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It was a great personal shock when I heard of the death, in June, of a great hero of mine: Tom Tjaarda, who lost his battle with cancer, aged 82.

Tjaarda's portfolio of designs has to be one of the most stellar, and also one of the most prolific, of anyone in the car industry. Over almost 60 years in car design, his work spanned just about every category: supercars like the De Tomaso Pantera, coachbuilt specials, concept cars, beach buggies and even a Formula 1 car. Along the way, he also happened to design the Mk1 Ford Fiesta, one of the best-selling cars of all time. With a body of work as broad as this, his name ought to rank alongside Giugiaro and Bertone; but it's little-known outside the confines of the car design community. Perhaps that's down to the natural modesty to which he always deferred.

An American of Dutch extraction, he moved from Detroit to Turin in 1958 to work for Ghia and never left Italy. Probably his most productive period came in the 1960s when he worked for Pininfarina, where he designed two Ferraris (the 1965 330 GT 2+2 and 1966 365 GT California), as well as the iconic Fiat 124 Spider (1965) – pictured above.

Tjaarda was effortlessly articulate, intelligent and affable. His modesty can be guessed by the following story from 1967. He happened to see two of his designs – a Ferrari 330 GT 2+2 and a Fiat Spider – together for the first time on the Italian Riviera. He mentioned to his friends present that he'd designed both cars but they merely laughed in disbelief; so he decided that in future he would be more modest about his work in public.

It's always sad when one of the 'good guys' passes away, and Tom Tjaarda was one of the best. I really recommend reading Richard Heseltine's excellent obituary on page 12; and in the meantime, rest in peace, Tom.

Chris Rees
Editor

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ISSUE 258

AUGUST 2017



16



26



32



54



46



72

FEATURES

- 16 **Lamborghini Huracán Performante**
On track in the latest lightweight Lambo
- 22 **Fiat 500L facelift**
Tweaks inside and out, plus the new 500L Cross
- 26 **Fiat Abarth Zagato 750**
Double Bubble and Record Monza restored
- 32 **Lancia Flaminia Zagato Sport 2.5 3C**
Is this Zagato's finest ever design?
- 38 **Alfa Romeo Police Cars**
Every Alfa ever used by the Carabinieri
- 46 **Fiat Cinquecento Sporting**
Two tuned Martini-liveried pocket rockets
- 54 **Alfa Romeo Tipo 33/TT/12**
Flat-12 powered World Sportscar Champion
- 62 **Pirelli Factory Visit**
To Turin and the Museo dell'Automobile
- 66 **Club Italia**
Sicily Adventure, Abarth Day and Bristol Classic
- 72 **Ferrari 275 GTB Collectors' Guide**
One of the true greats of 1960s Ferraris

SUBSCRIPTIONS
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SEE PAGE 52 FOR DETAILS

REGULARS

- 06 **News**
Classic Lancia rally cars under the hammer
- 82 **Classifieds**
Find your perfect Italian car here
- 92 **Back Issues**
Find every car we've ever featured
- 98 **Obscurati**
An Italian take on the British Unipower GT

NEWS & VIEWS

Lancia Rally Icons Up For Sale



Three ultra-rare Lancia rally homologation cars are to be auctioned by Bonhams in August: Stratos, 037 and Delta S4.

First up is a Stratos Stradale, one of only 400 made. Owned by the same collector since 1989, this example has fewer than 8000 miles on the clock. Bonhams' 1975 example has a road-spec V6 engine with 190hp and is probably worth £500,000 alone.

Next up is a Lancia 037 Stradale, one of only 207 road-going Stradales ever built, to homologate the car for Group B rallying. The 1983 example that's up for auction has covered barely 5500 miles.

The 037 Stradale's detuned Abarth 2.0-litre four-cylinder supercharged engine has 205hp, enough for a top speed of 137mph 0-62mph in under seven seconds. It featured a glassfibre and Kevlar body that kept weight down to below a tonne.

Finally, a rare Delta S4 Stradale (only 200 were made and fewer than 50 remain in existence) is also up for grabs. The road-going homologation version of the Group B used a 'cooking' version of the spectacular 1.8-litre engine supercharged and turbocharged engine, so power was down from 600hp to more like 250hp. Its four-wheel drive system and clever differentials

ensured fantastic handling.

Bonhams' Delta S4, a 1985 example, has covered no more than 5500 miles in total and is said to be untouched mechanically, the current owner having bought it new.

The Lancia rallying legends are to be sold at the Bonhams Quail Lodge auction in California, USA on 18 August. Together with four other Group B cars (two Ford RS200s, an Audi Quattro Sport and a Peugeot 205 T16), the collection is expected to fetch £2m at auction – but there's no reserve on many of the lots.



GIANNINI'S ALFA 4C-ENGINED FIAT 500

Italian tuner Gram Torino Engineering has unveiled a highly modified Fiat 500 at the recent Turin Motor Show: the Giannini 350 GP Anniversary, which celebrates 100 years of the Giannini brand.

The 350 GP uses a 1.75-litre four-cylinder engine taken from the Alfa Romeo 4C, mounted amidships. However, the turbocharged unit has been tuned to reach 350hp, 90hp up from the 4C's standard 240hp. The list of mechanical modifications also includes race-spec Öhlins pushrod suspension front and rear, and Brembo brakes using six-pot callipers up front and four-pot at the rear.

The 350 GP's bodyshell is made entirely of carbonfibre. The look recalls Giannini race cars of the past, with significantly widened bodywork, prominent brake cooling vents in the wide wheelarches and a dramatically different front end featuring extra cooling vents and new lights. Custom-made 19-inch wheels complete the look. Because of the engine layout, this is a strict two-seater.

No more than 100 units will be produced, but at a price of around 150,000 euros each, the 350 GP is always going to be a rarefied choice.



FERRARI OPENS NEW DISPLAYS

The Ferrari Museum of Maranello has opened two new exhibitions: 'Under the Skin' and 'Infinite Red'.

'Under the Skin' was created in conjunction with the London Design Museum and recounts the development of the Ferrari marque. Technical drawings from the historical archive join engines on display for a glimpse into Ferrari's engineering expertise. Design models and a 'Wind Gallery' show the evolution of Ferrari's styling over the years.

'Infinite Red' celebrates some of the most exclusive Ferraris made for track and road. Formula One cars on display include Alberto Ascari's 500 F2, Michael Schumacher's F2004 (the Ferrari that has won the most GPs in history, at 15) and the F2008. Road cars span models from the 250 family, such as the 250 GT Berlinetta TdF, 250 GT Berlinetta SWB and 250 GTO, as well as more recent cars like the F50, Enzo, LaFerrari and FXX K.

The recently enlarged Ferrari Museum at the company's Maranello headquarters enjoyed a record year in 2016, with 344,000 visitors attending. The Under the Skin exhibition will remain at Maranello until November 2017, when it moves to the London Design Museum; meanwhile Infinite Red will be open till the end of the year.





SALON PRIVÉ CELEBRATES 70 YEARS OF FERRARI

Salon Privé is dedicating the final day of its concours event at Blenheim Palace to Ferrari's 70th anniversary.

The 'Concours Masters' on Saturday 2 September includes a 'Tribute to 70 Years of Ferrari', showcasing no fewer than 70 Maranello classics.

The full entry has yet to be announced but already confirmed is the oldest-surviving UK-based Ferrari – a 1949 Ferrari Tipo 166 Inter Coupe Touring, one of only 11 built, and a four-time Mille Miglia competitor. Visitors will also be able to see the LaFerrari Aperta.

The Concours Masters is in addition to the more traditional Concours d'Elégance. The Chief Judge is five-times Le Mans winner and ex-Ferrari driver, Derek Bell. The organisers say the judging for the Masters will be "more subjective and more on aesthetics than the traditional scrutiny of usual concours events."



LAMBORGHINI EXPANDS

Lamborghini is expanding its factory in anticipation of increased sales volumes after the introduction of the new Urus 'Super SUV' in 2018, which should double Lamborghini production next year.

First up, it's extended its prototype development facilities, the existing facility growing from 5000 to 7000 square meters.

A new acoustic test room has also been added. "The sound of a Lamborghini

represents one of the most emotive experiences," says the company. "The acoustic test room allows adjustment of particular sound sensations in order to create the typical Lamborghini driving experience, involving all the senses."

Lamborghini has also opened its largest showroom in the world in Dubai, covering 1800 square meters over three floors.

The expansion comes on the back of record success with the Huracán, which has

now exceeded production of 8000 after just three years on sale. The 8000th car, a Spyder in Grigio Lynx, rolled off the assembly line in 1 June, destined for the UK market.



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*Advance tickets available until midday Wednesday 9 August. Postage fee applies. Calls will cost 7p per minute plus your telephone company's access charge. All event content is provisional and subject to change.





LAMBORGHINI CENTENARIO LANDS IN UK

The UK's very first Lamborghini Centenario has landed in the UK, arriving at HR Owen's London dealership.

The Centenario commemorates the 100th birthday of the company's founder, Ferruccio Lamborghini. The first UK delivery is one of only 20 coupes being made worldwide (there will also be a further 20 roadsters). Based on the Aventador, the Centenario has a power output of 770hp and can reach 62mph in 2.9 seconds.

After appearing at the showroom for one weekend, the car was relocated to its new home with a London-based customer. It has a personalised bare carbon finished with coloured accents and a matt roof. HR Owen says the performance "will be being fully utilised by its owner, who believes his cars are built to be driven."

MOLE FIAT 124 SPIDER

Italian tuner Mole Automobili has released a new coachbuilt version of the Fiat 124 Spider.

The new one-off, designed by Up Design, is called the Fiat 124 Mole Artigianale 001. Created by Umberto Palermo, the car was commissioned by a private collector and has been officially authorized by Fiat.

Modifications inside and out pay tribute to the original Fiat 124 Sport Spider of 1966. The front grille is new, with a larger honeycomb area at the bottom, while the Fiat logo has been moved. A new slender groove runs along the whole centre-line of the front half. At the rear end, the number plate is now attached to the bottom, while the exhaust pipes exit in the centre. The wheels also carry 'Mole' branding.

Inside there's full white leather upholstery and a striking white pine wood finish. Mole says that every part of the original plastic trim has been recovered. The mechanical side of the car remains untouched.



SOCCER STARS FAVOUR ITALIAN SUPERCARS

A new report reveals that international footballers hold a special place for Italian cars in their garages.

The report by Carspring also calculates how many minutes each footballer must play to pay for his car, based on their salary. The study found that, perhaps unsurprisingly, strikers prefer sports cars, while defenders opt for SUVs or bigger cars.

Here are some highlights from the list, together with the total pitch playing time needed for each player to pay for their car in brackets:

- Paul Pogba (Manchester United) Maserati GranTurismo (24min 57sec)
- Lionel Messi (Barcelona) Ferrari F430 Spider (31min 32sec)
- Franck Ribery (Bayern Munich) Lamborghini Gallardo (45min 44sec)
- Sergio Agüero (Manchester City) Lamborghini Aventador (77min 44sec)
- Robert Lewandowski (Bayern Munich) Ferrari F12 Berlinetta (1hr 28min)
- Theo Walcott (Arsenal) Ferrari 458 (1hr 46min)
- Jack Wilshere (Arsenal) Lamborghini Huracán (2hr 11min)
- Nani (Valencia) Lamborghini Gallardo LP550-2 Valentino Balboni (2hr 27min)
- Cristiano Ronaldo (Real Madrid) Bugatti Veyron Grand Sport Vitesse (5hr 15min)
- John Terry (Chelsea) Ferrari 275 GTB (14hr 36min)

In a special deal exclusive to Auto Italia readers, we have negotiated with Jordan Bespoke a special readers' discount for the new range of Cortese 56 watches of £100 off the RRP price of £895. This unique and distinctive timepiece has been created to celebrate the 70th anniversary of Italian racing driver Franco Cortese winning Ferrari's first motor racing victory at the Circuit Terme di Caracalla, driving the Ferrari 125S #56. The watches are housed in a stainless steel case with anti-glare sapphire glass with a quality Swiss quartz movement. To claim the special Auto Italia reader discount, contact Simon Jordan on 01454 413600 or info@jordanbespoke.com quoting reference number **AI2017**.



WIN £20,000 FOR YOUR CAR IDEA

The Motor-Vision Awards is offering a prize totalling up to £20,000 to the best "motoring dream" idea.

The cash prize is open to pretty much any suggestion – whether that be a road trip, record attempt, restoration, challenge, charity project or something even more imaginative.

"The weirder or more unusual the idea the better," says Motor-Vision. "We don't want anything irresponsible or dangerous – just original, achievable motoring ideas."

For your chance to win a cash sponsorship of up to £20,000, visit www.motor-vision.co.uk/latest-news/motor-vision-awards. The closing date for applications is 31 July 2017.

After a short list of the best applications is published, the top four entrants will be invited to present their ideas to a celebrity motoring panel in London in September.

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Tom Tjaarda (1934-2017)

The creator of the Fiat 124 Spider and De Tomaso Pantera was a true gentleman of the design world



Tom Tjaarda, who sadly died on 1 June, was something of a rarity in the design community. He was devoid of ego and widely liked and admired by his peers. This effortlessly gracious artiste penned more than 70 cars over five decades, and was still actively working in his ninth decade.

Tjaarda crammed a lot into 82 years, that's for sure. Born Stevens Thompson Tjaarda van Starckenberg, his Dutch-American father John (né Joop) was responsible for the Briggs prototype that ultimately morphed into the Lincoln-Zephyr, but Tom claimed that being the son of a designer had little influence over his choice of profession. His parents separated when he was a toddler and he went to live with his mother. As he was wont to say, he entered the profession by accident. "I originally wanted to be an architect," he said in 2008. "I studied at the University of Michigan with that in mind, but in my final year, I asked my lecturer, Professor Aaree Lahti, if I could design a car as part of my course."

Tjaarda produced a scale model of a two-door 'shooting brake' and had no great expectations beyond that. However, Lahti was impressed and, while on holiday in Italy, he showed photos of it to Ghia principal, Luigi Segre. In the summer of 1958, Tjaarda accepted a job offer from Segre, intending to stay in Italy for six months. He never left. Despite not having designed an entire car before, Tjaarda was immediately tasked with shaping the Innocenti

950 Spider. He jumped ship to Pininfarina in late 1961 and would go on to create outlines for exotica such as the Ferrari 330GT 2+2 and 365 California and notably the 1965 Fiat 124 Spider which borrowed cues from his earlier Chevrolet Corvette-based Rondine show-stopper.

Tjaarda departed Pininfarina in late 1965, and briefly worked for a number of smaller concerns prior to his second tour with Ghia. Segre had long since departed, with Argentinean émigré Alejandro de Tomaso by now in control. "People were petrified of de Tomaso but it was just an act," said Tjaarda. "He loved the infamy. He was a schemer and always looking to the next deal, so it's no surprise that he would lose interest in things."

One idea that did fly was Tjaarda's career-defining Pantera which emerged in 1970. "I think it took maybe four months from start to finish. It was a real pleasure to do, although I never liked the spoilers that were added later." With de Tomaso selling the balance of Ghia to Ford in 1974, Tjaarda stayed on as design chief until 1978, among his many contributions to the Blue Oval being the first-generation Fiesta. Following a "purgatorial" spell heading Fiat's advanced design studio, he joined Rayton-Fissore in 1981. He remained there for three years before going it alone, freelancing for companies as diverse as Aston Martin, Zastava, Bugatti and Lotus. Tjaarda was effortlessly friendly to the last, and always happy to chat with owners of cars he had designed. **Richard Heseltine**

A PART OF THE DREAM



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Auto Italia's Next Event

Supercar Sunday at Brooklands Museum on Sunday 16 July

Calling fans of supercars – Italian and otherwise – you need to put Sunday 16 July 2017 in your diary. Supercar Sunday is returning to Brooklands Museum in Surrey, giving you the rare opportunity to get close to exclusive supercars and to see them in action.

This exciting event always enjoys an impressive turnout of supercars from the Ferrari, Maserati and Lamborghini clubs. In previous years, highlights have included a modified Bugatti Veyron tuned to make it the world's fastest, Twigg's lime green Lamborghini Miura, a McLaren M650S and a Jaguar XJ220.

This year, highlights will include an historic F1 and F3000 race car demonstration. Numerous car clubs will be in attendance, too.

