meanwhile, was still reeling from the death of entrepreneurial boss Luigi 'Gigi' Segre in '63, his widow having subsequently sold the majority shareholding of the Turin firm to playboy Leonidas Trujillo. This spoilt son of a deposed Dominican Republic dictator displayed little interest in his purchase other than using its stylists to design him bespoke wine labels. Ghia was flatlining. It



Exner around \$27,000 in unpaid design consultancy fees. Both parties reached an agreement whereby Ghia would shape the Bugatti for free, and the bare chassis – now minus 18in to make for a 112in wheelbase – was shipped over to Turin along with a styling model. Ghia had much work to do, not least to shorten the propshaft, before it set about creating the dramatic outline from aluminium.

The results were nothing if not flamboyant, the Italian artisans tweaking Exner's brief somewhat, not least by installing a two-piece Duvall windscreen instead or the intended one-piece item. The lights, meanwhile, were integrated into the wings (unlike on the scale model) and the

exposed exhaust pipes were replaced by underslung items. The 101C-X was shown at the 1965 Turin Motor Show where it was greeted with both applause and derision. There was even talk of a small run of replicas, although where further unused Bugatti chassis frames were to be found was anyone's guess.

It never came to that. The Ghia Bugatti remained unique, Exner retaining the car until 1969. The 101C-X is currently on display in the Blackhawk Automotive Museum in California. It has less than 2000 miles on the clock. Exner and Ghia subsequently collaborated on Duesenberg and Stutz marque revivals, with varying degrees of success.



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