A hugely popular event, Supercar Sunday allows you to see high-value supercars up close and in action on the Test Hill at Brooklands, as well as the Mercedes-



Benz World test track. Owners of supercars are invited to contact the organisers for an opportunity to take part in the track demonstration and the hill climb.

There's plenty of entertainment for the whole family in the friendly, approachable atmosphere of Brooklands. As well as the supercars and live action, there are excellent aviation and motoring exhibitions, including the Concorde Experience, 4D cinema and London Bus Museum. Recent redevelopment at Brooklands includes a new display area on the restored start/finish straight.

Historic Brooklands offers easy access, conveniently located just within the M25 near Weybridge (sat nav postcode KT13 0SL). The event is open from 10am until 5pm on Sunday 16 July.



Adults: £11 advance, £13 on the day
Seniors & Students: £10 advance, £12 on the day
Children: (aged 5-16) £6 advance, £7 on the day
Family (2 adults and up to 3 children): £30 advance, £34 on the day Under-5s free

** Pre-booking is recommended to benefit from Fast Track entry **

Advance ticket sales: www.brooklandsmuseum.com
For all club and supercar track bookings, please contact Phil Ward on 01462 678205 or mail@philwardevents.com

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FESTIVAL ITALIA

BRANDS HATCH - 13 AUGUST 2017



Festival Italia returns to Brands Hatch on 13th August with Italian car racing on the Indy circuit that includes rounds of the Pirelli Ferrari Classic and Alfa Romeo championships. The action-packed programme includes a Formula One demonstration and a mass parade of Italian cars. New for this year is your chance to test drive the current range of hot-shot Abarths on the Grand Prix loop.

Even better, we are giving away five pairs of entry tickets for free. For your chance to win, all you have to do is answer the following question. Email your entry to claire@gingerbeerpromotions.com before midnight on 31 July. Winners will be notified by email

Where is the Italian Alfa Romeo Museum located? Is it:

- a) Varese
- b) Arese
- c) Varano



For general event information please visit www.festivalitalia.com

STORM CHASER

With some very clever aero tech, lots of lightweight carbon and 30hp more power, the new Huracán Performante is a supercar with epic track-slaying pace. We head to Imola to find out just how much of a storm it can kick up

Story & images by Ian Kua



Let's get one thing clear from the very beginning: the new Lamborghini Huracán Performante does not do *sotto voce*. From start-up to shutdown, this car is the archetypal drama queen.

Drama was certainly what the fastest-ever production Lamborghini caused in the automotive world when its 6min 52.01sec lap of the Nürburgring, recorded on the 5 October 2016, was officially announced just before this year's Geneva Show.

Speculation about the video's authenticity centred on the fact that the in-car footage showed Lamborghini test driver, Marco Mapelli, looking inordinately calm despite the car's unbelievable pace. Then Lamborghini released its full telemetry and the critics were silenced.

The key to the Performante's blinding speed and outstanding composure on the world's toughest track is its revolutionary active aerodynamics. Without resorting to big wings and flaps or heavy and complex active aerodynamic systems, Lamborghini's clever ALA (Aerodinamica Lamborghini Attiva) uses small moveable internal flaps to alter the flow of air being channelled through its fixed front spoiler and rear wing.

This is how it works. The front spoiler uses an active flap on its top surface that provides more downforce when closed. At the rear, air is channelled from intakes on the engine cover through the hollow spoiler struts and into the fixed wing. When its airflow control flaps are closed the wing acts as a normal spoiler, providing maximum downforce. However, when the flaps are open, air is channelled out through the slots in the



bottom of the wing to reduce drag.

The small electric servo motors that operate the internal flaps react almost instantly and much faster than the inertia-laden mechanical systems normally used to move whole aerofoil sections against the airflow. The Performante's front and rear spoilers create 750 per cent more downforce compared to the standard Huracán.

Cleverly, ALA can also alter side-to-side downforce at the rear to optimise traction in a given corner. "We refer to this as 'aero vectoring,'" explains Lamborghini's technical chief, Maurizio Reggiani. "In a cornering situation, aerodynamic downforce is applied over the less loaded wheel to reduce roll, and improve stability and grip. However, we only use this system at the rear because when we tried it at the front as well in testing,

we established that the resulting mid-corner changes in steering response can confuse the driver."

To prove its concept, Lamborghini took us to Imola, its very fast home circuit, and venue of the San Marino Grand Prix until 2006. This 4.909km long track sees very high terminal speeds on the straights in a car as rapid as the Performante and is thus as much a test of a car's braking power and endurance as its acceleration and traction out of the nine right-hand and 13 left-hand corners.

A car capable of blowing through 62mph in 2.9 seconds on its way to a 202mph top speed should not be this easy to drive on the bald limit as this. But the fact that the Lamborghini Huracán Performante is as user-friendly as it is, is a source of joy.

The last of the great naturally-aspirated motors in



the sub-£200,000 mid-engine supercar genre, the charismatic 5.2-litre V10 has been tuned to give 30hp extra, which means 640hp at 8000rpm, underpinned by 600Nm of torque at 6000rpm. No mere remap of the ECU's fuel and spark curves, the Performante's engine upgrade is a thorough re-engineering job aimed at improving power and efficiency.

In hardware terms, this means titanium valves for lower top-end inertia, a new intake manifold derived from Lamborghini's motorsport experience, and a lighter, freer-flowing exhaust whose outlet pipes sit higher up in the car's rear panel. The LDF seven-speed dual clutch gearbox is now even faster-shifting, yet is still super smooth in its action.

No matter whose turbocharged flat-plane crank V8 you compare it with, the naturally aspirated, dry sump V10 still stands out for its instantaneous throttle response and spine-tingling soundtrack. And it has enough engine capacity to ensure that 70 per cent of its peak torque is on tap at just 1000rpm.

Thanks to the use of Forged Composites (a new

technology pioneered by Lamborghini and used for the front and rear spoilers, engine cover, rear bumper/ diffuser and some interior parts), the aluminium-and-carbonfibre Performante tips the scales at 40kg less than a standard Huracán. Its dry weight of just 1382kg makes for a sensational power-to-weight ratio of 463bhp per tonne.

Driven in anger around Imola, the Performante is notable for two things: its raw speed and its awesome stability. There is a tendency for road cars to feel slow on fast tracks like this. Not the Performante. And many high performance road cars are lacking in the braking, balance and traction departments on fast tracks. Again, not the Performante.

If anything, the one overriding impression you have of this car after a couple of fast laps is that, not only do its dynamic qualities raise the class bar, but even more importantly, they work together in perfect harmony. This is what gives the driver such a huge confidence window.

Chasing factory test driver, Marco Passerini, in a

Clever aero tech adjusts airflow to increase downforce side-to-side over the wheel that needs it



LAMBORGHINI HURACÁN PERFORMANTE



Widespread use of carbonfibre, both inside and out, reduces overall weight by 30kg



no-holds-barred one-on-one session, I was teetering on the threshold of ABS activation under trail braking into the slower bends, and exiting with a smidgen of power oversteer. Even at this pace, the Performante gave me absolute confidence thanks to its linear characteristic velocity once the very high limits of mechanical grip were exceeded.

The bespoke 245/30 ZR20 and 305/30 ZR20 Pirelli Corsa rubber wrapped around 8.5J and 11.0J x 20-inch lightweight forged alloys are another vital component of the Performante's impressive handling and grip equation. Apart from anything else, they have to contend with the unusually high aerodynamic downforce created by the ALA system, while the geometry of the double wishbone suspension, aided and abetted by stiffer spring and damper rates, has to work perfectly across a broad downforce spectrum.

Lamborghini's engineers have also done a great job with the electro-mechanical power steering, which is simply brilliant. Whether tooling along at town speeds or driving on the limit on track, you always know

exactly what the front end is doing, and I never gave it a second thought because it feels so intuitive.

The four-wheel-drive system endows the car with its stupendous traction, firing it to 62mph in 2.9 seconds and through the 125mph marker in 8.9 seconds. On a very fast track like Imola, and especially the Nürburgring, that level of traction is vital for stability and safety. The 4WD hardware is identical to the standard Huracán's; only the control software mapping has been recalibrated for the greater power and more aggressive delivery characteristics. Similarly, the ABS control software has been revised, allowing much harder braking before it is triggered. In this respect, it is now close to a race car ABS system.

Having driven the Performante on the limit with relative ease, I now understand how Marco Mapelli, who knows the car and the 'Ring intimately, could look so calm and composed on his banzai record lap.

In the cabin, all the carbonfibre parts are made from Lamborghini's Forged Composites. As with



TECHNICAL SPECIFICATIONS

LAMBORGHINI HURACÁN PERFORMANTE

ENGINE:	5204cc V10-cylinder
BORE X STROKE:	84.5mm x 92.8mm
COMPRESSION RATIO:	12.7:1
POWER:	640hp @ 8000rpm
MAX TORQUE:	600Nm (443lb ft) @ 6500rpm
TRANSMISSION:	7-speed LDF dual-clutch transmission, four-wheel drive
BRAKES:	Carbon-ceramic discs, 380 x 38mm (front), 356 x 32mm (rear)
TYRES:	245/30 R20 (front), 305/30 R20 (rear)
DIMENSIONS:	4506mm (L), 1924mm (W), 1165mm (H)
DRY WEIGHT:	1382kg
FUEL CONSUMPTION:	20.6mpg
CO ₂ :	314g/km
TOP SPEED:	202mph
0-62MPH:	2.9 seconds
PRICE:	£215,000



the exterior parts, the matt version of this new material has a lovely surface finish that reminds me of a high-quality polished granite kitchen top in its pattern and depth. The spoilers have a glossy finish, while the cabin elements, such as the centre console and dashboard air vents, feature a semi-matt look. Either way, the material has a visual depth and unique pattern that is much more fascinating to behold than traditional carbonfibre.

The seats, dashboard and door panels are covered in Alcantara, and there's a choice of normal and race-style seats. It is an indication of the lateral g-force the Performante is capable of on track that I found myself using my back muscles to resist the cornering forces, despite the well-shaped and supportive normal seats. The third and fastest of my track sessions was in a car equipped with the race-style carbonfibre-backed seats, and I definitely recommend these if you are a track day junkie.

Tooling along on public roads, the Performante is much like a normal Huracán. Its ride is a tad stiffer and more controlled, but other than that it feels very much like business as usual.

If you are lucky enough to have some nice twisty

road near you then you will be able to experience the extra incisiveness it offers over the standard car, especially in terms of crispness and responsiveness. But it is only on a racetrack that the engine, chassis and active aerodynamics are doing their best work and this car really comes alive in a symphony of precision and power.

When you watch a really well sorted and stable car being driven rapidly by a competent driver, time seems to slow down and everything appears calm and unhurried. This is definitely the case with the Huracán Performante, and while its active aerodynamics cannot actually be seen working (unlike on cars where whole sections of spoiler move), the stopwatch does not lie. A 6min 52.01sec lap of the Nürburgring has never looked so easy.

In an age when supercars are becoming faster and more capable, but losing some character due the muffling effect of turbocharging, the £215,000 Lamborghini Huracán Performante stands out from the pack with its snappy naturally aspirated motor and sensational soundtrack. An engaging and inspirational steer that burns itself into your memory like a firebrand, this is Lamborghini at its very best. 🇮🇹

Highly unusual semi-matt finish to the cabin carbon reminds us somewhat of luxury kitchen surfaces



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For the 'L' of it

Fiat's 500L MPV gets styling tweaks, a cabin refresh and a new badge – Cross – in its more 'crossover' version

Story by Chris Rees
Photography by FCA





Oh my! You've gotten so big – so goes the ad strapline for the newly facelifted 500L. Size may well be the elephant in the room for fans of the Fiat 500. Is the 500L a step too far? Should it ever have been called a 500?

Whatever you think of Fiat's product strategy, the 'L' version of the 500 has been a really big hit. In the compact MPV class across Europe, one in four sales is a Fiat 500L. In Italy, the 'L' is even more of a runaway success, reaching the number three best-seller slot last year. Almost half a million have been made since it was launched five years ago.

Now Fiat has facelifted the 500L but to look at it, you'd think not a lot has changed. Fiat claims 40 per cent of the car is new but I'm struggling to see how it could be any more than 10 per cent new.

The headlines are that it's been lightly restyled and given a cabin makeover – both following the style of the recently facelifted baby Fiat 500. As well as that, the range has been renamed: the regular 500L becomes the 500L Urban, the old Trekking morphs into the 500L Cross and the awkwardly named MPV seven-seater becomes the 500L Wagon.

The nose now has chrome-detailed upper headlights, and the lower lights acquire LED daytime running bulbs. The front bumper is reshaped and has new-style lower grille meshing. The distinctive chrome 'whiskers' are narrower, too. At the back end, the fog and reversing lights are now on the underside of the bumper.

There are three new colours (Denim Blue, Sicilian Orange and Donatello Bronze) plus a bunch of quaintly music-themed shades like Bossa Nova White, Hip Hop Yellow, Heavy Metal Grey and Pasodoble Red – yes, really. Three types of roof finish (body-colour, gloss black or white, or matt black) mean you have 36 colour combinations to choose from.

The Cross version, meanwhile, edges more towards SUV/crossover territory, not just by dropping its old 'Trekking' moniker but by genuinely becoming more SUV-like. For instance, it gets standard mud and snow tyres, as well as a very useful new Traction+ and Gravity Control system. This is operated by a central knob, which works in a much more sophisticated way

than the old system to increase grip in slippery conditions, using both engine torque and brakes at speeds up to 18mph. You can also limit your speed on steep downhill sections.

The Cross also looks more butch, thanks to its distinct new bumpers, front and rear skid plates, two-colour alloy wheels and sculpted 'bull bar' grille. It sits higher than the regular 500L by 25mm, making it ride very comfortably indeed. In fact, one of the best things about the whole 500L family is its ride quality, which is super-comfortable, especially at higher speeds. The soft suspension does mean, though, that there's a fair bit of body roll – the tyres start squealing at surprisingly low speeds...

The new dashboard, common to all 500L models, is probably the biggest single improvement. Out goes the old 'guitar'-shaped fascia and in comes something that echoes the Fiat 500X's. Behind a new steering wheel is an updated instrument cluster with two main circular gauges straddling a nice, clear 3.5-inch TFT colour display.

The most welcome change is a new Uconnect touchscreen in the middle of the dash, either five or seven inches across, depending on model. This is brilliantly clear and easy to use – very much a cutting-edge unit. It easily paired up to my phone using Apple CarPlay (it's also ready for Android Auto), allowing audio streaming, texts and voice recognition. TomTom 3D sat nav is an option but if you've got a phone with Google Maps, frankly you're better off using that since it's displayed on the main touchscreen.

The centre console is also reshaped, with extra storage, repositioned air con controls, new cupholders, a central armrest and a reshaped gear lever that's mounted higher up. I must say I find the gearknob unnecessarily large and I really wish that Fiat had done something to improve the obstructive, imprecise gearchange quality which remains the 500L's biggest bugbear.

Unchanged are the novel glazed A-pillars (which improve visibility somewhat) and the optional panoramic glass roof, which really brightens up the cabin but ruins rear headroom – if your passengers



TECHNICAL SPECIFICATIONS

FIAT 500L	1.4 T-JET	1.6 MULTIJET	
ENGINE:	1368cc 4-cylinder petrol	1598cc 4-cylinder diesel	
POWER:	120hp @ 5000rpm	120hp @ 3750rpm	
TORQUE:	215Nm (159lb ft) @ 1750rpm	320Nm (236lb ft) @ 1750rpm	
TRANSMISSION:	6-speed manual, front-wheel drive	6-speed manual, front-wheel drive	
DIMENSIONS:	Urban: 4282mm (L), 1784mm (W), 1658mm (H) Cross: 4270mm (L), 1784mm (W), 1683mm (H) Wagon: 4352mm (L), 1784mm (W), 1667mm (H)		
KERB WEIGHT:	1245kg	1380kg	
FUEL CONSUMPTION:	49.6mpg (combined)	68.9mpg (combined)	
CO ₂ :	163g/km	112g/km	
0-62MPH:	11.0 seconds	10.7 seconds	
TOP SPEED:	114mph	117mph	

measure more than 5ft 7in tall, steer clear of the glass roof option.

Speaking of space, this remains the 500L's strongest suit. Boot space is class-leading (up to 1480 litres, or 1509 in the Wagon) and legroom front and rear is enormous. The rear seats usefully slide, too.

As for engines, nothing has changed. The petrol line-up consists of the 1.4 (95hp) and 1.4 T-Jet (120hp). There are also two MultiJet diesels: 1.3 (95hp) and 1.6 (120hp). I drove the 120hp 1.4 petrol and the 120hp 1.6 diesel. Both are very torquey and easy to drive but overall I prefer the petrol as it's quieter and freer-revving. If you regularly need to lug large loads up hills, or need the lower CO₂, then diesel's the way to go with its stronger torque curve and better fuel economy.

The range consists of Pop Star and Lounge versions of the 500L Urban and the seven-seater Wagon, with just one high-spec trim level available in the Cross. UK deliveries start in September and prices are announced in July; however, we do know that the most popular model – the 500L Urban 1.4 95hp Pop Star – will cost £16,195. That's only £165 more than the outgoing one, so we suspect prices across the board will be effectively unchanged.

A lot of the nice tech does cost extra, though, notably in option packs called City, Comfort, Safety, Style and Style Plus. I'd probably opt for the Safety Pack, which includes autonomous city braking (which



automatically brakes the car at speeds up to 18mph if a collision is imminent), as well as the City Pack with its rear parking camera.

Fiat says the 500L is "the only emotional car in a functional segment" and if you're after an MPV, it does the job really rather well. It may not be exciting to drive – if you value sharp dynamics, you're better off in a Fiat 500X – but for space, value and cabin tech, very little touches the 500L. 🇮🇹

ABOVE: 500L 'Cross' looks more butch and has pukka off-road ability thanks to clever Traction+ system





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At your service

Sleeping Little Giants

The story of how two magical Fiat Abarth Zagato 750s – blue Double Bubble and red Record Monza – came back to life

Story by Tony Castle-Miller
Images by Michael Ward





I remember a fine day at Brands Hatch in 1984, when I witnessed one Fabrizio Viollati wringing the neck of his Ferrari GTO as he fought through the field and almost won the race. Little did I know that Viollati's GTO would become (for a short while) the most expensive historic car ever sold.

Fabrizio Viollati's life is well documented, not only as a racing driver but also as the founder of the San Marino-based 'Maranello Rosso' collection of Ferrari and Abarth cars. At the point of his untimely death in 2010, the museum consisted of a very large collection of the cars from Maranello and Corse Marche. After a number of false starts, the whole collection was eventually sold and came out of San Marino. Bonhams offered the cars for sale over the course of a number of auctions.

Whilst I had never seen the collection at San Marino, I was enlisted by Bonhams to help evaluate the Abarths and so had the opportunity to inspect the cars at first hand. The Abarth collection consisted of a wide range of models, from small-capacity touring cars, through GT cars of all sizes to sports racing cars. Some were wonderfully original, others were in a desperate condition, but all had been untouched for years.

After the sales, the Abarths dispersed all over the world. Some have stayed in the UK whilst others are now with new owners as far away as New Zealand. Many of the cars have either been restored or recommissioned and once again are giving great enjoyment.

The diminutive red Fiat Abarth 750

Bialbero Record Monza Zagato featured in this article was one of the cars sold by Bonhams. Its condition at that time might be described as "very original but showing signs of a very hard life."

Middle Barton Garage (MBG) was charged by the new owner to restore the car to full working order, but to retain the wonderful patina that literally oozed out of the car. This is a tricky brief, given that the car was born in 1959 and, like so many competition cars, has passed through many hands, some more mechanically skilled than others!

The ravages of time were all too evident as aluminium and steel had been reacting together over more than half a century. Some of the mechanical 'bodging' was, shall we say, agricultural. On the positive side, the originality of the Record Monza was excellent in respect of the engine, transmission, suspension, brakes, wheels and interior.

The body/chassis restoration was entrusted to my long-time co-conspirator, Alan Kerr, who runs Spot On Colours – a company specialising in classic and historic coachwork. There were certainly some serious issues lurking. Probably the 'best' find was a 'new' floor section that had been riveted in on each side on top of the original corroded items. A sandwich had been made as glassfibre had been laid on the original pans prior to fixing the new floors. Alan systematically cut out all the problem metalwork and rebuilt the chassis/body to possess the strength required once again.

I recall discussing the colour choice with the new owner. Without hesitation, he declared that we must repaint the car in the original red. I pointed out that there were perhaps ten shades of red paint on this old campaigner! He left it up to us to find a compromise.



The mechanical rebuild was relatively straightforward in respect of the engine, transmission, steering and interior. The 747cc twin-cam (Bialbero in Italian) uses the cylinder block of the humble 633cc Fiat 600. Abarth produced all the kit 'in house' to convert the little pushrod engine into a jewel of a twin-cam. This design was developed over the following years, eventually producing the 982cc Bialbero 1000 engine. By this time, even the cylinder block was an Abarth item, but the lineage was clear.

Despite its years, the precious Abarth bits (such as the steel crank, polished conrods, twin-cam head assembly, chain case and sprockets, alloy sump and so on) were all able to return to duty. Once the valve springs, guides, rings, bearing and seals had been replaced, the little engine was assembled without drama.

The original transmission on old competition cars is often long gone and we rather suspected to find 'our' one would be more Fiat 600 than Abarth. Not so! We found

the correct Abarth close-ratio gear-set and crown wheel and pinion, all in remarkably good shape. A clean and reassembly job with new bearings, synchro rings and seals saw the transmission set to go.

The wheels on these early Abarths were made by Amadori and are exceptionally rare. The little magnesium wheels are usually cracked and corroded, rendering them unusable. After media blasting the five wheels which came with the Record Monza, they underwent detailed examination and

Parts are now almost impossible to find for these cars - like the wonderful original Amadori wheels





we found no faults at all. Happily, they were passed for road use.

The rear hubs and brakes, together with the steering, presented no particular problems, being Fiat 600-based. The speedometer, rev counter and cable were overhauled by Speedograph Richfield. MBG tackled the Jaeger triple gauges and fuel sender unit – a tricky and fiddly job!

The cooling system consists of an enlarged Fiat 600 radiator and a supplementary Abarth radiator slung under the car. MBG has been lucky over the last thirty years to have been availed of the services of A1 Radiators in Banbury, whose Roland possesses the skills necessary to rebuild very old radiators and also to recreate cooling 'kit' as may be required.

The one area that caused a major problem was the front braking system. The Record Monza 750 Bialberos raced very successfully on the international stage, including the Sebring 12 Hours. Abarth had developed enlarged front drum brakes to replace the Fiat 600 items. Cars so equipped are rare, as disc brakes were used after 1959.

We were truly shocked to find no internal parts inside the left front brake drum and only one brake shoe in serviceable condition in the right front drum. The drum, shoes and back plates were all made by Abarth and absolutely not readily available. A call to Hans Kirimaa at Rebels Racing resulted in a set of new shoes and fittings being machined for the Record Monza. They are truly a work of art, having been

machined from aluminium billet. Shame they can't be seen!

So in the end, the little GT car came back to life. It exudes tremendous character and its performance exceeds expectations. The little twin-cam runs two 36mm downdraft DCL Webers and sounds wonderful through the MBG-designed 'stinger'. The original unsilenced stinger was far too loud for the street; the new system is just loud!

By sheer coincidence, we found ourselves working on two 1959 Zagato-bodied Fiat Abarths at the same time. The blue car is a Fiat Abarth 750 Zagato 'Double Bubble' (two bumps in the roof). In common with the red Record Monza, it's based on a Fiat 600 but is closer to the Fiat mechanical specification. This model was never fitted with the twin-





cam engine but nevertheless it enjoyed some notable competition success. Three Double Bubbles finished in the top three places in class at the 1957 Mille Miglia. The winning Double Bubble averaged a staggering 73.26mph over 1000 miles – not bad for a 750cc pushrod engine producing 47hp at 6000rpm.

This particular car was transported to Holland from the USA in very poor condition. The car underwent a restoration in Australia

and much of the work was completed satisfactorily. Some aspects of the engine and many details needed some attention, though. Today the car is in fine running order, albeit with a non-original Fiat 850-based engine. The original 747cc engine is currently undergoing a rebuild at MBG. In the near future, the Double Bubble will be returned to original specification and performance. I have always been impressed by the performance of these little cars, given the

modest power of the engine. The Abarth recipe of light weight, a slippery shape and sufficient horses produces magical results.

The two cars featured here demonstrate how well Zagato designed and built aluminium GT bodyshells for the Fiat 600 platform. The proportions are aesthetically correct, resulting in aerodynamic designs that are most pleasing and efficient. They prove, perhaps, that it's possible to make a silk purse out of a sow's ear! 🇮🇹

*Blue 'Double Bubble'
Zagato packs an awful
lot of character into what
is a tiny package*





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Gentleman's Relish

Understated, but no longer underrated, Zagato's grand Lancia coupe exudes unadulterated quality

Story by Simon Park
Images by Michael Ward

Any beauty contest involving Zagato's three Lancia 'F' Sports would, I'd dare to suggest, see the Flaminia ending up 'biggy' in the middle, probably losing out to the endearingly dainty Fulvia but comprehensively out-pointing the – oh dear, how shall we put it? – characterful, quirky, downright pug-ugly (delete as you see fit) Flavia. 'Restrained elegance', on the other hand, seems a fair description of its big sister, and that certainly chimed well with the tastes of her well-to-do but generally unostentatious clientele.

Mind you, back in the day, an impressive roster of glamorous characters did own Flaminias; but to names such as Bardot, Loren, Mastroianni and Hemingway can be added those of Fangio and Collins, which tells us something about the allure it held for professional pedallers, too. Although the Flaminia – like arch-rival Alfa's various 2600 models – didn't ooze the instant driver appeal of its smaller, more overtly sporty siblings, it was far more than a mere fashion accessory, boasting engineering of sufficient quality to win over even the most discerning and demanding of potential punters.

Two years after the 1957 launch of the original four-door *berlina*, Zagato was one of three independent *carrozzerie* to bring a two-door variant to the party. Pininfarina's steel-clad Coupe was closest to the saloon in both concept and appearance, built on a wheelbase 120mm shorter but still with seating for four, whilst both Touring's GT and Zagato's Sport were basically two-seaters, clothed in aluminium on a wheelbase 230mm shorter still. Gone at last was the venerable sliding pillar front suspension that had



served Lancia so well for some 35 years; in its place were unequal-length wishbones and coil springs. But at the rear, a transaxle similar to the outgoing Aurelia's was retained, incorporating a four-speed gearbox, clutch, differential

and inboard brakes, along with a de Dion tube and semi-elliptic leaf springs.

Up front, the all-aluminium, 60-degree, OHV V6 engine looked familiar, too; but given the Flaminia's extra heft Lancia realised that more lung capacity might eventually be needed. So, although the V6 initially displaced the same nominal 2.5 litres as the Aurelia's, the block was completely redesigned, with a shorter stroke and a larger bore which could be further increased as and when required. That happened in 1963, but a couple of years earlier an intermediate upgrade saw the single triple-choke Solex carburettor replaced by three twin-choke Webers, lifting power from an 'adequate' (in Rolls-speak) 119hp to a far more bracing 140hp – and adding 3C to the model's name.

Right, let's do some number-crunching... 526 is the most popular figure amongst 'reliable' sources for total Flaminia Zagato production; but as we all know, there are lies, damned lies and Italian classic car statistics – which are commonly specious, so the usual caveats apply. As for 2.5-litre Sports, you can chose between 190, 199 or 205 single-carb cars – so 'around 200', then – of which just the first 99 had faired-in headlights set back in the wings. The more conventional, open, front-of-the-wing lights were retained for the 3C but several examples, including this one, had the earlier cowed variety retro-fitted (as confirmed in writing by Elio Zagato in 1993).

Not a great deal else is known about this car before



LANCIA FLAMINIA ZAGATO SPORT 2.5 3C



TECHNICAL SPECIFICATIONS

LANCIA FLAMINIA ZAGATO SPORT 3C

ENGINE:	2458cc V6 all-alloy 60-degree OHV
BORE X STROKE:	80mm x 81.5mm
COMPRESSION RATIO:	9.8:1
POWER:	140hp @ 5600rpm
TORQUE:	150lb ft @ 3600rpm
CARBURETTORS:	Three twin-choke Weber C35 DCNL
TRANSMISSION:	Four-speed manual, rear-wheel drive
SUSPENSION:	Unequal-length wishbones, coil springs, telescopic dampers (f) De Dion axle, semi-elliptic leaf springs, telescopic dampers (r)
BRAKES:	Dunlop discs, 11.5in outboard (f), 12in inboard (r), servo-assisted
TYRES:	Michelin X 165R-400
KERB WEIGHT:	1330kg
TOP SPEED:	122mph

it surfaced in Switzerland in the 1980s. Between 1990 and 1993 it was fully (and expensively) restored in Italy, after which it spent a lot of time in storage. Its present owner bought it at an Artcurial auction in 2015. There was little or no paperwork with it, but a Fiat archive letter confirms it to be a 'matching numbers' car, in its original Lancia blue colour – which certainly suits the Flaminia, especially in combination with scarlet Connolly hide. And on this car it wears its 25-odd years remarkably well – still lustrous and unblemished.

Indoors, all is equally spick and span. It may not be sumptuously appointed, but at least there's some sensible ribbed carpeting here, in place of the standard low-rent rubber matting. Comfortable seats and a fine driving position confront the splendidly period wood-rimmed wheel. All the instruments you'd want and expect are here, including a rev counter reading to 6500rpm (no red line) and a 220km/h speedo. Then there's the usual eccentric selection of switchgear, including six identical chunky black knobs. One, quaintly, turns on 'luci citta' (helpfully translated for you as 'town lights' – that's one I hadn't noticed



before), but I never fathomed the rest...

The cabin, like everything else about the Flaminia, screams 'Lancia' at you. It's the no-nonsense approach, prioritizing the practical – no fripperies or frills, just what you need and no more. And it's the tactile quality of the main controls, all paragons of precision, that imparts the feel-good factor and the smug conviction that you've made absolutely the right choice opting for this coachbuilt Lancia. And that's important, because 55 years ago it would have cost you half as much again as an E-Type Jaguar and virtually the same as an Aston DB4. And whilst it couldn't match either for straight-line speed, it was at least the Jag's equal on handling finesse and cross-country agility, and markedly superior to the agricultural Aston.

Quite what was done to the chassis in the early '90s we don't know, but it was probably fully refurbished since this Sport has a ride like a modern car, firm but well-modulated, and there's absolutely no sign of sloppiness or wear in the suspension. That big wheel controls steering that is sensibly geared and very precise, with only moderate weighting-up under extreme lock. As a result, getting this biggish car to turn in to a bend, which it does beautifully, isn't the upper-body workout you might have been expecting. And stage two is no less satisfactory, the de Dion rear end keeping both wheels firmly pinned to the road. Some body roll under harder cornering does nothing to upset the Sport's composure either, and grip from the (brand new) Michelins is exemplary.

Tales have been told of Flaminias getting a tad uppity when taken to the limit in bends, but whilst I admittedly wasn't pushing ten-tenths, cornering in the Zagato felt to be an altogether more reassuring experience than the same procedure in many an Aurelia – and having said that, I shall now dive for cover. Actually, no, I'll stand fast and quote another fine driver, David Piper, who owned an Aurelia but raced

a 2.5 Sport like this at Brands Hatch, and much preferred the later car's handling, describing it as "impeccable". And *that's* what you were paying for, too.

That said, only a churl would grumble about the behaviour of the V6 which, whilst it might lack the multiple overhead cams and sky-high specific output of its glitzier rivals, acquits itself with aplomb. Sure, it doesn't rev like a Dino, but it's very flexible indeed, power growing in a steady surge to 5000rpm, which was all I allowed myself, accompanied by a stirring growl. And whilst 0-60mph in around 13 seconds is hardly heady stuff these days, it feels satisfactorily brisk in this period environment.

And it's helped along by a beautifully precise gearchange, its kinky lever, tight up against the right knee, particularly easy to use (15 years later, Alfa didn't come close to matching it in the similarly engineered Alfetta). Together with a reasonably light and progressive clutch, ideally suited to heel-and-toe changes, it makes for easy optimum transmission of such power as there is back to the driving wheels. The brakes initially feel quite fierce, the servo assistance perhaps rather over-zealous; but as is so often the case with these older cars, you soon adjust your own inputs to their idiosyncrasies.

The Flaminia, like so many Lancias of the period, hides its light under a bushel. A good friend of mine, a Lancista of long standing, has always maintained that they "really needed a 4.0-litre engine." But Lancia never saw sheer horsepower as the be-all and end-all, and it certainly wasn't seeking to take on Maserati at its own game. Instead, it did what it had always done – produce the best-engineered machines that it could, with a cavalier disregard for cost, and rely on a sophisticated clientele to appreciate their finer qualities. The result, of course, was bankruptcy; but the legacy of those pre-Fiat years is a glorious one which we can all still enjoy, thanks to survivors as good as this. 🇮🇹

Our thanks go to Thornley Kelham for allowing us to drive the Flaminia, which is currently for sale at www.thornleykelham.com, Tel: 01285 869791



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Alfa Romeo Police cars



Here we have every single variety of Alfa Romeo used by the Italian police force over the last 60 years. What was it that made Alfas so appealing to the Carabinieri, and what mods were done to them?

Story by Ruoteclassiche/Alfredo Albertini & Alessandro Barteletti
Images by Ruoteclassiche /Luci e Immagini

Italians love to argue about politics, the national flag and the best TV channels. But everyone seems to agree about one thing: the respect that Italy's civil police force, or Carabinieri, attracts. It genuinely embodies the ideals of Italian national unification and has an illustrious history dating back 200 years.

And you have to give respect to their choice of patrol cars: the Carabinieri are ultra-loyal to the Alfa Romeo brand. Gathered here we have every single Alfa Romeo model that has ever been part of the Carabinieri fleet.

We have to thank not only Rome's Historical Museum of the Carabinieri Forces, but also private collectors. Many older Alfa models simply no longer exist as police cars, so several cars here are exact replicas fitted with period police equipment.

By law, historic police cars are not allowed to drive on Italian roads – the only ones of our gathering that can legally be driven are the 156 and 159 that come from Milan police headquarters. If you didn't know, Italian police cars are nicknamed 'Gazzella' (gazelle).





AR 51 (Matta) 1952

Most of the 2050 examples of the Matta made were sold to the army. As few as 120 went to the Carabinieri, all painted green.

Giulia TI 1962

The forces purchased 1500 examples of the new Giulia saloon, which was matt green until 1967, in common with all military-type vehicles at the time.

Giulia Super 1969

Replacing the TI, the Super was more powerful. Over 2000 gloss green-liveried examples of the Super were delivered to the forces.

Giulia Super 1971

The new Carabinieri livery of dark blue with a white roof was launched in 1971. The colour scheme is still in use to this day.

Alfetta 1972

The first Alfettas were used by the police towards the end of 1972, and a total of around 3700 were delivered. This is a 1982 example.

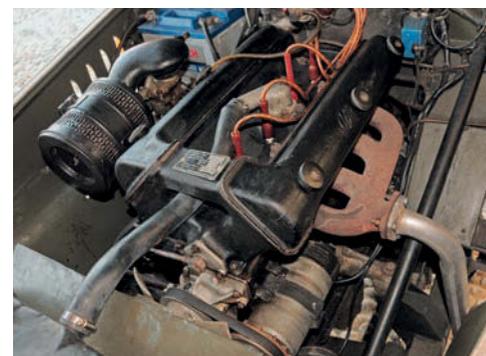
The Matta was the very first Alfa Romeo used by the Carabinieri. Next came the Giulia – the first patrol car coordinated by central headquarters to allow for rapid police interceptions. You can see from our photos how police liveries have evolved. The three Giulias in our main spread are painted in ‘military issue’ matt green, gloss green and then blue-and-white liveries, the latter being first adopted in 1971 and still recognisable on police cars today. The famous Carabinieri logo was first introduced on the blue-and-white Giulia, evolving from the 155 onwards with inclined letters and a red stripe.

You can also see how police equipment has evolved. The Giulia had just one flashing light on the roof, for instance, while the Alfetta had two. Then the 156 evolved with strobe lights, and finally the 159 moved on to LEDs.

**AR 51 - 1953
THE MAD ONE**

Nicknamed ‘Matta’ (mad) by Alfa Romeo’s general manager, Iginio Alessio, the AR 51 was enrolled in the army in 1953 and equipped with a radio from the outset. This specimen was one of the few owned by the Carabinieri and ended up at a flying club in Padova for use in fire emergencies.

“I found it in May 2003 in very bad condition,” recalls its current owner, Giancarlo Pietra. “The back was equipped with a water tank and some fire extinguishers.” Restoration was not an easy task. The bodywork was done by a specialist who had to create from scratch many missing and rust-eaten parts. The roof plates were missing but luckily Giancarlo found another Matta being scrapped in Monza and



recovered many necessary items, including the starting handle. The khaki canvas cover is new, as are the tyres, while the number plate is a period replica.

The four-cylinder single-carb engine (from the 1900 sedan) had seized but by spraying degreaser into the combustion chambers for several days, then push-starting it in fourth gear, he finally managed to unjam the engine. Despite the long period of inactivity, the robust powerplant needed no further servicing.

The instrumentation is ultra-basic; the gear lever has four speeds and a reduction gear. Special military-spec ‘dimmer’ lights allow you to see at night without being seen. At the rear are fixed a spade, pickaxe and radio aerial in Bakelite, while a spare wheel sits on the bonnet.

Specifications

Engine 1884cc 4-cyl
Power 65hp @ 4400rpm
Transmission 4-speed manual with reduction gear, rear-wheel drive (switchable to four-wheel drive)
Suspension Independent (front), rigid axle (rear)
Dimensions 3520mm (L) 1574mm (W)
Top speed 65mph





Alfa 90 1985

Replacing the Alfetta, the 90 retained the 1.8-litre engine. 2188 examples were delivered to the police up until 1988.

Alfa 75 1985

The Nuova Giulietta (116) never formed part of the police fleet but its replacement, the 75, was highly appreciated. Some 2073 examples were ordered.

155 1982

This was the first front-wheel drive Alfa used by the police. Very popular and in use up until 2000, a total of 3483 examples were delivered.

156 1998

The 156 was the first police car to gain an armoured windscreen and doors. The example here is a facelifted 2003 model.

159 2006

This was the moment that the police turned to diesel power, which helped save on fuel costs. The 2.4 JTDM was never short of power, though.



GIULIA SUPER - 1969 POLICE PURSUIT CLASSIC

The Giulia famously chased Minis across Turin in *The Italian Job*. While those were earlier Giulia TIs, they only really differed from this Super in their colour. They were matt green, while the Super we have here is a gloss green example from 1969, the first time that Carabinieri cars were painted differently from Italian Army vehicles which were – and still are – all matt green.

Giuseppe Thellung di Courtelary is the great-grandson of Major Negri di Sanfront, the Carabinieri commander who led the 1848 Pastrengo assault during Italy's first war of independence. This explains his passion for the Carabinieri.

He had been looking for a police Giulia like this for a long time and came across this replica, which started life as an ordinary white Super. It does use original police equipment, however, from the blue flashing light on the roof to the knobs used for the special police equipment.

This series of Giulia was the first to be equipped with a swivelling roof light operated from the inside via a handle, as well as an on/off switch; the last car to use this manual set-up was the 155, after which it was replaced with an electrical system. The Siemens military-spec radio has a loudspeaker and a receiver, both located on the dashboard. Charmingly, the period siren sounds exactly as it did in the olden days.



Specifications
 Engine 1570cc 4-cyl
 Power 104hp @ 5500rpm
 Transmission 5-speed manual, rear-wheel drive
 Suspension Independent (front), rigid axle (rear)
 Dimensions 4160mm (L) 1560mm (W)
 Top speed 109mph



ALFETTA - 1982
1.8-LITRE POWER

The first police Alfettas arrived at the end of 1972 and were very much liked by the force, thanks to their better weight distribution, de Dion rear axle and more powerful 1.8-litre engine. Overall, this was a far more suitable car for high-speed police operations.

Our example dates from 1982 and belongs to three Alfa Romeo fans, Filippo Tirone, Ivan Scelsa and Andrea Arona. They've worked on the restoration for around a year, attempting to find all the original equipment.

Unfortunately, the side indicators are in the wrong position – they should be behind the



front wheelarches, not ahead of them.

The interior has been properly restored, with zippers allowing access to the torch and to radio antenna directly from the cockpit. The panels and seats are coated with tear-proof material, apparently to NATO specifications. Sadly the accessory pack in the boot is missing – this should include a portable light, torches and even bulletproof vests. The OTE Gamma 400 radio that's fitted is still used by today's police force.

Specifications
 Engine 1779cc 4-cyl
 Power 122hp @ 5300rpm
 Transmission 5-speed manual, rear-wheel drive
 Suspension Independent (front), de Dion axle (rear)
 Dimensions 4385mm (L) 1640mm (W)
 Top speed 112mph



159 - 2008 DIESEL POWER

The most powerful of our police 'Gazzellas' is the 159 – the first-ever model supplied to the Carabinieri with diesel power. Using the 2.4 JTDM five-cylinder diesel engine, it never lacked performance thanks to a power output of between 200hp and 209hp, ideally exploited by the six-speed gearbox. It also meant the Carabinieri saved money at the fuel pumps.

As on the police version of the Alfa 156, the windscreen is bulletproof and the front doors are reinforced with steel plates. Two light machine-gun holders with a safety lock are placed under the front seats, and a shatterproof plastic panel separates the

front seats from the rear ones. Knowing what sort of perpetrators and ne'er-do-wells the police might be carrying in the back, the rear seats are covered in plastic and fully washable.

In the centre of the dashboard is a sat nav system that connects to the police operations centre. Near the handbrake is a removable remote control to operate various items of police equipment and there's a hands-free system to let officers communicate with the outside world via a loudspeaker. And following on from the 156, there's a retractable panel on the roof with a luminous display that can send messages to other motorists.

Specifications

Engine 2387cc 5-cyl diesel
Power 209hp @ 4000rpm
Transmission 6-speed manual, front-wheel drive
Suspension Independent (front and rear)
Dimensions 4660mm (L) 1830mm (W)
Top speed 143mph





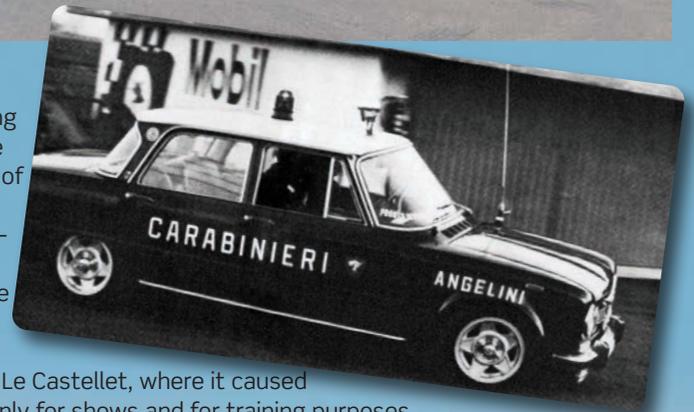
THE POLICE GIULIA 'GTA'

Rome-based Franco Angelini was always renowned for his Alfa Romeo tuning – his cars were often even faster than Autodelta's. In 1971 the police came to him with a very special request – to prepare an Alfa Giulia for a meeting of police cars from all over Europe at the French circuit of Le Castellet.

Angelini took a Giulia Super and transplanted a tuned GTA engine into it – all 174hp of it. That meant redesigning the exhaust and changing the gear ratios. In addition, revised dampers and lower, stiffer springs made it handle better and the brakes were updated. The only external differences were alloy wheels and 'Angelini' lettering on the wings (see pic right).

The prototype was tested at Vallelunga circuit before being delivered to Le Castellet, where it caused a big stir. Sadly, though, the car never entered active service, being used only for shows and for training purposes.

We asked Franco Angelini whether any police cars in period had more horsepower than standard. "Absolutely not," he replied, "they were standard factory cars that were simply very well maintained. As police commanders used to say, it was the officer's foot that made the 'Gazellas' go fast!" 🇮🇹







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Mitey Martinis

This lively pair of Martini-liveried Fiat Cinquecento Sportings redefine the phrase 'pocket rocket'

Story by Chris Rees
Images by Michael Ward



If you ever want proof of just how big cars today have become, park any current car next to a Fiat Cinquecento and watch the baby Fiat disappear behind it. The Cinque was an exercise in 1990s minimalism – just enough car to seat four people and a smidge of luggage, and no more. Few cars have ever offered such packaging perfection.

The Cinquecento is also a hoot of a car to drive, especially in Sporting form – one of the last of the chuckable, skate-like micro-hatchbacks in which all your thrills are delivered at low speed. Whatever became of this noble genre?

It's certainly not only me who misses the old-school charms of such wheel-at-each-corner minimalism. There's a healthy modern scene for the Cinquecento – and indeed the later Seicento – with a special enthusiasm for the Sporting.

And here we have two sparkling results of owner enthusiasm: a pair of rally/track-themed modified

cars that not only look great but prove that you don't need big power or mighty grip to have immense fun – quite the opposite, in fact, for both are arguably better for being small and feisty.

CHARLIE'S MARTINI TRACK CAR

Charlie Taylor's heavily decalated Cinquecento is a track car that's the result of fully eight years of work. "Originally I wanted a red car with a Storm bodykit but on seeing Martini-liveried Cinquencentos, I changed my mind," says Charlie.

His resulting project certainly looks the part. He sourced GT Tuning flared wheelarches and RS Tuning sills from Germany; the front splitter is home-made from a carbonfibre kit, and the front bumper is quick-release to ease access to the oil cooler. It all gives the car a real 1990s retro rally look that's very much enhanced by all the stickers – every one of which, by the way, genuinely attests to the hardware that's



fitted to the car (with one exception: there's no Cherry Bomb exhaust). The underside of the car is as superbly finished as the top, too, painted as it is in red oxide and smooth blue Hammerite.

The engine is a bit special. Charlie needed something to replace the 1242cc Punto 16V he had previously fitted, which had blown up. A lot of Cinquecentos have T-Jet or Bravo 1.4 16V engine transplants these days, but Charlie found something much better: one of the very rare Wolf Direct Racing 600m engines that were built by Richard Beatty (the ex-TWR Le Mans Jaguar engine builder) – only around 15 of which were built.

It started out as a 1242cc P75 MPI unit from a Seicento Sporting but is very much race-spec. It's been machined, lightened and has a balanced crank with P16V pistons. The head has been skimmed for better compression, as well as ported, polished and gas-flowed, and valve head work has been done, too. The cam is reprofiled and the inlet manifold and





bell-mouth outlets are all ported and polished. Charlie has also bought a lightened and balanced flywheel that's yet to go on.

There's a full closed forced-air induction system consisting of a carbon Dexcraft bob with carbon pipe, Samco reducer on to a BMC carbon can with filter, fed by an intake in the front bumper. Cooling is enhanced by Samco silicone engine hoses, a Seicento coolant tank and a Mocal oil cooler.

Other under-bonnet upgrades include Magnecor KV85 V5 HT leads, NGK iridium spark plugs, K&N oil filter, alloy oil catch tank and Strong-Flex polyurethane engine mounts. The uprated fuel rail was very hard to find, says Charlie – he eventually sourced it from a relative in Rome.

With its lightened crank, this engine will rev all the

way to 8000rpm and beyond, which is absolutely hilarious. Even if it takes seemingly forever to reach these heights, it's sweet as a lolly and sounds amazing at the top end. The exhaust is loud but nowhere near as loud as Mike's car (see above) because it has a more civilised 4-2-1 stainless Supersprint manifold, stainless Power-Flow mid-section, Sportex rear can and Cobra Sport stainless sports cat. It'll pull 45mph in second gear, so it's great at pulling away from the lights. The standard gearbox has been completely overhauled and refurbished by Punto Shop; the clutch is currently standard but Charlie hopes to fit a Black Diamond Kevlar one soon.

The car has been much lightened. The cabin is all but fully stripped – only the dashboard really remains (there are no rear seats, or instance, nor any

Very special Richard Beatty-prepared Wolf Racing 600m engine extracts no less than 95hp from 1242cc





soundproofing or headlining). The doors are still double-skinned but have carbon-style cards to lighten them. The front seats are Sparco Sprint buckets fitted with Sabelt three-point harnesses; the gearknob and pedals are also Sparco, the floor plating is Escort Mk1, the blue dials are from Lockwood and the rally-look dashboard has been flocked by Southern Flocking Services.

The bolt-in half-rollcage is custom – Charlie wanted an OMP cage but they're very expensive so this one's been made in the OMP style by a friend, but using thicker metal. Other weight-saving measures include an alloy race fuel tank and a full polycarbonate window set with front window sliders. A plumbed fire system, pull-cable kill switch and Goodridge braided hoses attest to the car's track focus.

A lot of other parts are simple bolt-on bits transferred from other Fiats. The discs and callipers are from a Punto GT, for instance, while the single wiper is from a Mk1 Panda. All the rubbers on the wiring loom had perished so there are all-new, more durable blue plastic sleeves.

This car has been built mainly for keen handling and a lot of work has gone into the suspension. There are Powerflex polyurethane bushes front and rear, an uprated front anti-roll bar with Strong-Flex polybushes, Sparco front top strut brace, Trofeo-style 'Fingers 99' lower front strut brace and upper/lower strut braces at the back, too. The main change, though, is AVO adjustable coilover suspension front and rear; the dampers can be set to either soft or hard, but Charlie's are permanently on hard – no surprise there!





"I want to fit lower springs on the rear as the stance is too high and I'm looking at fitting a rear anti-roll bar, adapted from a Toyota MR2 item. The wheels are rare OZ Racing 14-inchers with Yokohama A539 185/50 R14 rubber."

Having had a quick blast in Charlie's Cinque, I can report that it's supremely darty – hilariously so, in fact. Few cars feel so go kart-like – and that's not just because this is such a tiny car: it feels really planted and eager to turn in.

With around 95hp, the engine may not be the most powerful in the world but the little Cinq feels very zippy indeed because it weighs just 620kg, the result of having had so much trim removed.

Charlie has used the car a lot around Castle Combe and has even raced it at Thruxton. "I want to do a lot more track stuff," he says, "but since there's no suitable race class for it, I'll stick to doing track days.

Still to fit is a Colombo Bariani fast road 280-degree camshaft, an alloy header tank, a short-shift gear lever and Powerflex camber bolts. Charlie's also having work carried out on a spare bonnet – he's got a Lancia integrale vent to be installed, which is tricky as it can't be welded on because the bonnet is steel and the vent is alloy. Fabrication is underway to sort this.

MIKE'S MARTINI CUP EUROPA

Our second Martini-livered Cinquecento belongs to Mike Hunt. It's a rally-style machine, inspired by Mike seeing Pete Murray's well-known Trofeo Cup-style car. Mike has opted for a Martini Cup Europa look for his car.

While Charlie's car has an expanded 1242cc engine, Mike has stuck with the original 1108cc engine – "I wanted to get as much as possible out of 1.1 litres!" he says. To do so, he's made a number of mods, including 40mm throttle bodies, Punto 886 high-lift cam and a BMW E28 metal water tank. There's no oil cooler fitted yet but it's on the list. The bonnet is held up by a single gas strut.

And how much power has he extracted? Well it was last dyno'd at 70.9hp – before the head work had been done – so now it might be as much as 80hp. That could go higher – maybe up to 90hp – after the planned 40 Weber carbs and Bariani cam are fitted.

There's no rear exhaust box, just a centre box with dual centre-exit pipes. That means it's loud – very loud indeed! In fact, it's been measured at an ear-bleeding 112dB so it's no surprise that track days are mostly out for this tearaway.

The car started out as a standard silver Sporting and still has the same bodywork, albeit with Abarth sills and rear spoiler – “it really needs an Abarth front apron too,” says Mike. “I did the Martini livery by sourcing two metres of Martini stripes for £20 and then adding my own white pinstriping. The strut brace and rocker cover are done with the left-overs.”

The cabin is much modified. The front seats are from an Impreza, the pedals are Sparco, there are white dials with blue bulbs and an air/fuel gauge and voltmeter in the centre console, as well as neon cabin lighting. I'd forgotten just how huge the steering wheel is on a Cinque – on Mike's car it feels like a bus, so it's no surprise to hear he's planning on fitting a smaller one, alongside a few other mods.

“I want to strip the car but it's still my daily driver and I've got kids, so it'll remain a four-seater for now. I want to add Spax suspension and grooved and drilled brake discs, too. Parts are starting to get hard to find. Euro Car Care (www.eurocarcare.net) is a good source.”

As our photo shoot ends and this pair of Martini mighty mites disappear off for one last lap of our test track, I can hear the two lads laughing. It's really no surprise: these tiny little wasps of cars are brilliantly, infectiously entertaining. 🇮🇹



Abarth body kit enhances the look of Mike's Cinquecento, which has been prepared to look like a Martini Cup Europa car



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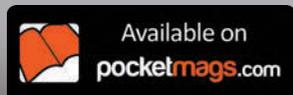
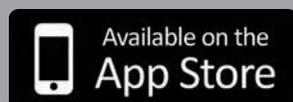
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Campione Del Mondo

Alfa Romeo's spectacular flat-12 engine powered the final line of Tipo 33 sports racers to the World Sportscar Championship in both 1975 and 1977. These were famous victories – but they were a long time coming

Story by Peter Collins

Images copyright and courtesy of Gooding & Company, photos by Mike Maez and Michael Ward



The complete story of the Alfa Romeo Tipo 33 sports racers was told in a book that I co-wrote with Ed McDonough on the subject. How we laughed! And cried... The story was a perfect example of old-school Italian racing car conception, development and manufacture, especially as seen through Northern European eyes, and full of contradictions, conundrums, information and misinformation.

The brainchild of Carlo Chiti, the Alfa Romeo Tipo 33 went through many iterations. Starting in 1967, the first version was powered by a 2.0-litre V8 and its first competitive event – which it won – was an obscure hillclimb in industrial Belgium on a Sunday in March. Its second event, only days later, was no less than the Sebring 12 Hours.

However, the glorious car we see here is a much later model that arrived on the scene initially in 1973. It is chassis 010 which, unusually for these cars, has a good history. It's up for sale at the prestigious Gooding and Co Pebble Beach auction in Monterey on 18/19 August 2017. To give the car its full title, it is a 1975 Alfa Romeo Tipo 33/TT/12. The 'TT' stands for Telaio Tubolare and the 12 means that it has a twelve-cylinder engine. Eight years after its initial appearance, the model had grown up considerably.

Carlo Chiti was a brilliant race engineer who had spent his early career in the early 1950s at Alfa Romeo, before moving on to Ferrari. By the end of the decade, he was chief race engineer at Maranello and was responsible for the gorgeous 250 Testa Rossa V12 line of sports prototypes that went on to win the



World Sportscar Championship at that time. Credit must also go to him and his team for the immensely successful Championship-winning 156 Sharknose Grand Prix car of 1961.

Chiti was both brilliant, eccentric and 'humano' as F1 driver Arturo Merzario told us. It was said many times whilst writing our book, in particular by chief test driver Teodoro Zeccoli, that Chiti would sometimes have a dream and come rushing into the office next morning insisting that this and that were to be done according to what his dream had told him. He was remembered by everyone we spoke to very fondly, but he was also very commercially minded (more of that later). He had a habit of saving stray dogs that he found in the streets around the Autodelta Alfa Romeo competitions factory, which he had had a big hand in creating. At one time, more than one dog lived in the factory yard in a makeshift kennel constructed out of used Tipo 33 body parts.

There was a (probably true) story that, during a particularly noisy and rowdy discussion in his office over the way the Tipo 33 project should go forward, he tried to calm the participants down, but to no avail. So he opened one of the drawers of his desk, took out a pistol and fired it into the ceiling. Immediate silence followed.

So it is easy to imagine that when he rushed into the Alfa Romeo Press Office in early 1971 to announce the imminent arrival of a flat-12 3.0-litre power unit to replace the then-current V8s, the message was received with a certain amount of scepticism. There is no doubt he was genuine in his desire to produce such a unit but, when John Bolster stated in Autosport magazine in March 1971 that the new unit was likely to appear before the end of the year, he was well wide of the mark.

The existence or otherwise of this flat-12 became something of a myth. Denis Jenkinson himself remarked at the 1973 Le Mans Trials, after its umpteenth non-appearance early that year that it was "the almost mythical Alfa Romeo with its flat-12 engine." But it wasn't merely all in the mind of Carlo Chiti. One of the twists in the convoluted tale of the Tipo 33s was the reversion to a tubular chassis after the increasing success of the 1971 monocoque car, which ended the season with World Sportscar Championship wins to its credit. Even the average race spectator knew by this time that a monocoque was the way to go for a light, stiff chassis in a racing car, so the backward step to tubular was, to say the least, a strange idea.

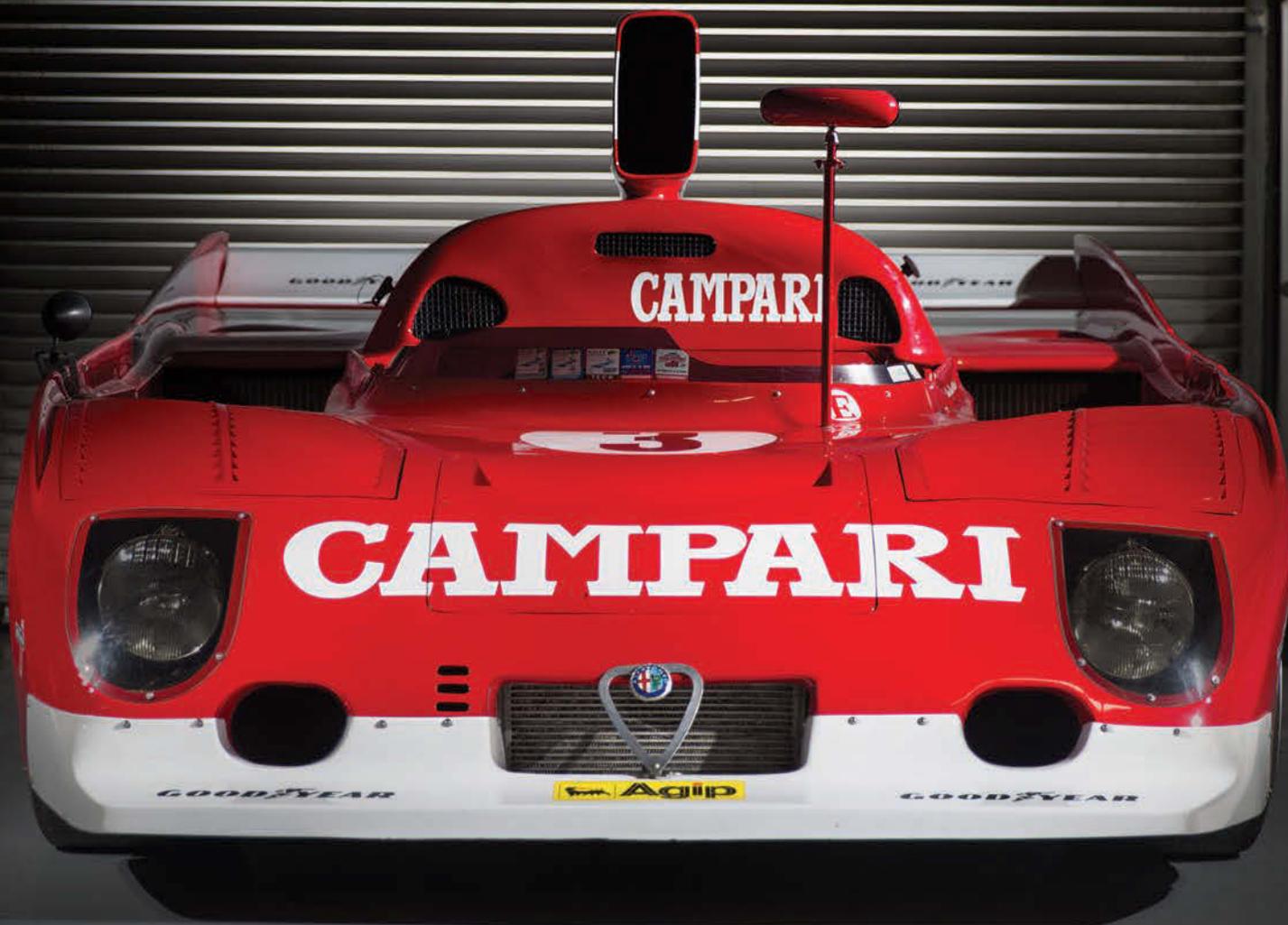
Compared to the 1971 T33/3, the 1972 T33/TT/3 seemed larger and flatter and, according to most of the driving team, was far more skittish. Nanni Galli, Alfa's team driver, told us that the TT "was much more reactive and seemingly on a fine edge all the time."

So the flat-12 saga trundled on until, at the April 1973 Monza 1000km, real news of the car was reported by team driver Rolf Stommelen, who said that he had tested it there and the times it put up would have annexed it a good grid position amongst the Ferrari and Matra opposition. Then, all of a sudden, the public were able to judge for themselves only three weeks later, when the first T33/TT/12 arrived for practice at the Spa 1000km race. The drivers were Stommelen and De Adamich, but the latter had a serious tyre deflation and the car was wrecked in the subsequent accident, so no race debut was possible.

The unveiling served, at last, to explain the seemingly inexplicable change of chassis construction over the winter of 1971/72 because the new car used the tubular construction to cradle the power unit in the

Cockpit is tight; Clay Regazzoni said the 33/12 was a better-handling car than his Ferrari 312PB









Chassis number 010 was driven by Pescarolo and Bell in championship-winning '75 season, scoring wins at Dijon and Monza

rear, but both the engine, later described by Karl Ludvigsen as "massive", and the chassis, were bigger than the 1972 car, being both wider and longer.

Autodelta long-term tester and team driver, Teodoro Zeccoli, told us that, "Fitted into the first TT chassis, the flat-12's rotation and torque were enough to twist the engine block and whole chassis... there was no power below 8000rpm and the whole thing was frightening to drive."

The team took two TT/12s to the Targa Florio held soon after, and Clay Regazzoni was enlisted as a driver. He reckoned that by then, the handling was slightly better than the Ferrari 312PBs he was used to, but the engine "didn't have such a good spread of useable power." It was academic anyway, since the car got away from him on a daunting, fast, downhill section in practice and by the time the accident stopped, the car was a pile of scrap from which he was lucky to get away without personal injury. The second car did make the race, driven by De Adamich, but it was run off the road by a slow Porsche 911.

Much testing and race experience was needed, but engine problems stymied the team at Zeltweg. Then, after a winter's development, the team arrived at Monza in 1974 with new cars and drivers – and won at home. Things were looking up. Although no more victories came the way of the Alfas during the rest of the year, they took solid second places at the Nürburgring, Zeltweg and Imola. Could they capitalise on this upward curve of success?

Emphatically 'yes' was the answer, and here our featured car takes, or maybe shares, centre stage, as Alfa managed to win the 1975 World Sportscar Championship with this car, chassis 010 – an important part of the glorious Autodelta team.

For a moment, let's take a look at the politics that were also going on in the background and the technicalities of the flat-12 engine. It must be remembered that, at this time, Alfa Romeo was effectively a state-run company and therefore subject to all the political ignorance and strictures that result from that. Chiti had to report to Rome every week after a race what had happened and why, as well as where all the money had been spent. He was actually very good at this, but it took its toll and may have affected the effectiveness of the cars and team. By the end of 1974, the boss of Alfa Romeo, M Guani, was saying "enough – no more racing," but Chiti had a trick up his sleeve and 'sold' the team to German racer Willi Kauhsen for 1975. As a result, the Italian government no longer had anything to complain about! This is why, throughout the '75 season, the team cars bore Kauhsen's chosen sponsor decals on their noses even though they were still being 'run' by Autodelta. The arrangement certainly worked well because Alfa Romeo won outright the World Championship for Makes (Sportscar Championship) that year.

The Alfa Romeo Tipo 33 flat-12 power unit was 3.0 litres, the maximum allowed capacity (actually 2995cc). It had four overhead camshafts and four



valves per cylinder and initially produced 470hp at 11,000rpm, but by 1974 these figures had risen to 490hp at 11,500rpm. By the middle of their championship year, Chiti was claiming over 500hp at 12,000rpm. It was all enough to convince Bernie Ecclestone to use the engines in his Brabham Grand Prix team. But first, back to 'our' car, chassis 010.

For Tipo 33s, we know quite a lot about its results. This is unusual as Chiti never wrote anything down and no records were ever kept. Myself and Ed McDonough spent over two years researching the cars and consider that there is nothing else to find regarding which cars did what and where, so it is heartening to say that 010 seems to have been allocated mainly to Derek Bell and Henri Pescarolo for that victorious year of '75.

Derek said in Alan Henry's book that he thought "the engine was fantastic" and that Kauhsen's work and influence pulled the team together to great effect so that he and Pescarolo first took it to fourth overall at the opening race at Mugello, following that up with a win at the Dijon 800km in April. The combination won again at Monza two weeks later and came second at the Spa 750km event, beaten by team-mate Ickx, the master of the circuit.



Two weeks later, after the long haul down to Enna in Italy for a 1000km race there to replace the Targa Florio, another second place was the reward. Then the car travelled all the way back up to the Nürburgring for Germany's 1000km. Sadly the car crashed there, although there is actually no reference to 010 so this is surmise as the other two team cars present were 009 and 011. All was well at the Osterreichring 1000km at Zeltweg at the end of June when 010, with its usual crew, again took a second place.

Another two weeks later and the chassis was in the USA for Watkins Glen, where it finished fourth. This was the last recorded competitive outing for the car, although we cannot rule out the possibility that it ran into 1976. For that year, Chiti at last designed a monocoque which was designated T33/SC/12 – the SC standing for 'Scatolato'.

Once retired from front-line competition, 010 was sold direct by Autodelta into the stewardship of Joe DiLoreto across the sea in the USA, and it has remained there ever since. These are superbly charismatic cars, with all the intrigue and interest that an Italian team, especially one run by the fascinating and human genius Carlo Chiti, can muster. If only I had the money...

In its ultimate form, the flat-12 engine produced over 500hp and also found a home in Brabham's F1 car





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Pirelli Factory Visit

We celebrate more than 110 years of Pirelli racing with a visit to its Settimo Torinese factory and the Museo dell'Automobile in Turin

Story & images by Phil Ward



Founded in 1872 by Giovanni Battista Pirelli, the Pirelli tyre company made its top-level competition debut at the Susa-Moncenisio race in 1905. One year later came its first win in Sanremo. In 1907, Prince Scipione Borghese and the journalist Luigi Barzini drove an Itala in the gruelling Peking-to-Paris race. That milestone has been suitably celebrated in Turin's national automobile museum and the current home of the very Itala 35/45HP that won in Paris.

Tazio Nuvolari achieved a resounding victory on Pirelli tyres in the 1930 Mille Miglia but it was 1950 when the golden age of Formula 1 began. The first four world championships were all won by Pirelli, starting with Giuseppe Farina and Alfa Romeo in 1950. The following year, the legend that was Juan Manuel Fangio secured his first title with Alfa Romeo on Cinturato tyres, which also took Alberto Ascari's Ferrari

to the championship in 1952 and 1953. In 1954, Pirelli won at Le Mans with the Ferrari 375MM driven by Froilan Gonzalez and Maurice Trintignant. Three years later, the Pirelli-equipped Maserati 450S triumphed in the hands of Fangio and Jean Behra at the Sebring 12 Hours. At the end of the same year, the Argentine champion took his fifth Formula 1 title, driving a Maserati with Pirelli tyres. Pirelli's first era of grand prix racing had come to an end.

In rallying, Achim Warmbold and Jean Todt began Pirelli's success by winning the Polish Rally in 1973 in an Abarth 124 Spider. Sandro Munari drove his Lancia Stratos to two Monte Carlo wins in the 1970s, as well as wins for Markku Alen with the Lancia 037 in 1983 and 1984 on the rapid asphalt of the fearsome Tour de Corse.

Pirelli returned to Formula 1 in the 1980s, racking up several important victories such



as Nelson Piquet's win at the French Grand Prix in 1985 and Gerhard Berger's triumph in Mexico in 1986. The F1 tyre back then was the P7: a name that was already closely associated with competition. It was the P7 on which Ayrton Senna made his Formula 1 debut in 1984, driving for Toleman. In those days, Pirelli equipped teams such as Lotus, Brabham, Arrows, Osella, Fittipaldi and Minardi.

The increasingly competitive Benetton team also joined the Pirelli family. Michael Schumacher started only the second grand prix of his illustrious career at Monza in 1991 on Pirelli P Zero rubber but Pirelli left Formula 1 at the end of the season to



concentrate on other series such as the IMSA championship in America, winning in 1995 with the Ferrari 333 SP, and then again the next year with the Riley & Scott driven by Wayne Taylor.

Pirelli's return to Formula 1 was announced in 2010 with its new P Zero range characterised by six colourful sidewall markings: four to denote the different slick tyres, plus green and blue to indicate the intermediate and full wet compounds. From 2016 there was a seventh colour: purple (ultrasoft). In 2017, the third of Pirelli's trio of three-year supply agreements has begun, with wider tyres to cope with the extra downforce this season.

GT RACING

Performance and durability are the keys to success in GT racing, demonstrated by Pirelli's wins in epic endurance races such as the Nürburgring 24 Hours, Gulf 12 Hours and Bathurst 12 Hours.

Pirelli is currently involved in no fewer than 224 car championships worldwide, including important single-make trophies such as the Ferrari Challenge and the Lamborghini Super Trofeo. Translated, that equates to around 1170 races per year worldwide running Pirelli tyres. Around 1000 people work in Pirelli's motorsport departments, ranging from research and development to trackside engineering.

A MATTER OF PRESTIGE

Ferrari, Lamborghini, McLaren, Pagani, Bentley, Porsche, Aston Martin, Maserati – all these significant and prestigious brands have one thing in common: they are fitted as standard from the factory with Pirelli tyres, which equip one out of every two top cars. Luxury cars and sports cars are two of the fastest-growing sectors in today's automotive market. Currently there are around two million prestige and supercars registered, with an yearly growth at 15 per cent (compared to four per cent for the rest of the market). These statistics confirm the foresight of Pirelli's focus on the prestige segment.

SETTIMO TORINESE

Pirelli's state-of-the-art Settimo Torinese plant is the company's most technically advanced and efficient facility. It produces almost four million tyres a year. The tyres can be split into two ranges: summer/winter and all-season. These take in both the ultra-high performance sector (such as the P Zero and P Zero Corsa) and the high performance sector, where the P7 Blue, for example, utilises state-of-the-art technology to guarantee an AA European tyre label rating for energy saving. The plant also produces compounds, including those used in Formula 1.



MUSEO NAZIONALE DELL'AUTOMOBILE

A visit to Turin would be incomplete without sampling the delights of the recently revamped historic car museum.

The Turin Automobile Museum is one of the oldest car museums in the world. It was founded in 1932 by Cesare Goria Gatti and Roberto Biscaretti di Ruffia (one of the founders of Fiat). After several years of refurbishment it was reopened in 2011, now known by the grand title of Museo Nazionale del Risorgimento Italiano di Torino.

There are almost 200 cars dating from the mid-19th century to the present day, spanning over 80 different makes of vehicle. The main feature of the exhibition changes regularly and at the time of our visit it was 'Giugiaro and his Journey'. The breadth of Giugiaro's genius ranges from the Fiat Panda and Volkswagen Golf to the Ferrari GG 50 (based on the 612 Scaglietti), De Lorean DMC 12 and the hybrid Brivido.

Among rarely seen prototypes was the 2002 Alfa Romeo Brera, based on a Maserati 4200 V8. Another interesting car was the Bugatti EB112 saloon that had been intended for production but Bugatti folded just after a couple of cars had been built.

Speculation continues over who actually designed the Lamborghini Miura, and two

cars in the Giugiaro exhibition provided food for thought. The 1963 Chevrolet Corvair Testudo that Giugiaro designed for Bertone has elements of the Miura design, notably the headlights. Second is the yellow 'Research Model GT'. This was created in 2008 from 1964 drawings marked 'Lamborghini' discovered by Giugiaro's son Fabrizio. These might have been preliminary drawings for the Miura project, or possibly something for Bizzarrini.

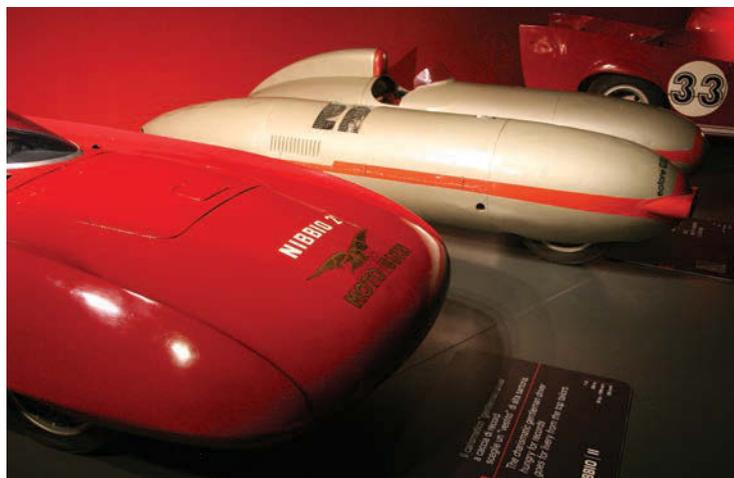
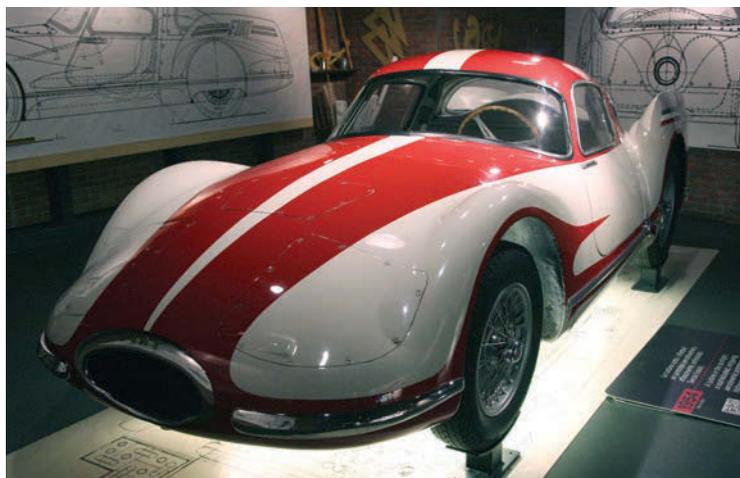
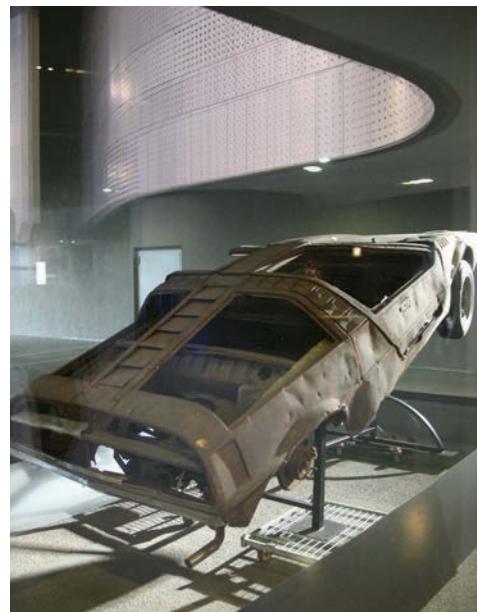
Perhaps the most intriguing Italdesign exhibit was the Porsche 914/6 based Tapiro of 1970. Featuring gullwing doors and a 220hp 2.4-litre flat-six engine, it was sold in 1972 to a Spanish industrialist who used it as his daily driver. Eventually, a group of activists planted a bomb under the Tapiro, which exploded and set fire to the car. The burnt shell was repurchased by Italdesign.

Elsewhere, the most impressive display was the Grand Prix 'grid' featuring cars from the early years up to Schumacher's F1 Ferrari. The dynamic graphics provide an impressive illusion of movement – even the kerb appears to rush past the spectator. Another spectacle is the huge, underfloor-lit aerial map of Turin. All the carrozzerie based in the surrounding area are labelled over their original locations – most impressive.

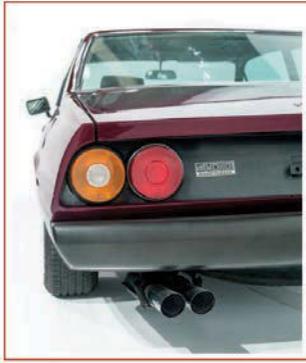
More modern machinery includes the Fiat Ecobasic (Panda Mk2 prototype), the Chris

Bangle-designed Fiat Downtown, a Cinquecento Trofeo, a crash-tested Fiat 500 and a 500 covered in thousands of 1/43rd scale models.

A visit to the Museo Nazionale will easily take three hours. It's open every day except Monday and adult entry is just €10. For more details of the museum's facilities and updates of featured displays visit: www.museoauto.it



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An Adventure in Italy

Visiting a shrine to the Targa Florio race in Sicily

Story and images by Nigel Carter



My wife Sofi and I spent our honeymoon in Taormina, Sicily, some years ago, which was absolutely wonderful, and we wanted to go back.

This time we chose Palermo, on the northern Sicilian coast, for the history, architecture, food, wine, beaches and a certain small motoring museum nearby.

Soon after our arrival, we stumbled across a Ferrari store right in the middle of Palermo. It was an inevitable draw to go in and buy another polo shirt for the collection. My search for a model of a 360 Modena goes on, however – no luck in the shop, though plenty of other models. No sign of a single Ferrari on the roads though, but there are plenty of

good reasons why: extremely narrow roads, 'continental' driving style and so on.

Many of *Auto Italia's* readers will know the Targa Florio race – a road race around a hilly section of northern Sicily called the Madonie. This event was the first ever road race in the world, first run in 1906 and continued until 1977. Having read up about the race and its history some months before, and seen the excellent film *A Sicilian Adventure* with Alain de Cadenet and Francesco da Mosta, I thought that I must go and see what is there.

However, I was disappointed to see that there is no official museum to this historic road race – rather surprising because the Mille Miglia has an excellent museum near



Brescia. Undeterred, I kept on looking and two places appeared to have something about this race. I sought out what appeared to be the larger of the two museums – Museo del Motorismo Siciliano e della Targa Florio – on the outskirts of Termini Immerese, some 35 miles east of Palermo. (There is nothing in Cerda, the site of the original pits – now long deserted and crumbling, and only a small museum in Collesano).

A tourist information official in Palermo

kindly phoned the museum and spoke to the owner, who confirmed that he would open the following day and offered to pick Sofi and me up from the railway station. Delighted, the following day we set off by train to Termini Immerese, a pleasant ride along the coast.

About 40 minutes later, we arrived and called the museum. The owner apologised for not being able to pick us up but said he would be there to meet us if we got a taxi – which we duly did. During our ride, Sofi and I talked about the importance of this race and this place and both agreed that it needs a visionary to take it to the next level to remind the world of its rightful place in the history of racing. After a short drive we arrived at the museum, located on the outskirts of town, and a little remote.

The owner, Salemi Antonino, greeted us warmly. It didn't take long to see what this museum was all about. It's a singular passion of this man. He has amassed a large collection of memorabilia, photos, trophies, models, overalls and of course cars over a number of years and has taken over several buildings to house his growing collection.

His enthusiasm for the race, its history, the drivers and the cars is infectious – he took us round the museum and explained each exhibit and the people involved. We had a personal tour – one to one. Most of the racing greats have been to the Targa Florio and sure enough he had photos and magazines showing these drivers and their cars. I was also struck by the fantastic collection of models and the model of the pits at Cerda made by two local enthusiasts a couple of years ago. Of course, the local hero in Sicily is Nino Vaccarella, a local schoolteacher who won the Targa Florio three times. Our man Salemi knows Nino very well. It soon became apparent that he knows just

about everyone associated with the race. He said more than once: "Oh there's me at the back of this picture of the winning driver!"

Prize exhibit is the 1972 Alfa 33 which came second, driven by Helmut Marko and Nanni Galli. He has a number of other cars including two Porsche 911s, a Ford Escort RS200, Ford Sierra Sapphire Cosworth, Ferrari 308, Innocenti Mini, Alfa Romeo Spider, Fiat 500s and a very curious Fiat 600 beach car.

Salemi struck me as a man to whom I could have talked for hours. Throughout the tour, he revealed that he had plans for a more formal museum in a new purpose-built building and showed us the plans which looked good. Meanwhile, he works on upgrading his website (www.Targa_Florio.it). He has connections with the Ferrari Owners Club in Palermo and is also involved with a project to make a solar-powered car – the Floriopolis project; a prototype is in the museum.

Turning to the history of the race, it was a gruelling affair – over some of the most twisting and demanding roads that you could find. The circuit has changed at various times. In fact in 1912, 1913 and 1914 the circuit was one lap of Sicily around the coast! Most other years it was the smaller circuit around the Madonie. The race was conceived by Vincenzo Florio, a wealthy businessman, who was the driving force behind Marsala wine production. All the significant names from Italian automotive history were involved at one time or another. A certain Vincenzo Lancia came second in 1907, driving a Fiat, while in 1920 Enzo Ferrari finished second driving an Alfa Romeo.

Ferrari had early wins in 1948 with the 166S driven by Troubetzkoy and Biondetti, and in 1949 with the 166 MM driven by Biondetti and Benedetti. 1952 was

dominated by Lancia with the B20 taking first three places. Honours fluctuated each year between the top teams, and Ferrari won again in 1958 with the 250 TR driven by Luigi Musso and Olivier Gendebien, with Wolfgang von Trips and Mike Hawthorn in another 250 TR in third.

Ferrari managed a second place in 1960 with a Dino 276S driven by von Trips and Phil Hill. 1961 was von Trips' year, winning in a 246 SP, co-driven with Olivier Gendebien. 1962 also saw a first and second for Ferrari – first was a 246 SP driven by Willy Mairesse and Ricardo Rodriguez, and second was a 196 SP driven by Giancarlo Baghetti and Lorenzo Bandini. 1965 saw local hero Nino Vaccarella driving a Ferrari 275P2 to his first win. This is nicely captured in a film of the race, *Mountain Legend, Targa Florio 1965*. 1972 saw a further win for Ferrari in a 312P driven by Merzario and Munari, the last for Ferrari in the Targa.

After almost two hours of pouring over the exhibits, it was time to depart. I offered payment for letting us look around the museum, but Salemi shifted awkwardly, not wanting to take my money. Instead, he suggested I might like to buy a shirt, book or souvenir, which I was more than happy to do.

We had a wonderful few hours immersed in the history of the Targa Florio, one of the greatest motor races ever staged. The museum may not be the biggest you've ever seen, nor have the most professional presentation, but it certainly has the biggest heart and the most enthusiastic and charming owner. Salemi is indeed the visionary that all museums need. If you are ever in Sicily, I recommend you visit this remarkable place and support Salemi's efforts in establishing a more permanent museum to this great motor race.



Scorpion Rocks

Abarth owners turned out in force for the second all Abarth Day

Words by Phil Ward
Photography by Michael Ward



Rockingham Speedway in Northamptonshire was the place to be on 20 May when hundreds of Abarth owners converged on the circuit for Abarth Day 2017.

Organised by Abarth GB, the event included track demonstrations of classic Abarths, track driving for owners, test drives and hot laps for passengers.

It was a very special day in many respects. Owners and prospective owners could test drive the whole Abarth range, including the latest 595 Trofeo and Abarth 124. However, the icing on the cake were hot laps for passengers in the 300hp works Abarth 124 Rally. Team Bernini brought two cars over from Italy, where they run in the Trofeo 124 Abarth and R-GT series. Not only that, but the driver was Fabrizio Andolfi Jr who drove to 8th place out of 37 finishers on the Rally del Ciocco e Valle del Serchio in March.

Our congratulations to the whole Abarth UK team for putting on a great event. Overall, it was a grand day out. And by the way, and a full story on the new and classic Abarth 124 Rally cars is coming soon. Watch this space!



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At your service

Bristol Italian AutoMoto Festival

The Italian AutoMoto Club held its Bristol gathering in April 2017

Story & images by Paul Hanmore



The Bristol Italian AutoMoto Festival (BIAMF) has run successfully for the past 13 years without a break, centred on closed streets in Bristol's historic, Italianate, city centre.

This year the event celebrated the 70th anniversaries of Ferrari, Lambretta and the Lancia Motor Club. It was also the Fiat 500 Club's 25th anniversary. There were in fact several notable model anniversaries this year from Lancia: Aprilia 80th, Flaminia 60th, Fulvia Sport 50th, Hyena 25th, Kappa Coupe 20th. In addition the Alfa Romeo Giulietta

116 celebrated its 40th anniversary and the Fiat Nuova 500 its 60th.

Once again there was a grand turnout of iconic Italian cars, motorcycles and scooters, all ushered safely into position by the ever-willing band of volunteer marshals, without whom the event could not be held. This year we were visited by TV personality Kevin McCloud who entered a 1955 Alfa Romeo 1900C SS and a 1967 Fiat Dino Spider.

We are most grateful for the support of all our event sponsors and particularly Motor Sport Vision Racing who sponsored the

awards. For a comprehensive report, look on colinoncars.com and search for the Bristol Italian AutoMoto Festival.

*ABOVE: Paul Gregory's 1933 Alfa Romeo 8C 2300 in prime position on Corn Street
BELOW: Rob Menghini's 1957 Fiat 500 Vettri Fissi (fixed windows), Targa d'Oro and suicide doors - one of the first that left the production line, and one of the rarest in the world (it's one of only 12 known survivors)*

BELOW LEFT: Kevin McCloud's superb 1967 Fiat Dino Spider 2.0



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COMING SOON:





COLLECTORS' GUIDE

WHAT YOU NEED TO KNOW ABOUT INVESTING IN A TOP END CLASSIC

Ferrari 275 GTB

The 275 GTB sits at the top table among classic Ferraris. It's a fabulous driver's car and a blue-chip investment, with flawless styling and an evocative V12 soundtrack

Story: Tim Pitt and Spencer Herbert
Photos: Michael Ward



In the mid-1960s, Ferrari and Pininfarina were both enjoying something of a purple patch. The fruits of this union include some of the most beautiful cars ever made: 250 GT Lusso, 250 LM, Dino 206 GT and, of course, 275 GTB. Even against the backdrop of the Jaguar E-Type and Lamborghini Miura, the 275 GTB is a masterpiece, one that has only grown lovelier with age. Its seductive curves and delicate details are the antithesis of present-day Ferraris' aggressive, aero-led styling.

The 275 GTB was the first roadgoing Ferrari with fully independent suspension and the first to use a transaxle (incorporating the five-speed gearbox in the rear differential). It went through a process of steady evolution until replaced by the 365 GTB/4 Daytona. However, unlike earlier Ferraris, you won't find a plethora of coachbuilt body styles: this was a relatively mainstream model, with 970 cars produced over four years.

Ferrari launched the 275 GTB at the Paris Salon in 1963, and approximately 250 'Series One' cars left Maranello before the 'long nose' Series Two debuted in 1965. The noticeably longer front overhang of the Series Two increases downforce at high speeds, although many consider the original design to be

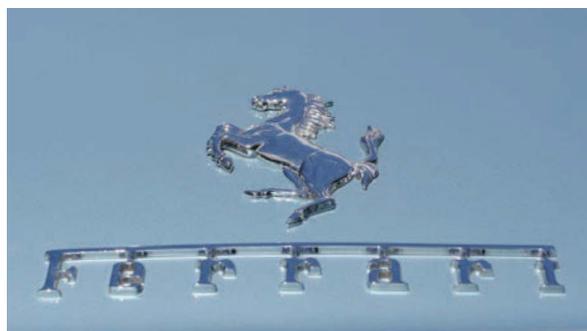
prettier. Another nod to progress came with the four-cam 275 GTB/4 of 1966 (330 examples made) – the first Ferrari with standard alloy wheels.

All cars use a Tipo 596 tubular steel chassis, but buyers could opt for either steel or aluminium bodywork. Alloy-bodied cars were 60kg lighter, more expensive and primarily intended for racing, although it's worth noting that all 275 GTBs have an aluminium bonnet, boot lid and doors.

Four 275 GTB Competizione Speciales were built for motorsport homologation in 1965, each using the 320hp V12 from the 250 LM. For the 1966 season, Ferrari followed up with 12 super-lightweight 275 GTB/Cs – again fitted with the 250 LM engine and aluminium panels so thin that they could be dented by hand. Two of the 12 cars were factory-converted for road use, and all are highly prized by collectors.

Before we get to the oily bits, it seems remiss not to mention open-air versions of the 275. Pininfarina built 200 examples of the 275 GTS for the US market in 1964. With a slightly detuned engine and perhaps less attractive styling, the GTS is worth less than an equivalent GTB today. That's certainly not the case with the stunning 275 GTS4 NART Spider, though – an aluminium-bodied roadster built to order by





Scaglietti at the behest of US importer, Luigi Chinetti. Only 10 NART Spiders were made, making this one of the most valuable Ferraris ever: reckon on £20 million for a concours car.

The 275 is powered by a development of the 60-degree Colombo V12, mounted well back in the chassis for better balance. This venerable unit first saw service in the 1947 125 and remained in production until the 1988 412i – an incredible 41-year lifespan.

The 3286cc Colombo V12 in the 275 GTB was initially available with twin overhead camshafts and a choice of three or six Weber carburettors. Power was around 280hp-300hp, depending on spec. The four-cam 275 GTB/4 followed in 1966, partly as a response to new rival Lamborghini's advances in engine tech. Capacity remained the same, but it boasted a dry sump, narrower valve angle and a vibration-quelling torque tube between the engine and transmission. Output was upped to 330hp – good for 60mph in 6.6 seconds and 155mph.

Such performance could be readily deployed on the road, too, thanks to good weight distribution and independent suspension. Indeed, the 275 GTB is more of a sports car than its reputation suggests, certainly

more so than the Daytona that followed. This is reinforced by a relatively sparse, single-minded interior. The bucket seats and centre console are trimmed in leather, and electric windows were an option, but apart from that it's standard classic Ferrari fare: white-on-black dials, wood trim and a spindly gearlever in an exposed metal gate.

Browse the classifieds and you'll see that 275 GTBs were sold in a wide palette of colours – with many cars painted sober shades of blue, grey and silver. You'll also spot that most are advertised as 'POA'. But hey, if you have to ask...

DRIVING IMPRESSIONS

My palms – slightly sweaty – grasp the thin, wood-rimmed wheel, eyes fixated on that familiar, yet oh-so- evocative cavallino rampante at its centre. I stretch for the vertical handbrake, give the clutch a hefty prod, breathe deeply and turn the key. Motoring writers lead a charmed life, but even so, my first time in a 275 GTB feels momentous – magical, even.

The car in question is a 1966 steel-bodied 275 GTB/4 in gleaming Azzurro Metallizzato (paint code: 106-A-32). Owned by Ferrari aficionado Nick Hart, it has totted



up just 17,500 miles since new. Yet Nick is refreshingly keen to use it: "It's just been washed after a tour of the Jurassic coast last weekend," he explains. "We had three 275 GTBs in convoy – quite a sight."

Thankfully, he's also remarkably calm about over-awed journalists taking the wheel. "You need to be gentle until everything's up to temperature," he says, "but this is a race-derived engine that doesn't like to dawdle. It really comes into its own at higher speeds – above 50mph or so." I won't need to be told twice.

There's a brief cough from the alternator, then 12 cylinders, four camshafts and 24 valves erupt ebulliently into life. The noise is mesmerising and gloriously mechanical. There are no ECU-induced throttle blips or adjustable exhaust baffles here: just a whirring, chattering, rumbling paean to Italian engineering. I'm sold before we've even turned a wheel.

First gear is bottom-left on a dog-leg and, as I'll discover, needs a concerted shove even after the oil has warmed up. The unassisted worm-and-roller steering feels slightly ponderous at low speed, but the view along that long bonnet is fabulous – its subtle 'power bulge' a unique feature of the four-cam 275 GTB/4. Nick's right, though: the V12 doesn't

appreciate tentative inputs. My first attempt to pull away sees the car kangarooing as I fail to feed in enough throttle. Somewhat embarrassing.

Driving any seven-figure classic is a big responsibility, particularly with its owner in the passenger seat. But as my nerves calm, the Ferrari feels increasingly user-friendly. The seats are broad and comfortable, ride quality is remarkably good and the ergonomics – cryptically labelled rocker switches aside – put many cars of this era to shame. Visibility feels panoramic thanks to those stick-thin windscreen pillars, too.

Still, this is a car that demands concentration. The option to disengage brain and cruise on autopilot isn't there; it's far too focused for that. All the controls move with weighty deliberation that's joyously rewarding when you get it right, and downright merciless when you don't. But the harder you work it, the better it gets.

The large Veglia tacho is redlined at 7500rpm, but the V12 only truly comes alive once the needle has passed 4000rpm. Keep it in that power band, however, and it's exquisitely exhilarating. Into third gear, I feel the nose go light as the car surges forward in a heady rush of linear, naturally aspirated acceleration. The



gear lever is tingling, wind is rushing past the open windows and the noise – the noise! – is pure 1960s sports racer. Cogs mesh, belts thrash and carburetors gulp, all overlaid by a cultured snarl that, hours later as I write this, still echoes in my eardrums.

Of course, a power output of 330hp is mere hot hatch territory in 2017. The 275's spiritual successor, the 812 Superfast, boasts a faintly ridiculous 800hp. Yet the Ferrari still feels fast, helped in part by its modest 1200kg kerb weight – a whopping 400kg lighter than a Daytona. As we exit a roundabout onto a

stretch of dual carriageway, the road clears, the planets align and I floor it. At that moment, I'd swear the Ferrari seems quicker than its official time of 6.6sec to 60mph suggests.

If my over-riding impression of the 275 GTB is of that magnificent Colombo V12; the composure of its chassis comes a close second. The brakes inspire confidence and turn-in feels eager, despite the pliant suspension and modest 14-inch wheels (optional Borrani wires here, rather than the Campagnolo alloys). There's also very little body roll for a car of this era.

Styling mixes masculine bristle with feminine grace; cabin is supremely inviting; Colombo V12 has it all



FERRARI 275 GTB COLLECTORS' GUIDE

SAMPLE AUCTION PRICES

1964 275 GTB, red, £1,429,000
1966 Ferrari 275 GTB/6C, yellow, £1,642,000
1967 275 GTB/4, bronze, £2,517,000

Blasting along quiet Oxfordshire lanes, sun shimmering on the 275's curvaceous front wings as the exhausts rasp, it feels made for roads like this, its compact dimensions allowing you to carry speed where a wider, more modern supercar would need to slow down. But frankly, this icon is more about seat-of-the-pants sensation than outright speed. It's analogue, engaging and ever-so-slightly brutish. Beneath the veneer of grand touring civility, the 275's racing roots are still evident.

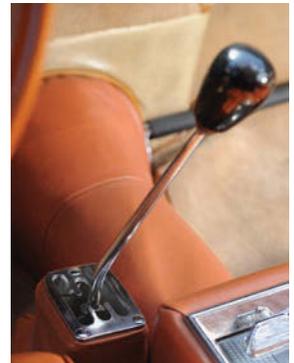
I'll leave the final word to Nick Hart: "The 275 GTB/4 is the complete package," he says. "It's rare, looks beautiful from every angle and is so well-balanced. It's just sublime: driving nirvana. For me, this car is as good as it gets." **Tim Pitt**



TECHNICAL SPECIFICATIONS

FERRARI 275 GTB/4

ENGINE:	60-degree V12 four-cam
CAPACITY:	3286cc
BORE & STROKE:	77mm x 58.8mm
COMP RATIO:	9.2:1
CARBURETTORS:	Six Weber 40DCN 17
POWER:	330hp @ 8000rpm
TORQUE:	240lb ft @ 6000rpm
TRANSMISSION:	Five-speed rear-mounted manual
BRAKES:	Solid discs all round, Dunlop four-pot callipers
TYRES:	215/70 R15
DIMENSIONS:	3538mm (L), 1578-1589mm (W), 1540-1578mm (H)
KERB WEIGHT:	1200kg (2646lb)
0-60MPH:	6.6sec
TOP SPEED:	155mph
PRICE IN 1967:	£6516





COST & VALUE ANALYSIS

The cost and viability associated with a professional Ferrari 275 GTB restoration is driven by market values and ultimately the price paid for a car in the first instance. However, owners need to differentiate between the variants available. Ferrari produced the 275 GTB as either a two-cam or four-cam model but confusingly, the earlier cars came as Short Nose two-cam and later became Long Nose with a four-cam engine; early cars had three carbs and later ones six carbs. If you are really lucky, you may be able to find an early Short Nose six-carb model. Values are wrapped up in the rarity of each variant, but to keep it simple a LHD 275 GTB four-cam is a good place to start value-wise.

Good cars are often advertised as 'POA' but usually in the region of £2 million. At auction, restored or very good cars achieve up to £2.2 million, with fair but complete examples ducking under £2 million. Project cars are rare and tend to find owners off-market and under the radar. Prospective buyers should always seek out a 'matching numbers' car. Having a specialist in your corner is always a good idea. Spencer Herbert, Vehicle and Acquisitions Manager at Barkaways, is well placed to help prospective buyers find their ideal car. Barkaways is currently restoring an early 275 GTB which has been taken back to bare metal, making sure that 100 per cent of corrosion is identified and removed.

The start point with any 275 GTB must be the chassis – based on a tubular framework attached to the outer sills. The chassis is easily viewed from

underneath but further investigation should focus on the floor of the car and its outriggers. It is very important that you enlist the help of a Ferrari specialist if you are serious about a car.

Original factory replacement body panels are pretty much non-existent and phenomenally expensive. Budget for panels having to be made by hand. Alignment and shut lines are very important and make or break any restoration. Ferrari Classiche certification is ever-present in the minds of owners; originality (both aesthetically and mechanically) is of the utmost importance.

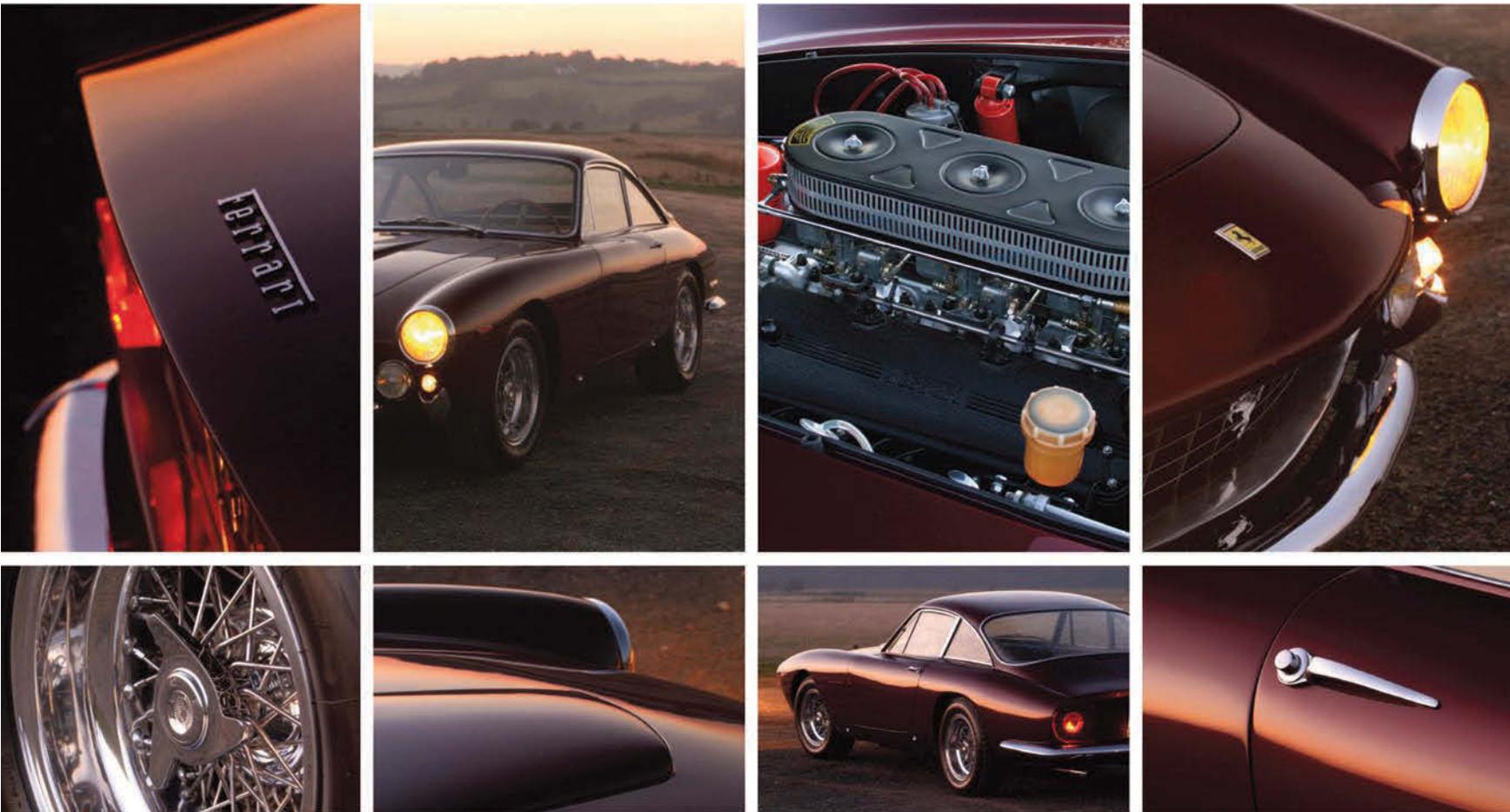
The 275 GTB's independent suspension and transaxle should be of no concern if cared for properly, but do check for general wear and tear. Later cars came with a torque tube driveshaft, so check that the original unit is still in place.

Whilst robust, the engine needs regular maintenance, so check its recent service history. Also listen for noisy tappets, indicating worn adjusters. Earlier three-carb engines are less highly-strung; six-Weber versions need to be set up by a specialist who understands the process.

The Ferrari 275 GTB has always been an attractive proposition with a healthy demand. Values have grown steadily over the past two years. Prices tend to be higher in the UK for RHD examples but many buyers favour LHD cars as they appeal to a wider audience when it's time to sell.

The car possesses that magical ingredient which is inherent in any truly great car design; a perfect balance between the masculine and feminine. The 275 GTB is an incredible car to drive and own with an intoxicating soundtrack to match. If you get the chance to take a 275 GTB through a tunnel then you will understand that you simply hear other cars but you listen to a Ferrari. **Spencer Herbert (Barkaways)** 





Ferrari 250 Lusso Berlinetta

PRODUCTION 1962-64

The 250 Lusso Berlinetta could be judged as one of the most beautiful Ferrari models ever to come out of the factory in Modena.

Styled by Pininfarina. Introduced at the Paris Salon in 1962, named "Lusso", Italian for luxury. Built on a short wheel chassis similar to the 250 short wheel base and GTO models, powered by a V12 3.0 litre engine with a three-Weber twin-choke carburettor set-up, giving a maximum top speed of 150 mph.

Production ceased in 1964 and was the last of the Ferrari 250 series road cars.

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Images courtesy of John Mayston-Taylor collection

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Scuderia Italian Car Club

South Australia
www.scuderiaitaliancarclub.asn.au

DIARY DATES

July 7-9

Lancia Motor Club National Rally & AGM (LMC)

www.lancia.myzen.co.uk

July 9

National Alfa Day (AROC)

Knebworth House
www.aroc-uk.com

July 16

Supercar Sunday

Brooklands
www.auto-italia.net

July 21

Quay for My Car - Italian Stallions

Poole Quay, Dorset
www.pooletourism.com

July 28-30

Silverstone Classic

www.silverstoneclassic.com

September 2-3

Beaulieu Autojumble

Beaulieu, Hampshire
www.beaulieu.co.uk

September 2-8

European Classic Touring Club Euroclassic

Northern Spain
www.europeanclassicclub.co.uk

September 8-10

Goodwood Revival

Goodwood Motor Circuit, Chichester, Hampshire
www.goodwood.com

September 16-17

Best of Italy Race

Closed road supercar event
Castel'Arquato-Morfasso
www.bestofitalyrace.com



July 28-30

CarFest North

Bolesworth Estate, near Crewe
www.carfest.org

August 5-6

Beaulieu Supercar Weekend

New Forest, Hampshire
www.beaulieu.co.uk/events

August 13

Festival Italia

Brands Hatch
www.festivalitalia.com



August 20

Midlands Italian Car Day

Ragley Hall
www.aroc-uk.com

August 25-27

CarFest South

Overton, Hampshire
www.carfest.org

August 31-September 2

Salon Privé Concours

Blenheim Palace
www.salonpriveconcours.com

September 1-3

Monza F1 Grand Prix

Monza, Italy

September 1-3

Lancia Motor Club Welsh Weekend (LMC)

Tal-y-Llyn, Towyn
www.lancia.myzen.co.uk

September 24

Southern Alfa Day (AROC)

Royal Gunpowder Mills, Waltham Abbey, Essex
www.aroc-uk.com

October 7

Castle Combe Autumn Classic

Castle Combe circuit, Wiltshire
castlecombeamtnclassic.co.uk

October 8

Autumn Motorsport Day

Brooklands
www.auto-italia.net

October 26-29

Auto e Moto d'Epoca

Padova Fiere, Italy
autoemotodepoca.com

November 10-12

NEC Classic Motor Show

Birmingham
www.necclassicmotorshow.com

December 2-10

Bologna Motor Show

Bologna Fiere, Italy
www.motorshow.it

2018

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www.lancia.myzen.co.uk

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1981 Alfa Giulietta 1.8. In outstanding condition throughout and complete with history file. Previous show winning car, comes with large selection of spare parts, please contact for full extensive history of this vehicle, sale price £6000. Tel: Euan Colbron, 01382 775494 or 07774 672757. A258/010



1991 Alfa Romeo Spider S4 2.0. 110,000km, black. A stunning example, imported from Germany in 1997, and converted to RHD. Full German service history stamped in book, lots of invoices of work done in UK, stored under cover over the winter by previous owners and myself. Under body treated with rust protection, recent oil filters and plugs change. Recent upgraded alloys and brake calipers, roof in excellent condition which also comes with tan roof tonneau, new matching windshield and Nardi steering wheel, which look stunning together. Stainless steel exhaust from the cat back which gives a lovely tone, bodywork is excellent with some light scratches and marks, with no rust, seats have a few marks with no splits etc, MOT July 2017, all UK MOTs to verify mileage, £10,250, an excellent investment, AROC member. Tel: 07791 509613. A258/009



1990 Alfa Romeo Spider Veloce 2000 Pininfarina. 70,000 miles, green, built for the American market, then converted to R/H drive by Bell and Colville. First registered 20.05.1993, substantial history file available.

Acquired by present owner in 2015 but kept in storage owing to illness. The vehicle is equipped with automatic transmission, during the late '70s I drove a 2000 Berlina Auto. What fun that was! £11,500. Tel: 01452 770055. Email: juniperslad@gmail.com (Juniper Slad, Bisley, Glos). A258/008



1971 Alfa 105 1750 Spider Veloce. 122,500 miles, white (Bianca Pininfarina) with red interior. Rare model, only 138 RHD 1750 Kamm-tails produced. Good bodywork chrome and hood, extensive refurbishment of mechanical components including reconditioned gearbox, differential, brakes, steering etc, carried out under present ownership. Detailed history file with MOTs back to 1975, owned by AROC member since 2003, £12,500. For full details contact: Ian, 01492 544539 (North Wales). A258/007



2004 Alfa Romeo 147 1600. 84,794 miles, silver. Twin spark 5 door hatchback, petrol, 10 months' MOT, good condition, drives well, reluctant sale due to ill health, £950 ono. Tel: 01543 425900 or 07947 776361 (Cannock area). A258/021



2003 Alfa Romeo 147 GTA. 115,000 miles, red. MOT November, comprehensive history file with recent history as follows: new Q2 diff fitted @ 113k £900, new front wiper assembly and coil pack £350, new grooved and drilled discs and pads all round. Full exterior rosso red respray, chrome shadow wheel refurb, cambelt service at 103K. Full service history with latest at 110K, all handbooks and fully stamped service history, Bilstein shocks and springs and top mounts replaced at 103K, full handbooks, £6999. Any inspection welcome, sale due to looking for a Brera or Spider. Tel: Carl, 07758 951725 (Coalville, Leicestershire). A258/022



1991 Alfa Romeo 147 2.0 TS. 68,500 miles, red. Track day prepped car, heaps of fun and very capable according to instructors. Many modifications, contact for more info, £2099 ono. Tel: 07855 996434. Email: timguest40@gmail.com. A258/045



2008 Alfa Romeo 159 1.9 16v JTDm Lusso Sportwagon. 113,300 miles, Stromboli Grey, dark grey leather. Registered 28/03/2008, MOT May 2018, FSH. Excellent condition throughout, current owner (AROC member) since May 2009. Gearbox rebuilt 2016, new clutch (Alfa Workshop), recent OE upper suspension arms, front brakes, handbrake cables, 2 keys, recent Clarion VX402E multi-media head unit (will reduce price if prefer standard), £3950 ono. Tel: 07539 379707. Email: phil.gotts@btconnect.com. A258/029

2007 Alfa Romeo 147 1.6 Collezione Limited Edition. 76,000 miles, red, black leather interior. Full history with large folder of bills, new MOT with a couple of advisories, 1 previous owner. Approximately £2000 recently spent, £1950, new car coming soon. Tel: 01626 363876 evenings (Devon). A258/020



1996 Alfa Romeo 155 Twin Spark 1.8. 126,000 miles, red, not cambelt, chain. MOT passed in Oct 2016, £4500. Email: babsymalone@hotmail.com. A258/014



Alfa Romeo 156 2.5 V6 Sportronic. 2000, low mileage at 99,500 miles, MOT May 2018, silver with red Momo leather, beautiful V6 engine, smooth auto gearbox, fully serviced, many new parts, getting rare - only 35 of this model left! £1750. All enquiries to Steve on 07720 349239. Email: stephen.mclean@sky.com (located Leeds). A258/005



1998 Alfa Romeo 156 2.0 Twin Spark Lusso 4 door. 70,384 miles, red, MOT in Oct, both top and bottom front suspension arms replaced, polyurethane bushes to rear suspension arms, brake discs replaced with better ones, all brakes have steel braided Teflon brake hoses. Secondary air box removed and an air intake fitted, air filter is an Autodelta one, Lambda sensor fitted. Cambelts have been done recently, a new thermostat was fitted, air con was fitted with a new tube and was serviced, air flow sensor was fitted, £1350 ono. Tel: 01527 524634. A258/018



2003 Alfa Romeo 156 GTA. 146,000 miles, red. Full service history, 2 owners, water pump and cambelt changed at 140,000, MOT till 23/04/2018, £7500, reluctant sale. Email: mgrabo812@aol.com. A258/017

2003 Alfa Romeo 147 JTD 8 Valve 1.9 Turismo. 99,000 miles, red. For sale as a parts donor car due to MOT failure, air bag operation faulty, price £100 or offer, buyer to collect. Tel: John Penfold, 01903 723454 or 07842 022897. Email: heatherpenfold@btinternet.com (West Sussex coast). A258/023

2007 Alfa Romeo GT 3.2L V6. Lovely 2007 car in dark blue with charcoal leather interior in excellent condition, refined and elegant yet seriously fast. Stainless steel Scorpion sports exhaust system, upgraded brakes and rear bushes, Bose speakers. There are now less than 350 RHD cars of this model in the UK and very few in this condition, without doubt a future classic with the wonderful Busso engine in 3.2 litre 235bhp form and 6 speed gearbox. A practical sports car with 4 seats and useable boot space that tops 150mph, 0-60 in 6.7 secs, 237bhp and 221lbs torque, 91,500 mls with 27mpg too, £5950. Tel: 07771 857957. A258/026



2001 Alfa Romeo 156 2.5 V6. 107,000 miles, black 156 2.5 V6 Q-system. 6 months' MOT, FSH. Custom made bodykit, custom exhaust system, carbon fibre diffuser at rest, 18-inch alloys. Hydro-dipped interior and engine bay, ex show car. Great condition, £1300 for quick sale. Tel: James, 07895 987605. A258/019



2002 Alfa Romeo 156 GTA. Metallic black, tan and black leather interior, 100K miles, 12 mths' MOT, Q2 diff, equal length pipes, CF2 manifolds, BMC air filter, Scorpion SS cat back system, documented service history (Alfa, independents and self), 4 previous owners, recent full service and cambelt change, only negative is rust beginning to appear on the front wings (common issue). Ill health forces very reluctant sale, £6000 ono. Tel: 01981 580068 (Herefordshire). A258/044



Alfa Romeo 156 2.5 V6. 2000(X), 167K, excellent condition, black leather, sunroof, huge history file, magazine featured, MOT failure, needs anti-roll bar, cv boots, exhaust small area of welding, front shocks, £550. Tel: 07531 540217. Email: swainrichardv6@gmail.com (Berkshire). A258/043



2007 Alfa Romeo 159 2.4 JTDM. 72,000 miles, Stromboli Grey. Very good condition inside and out, upgrades fitted by Veloces of London, £4950. Tel: 07790 518806. A258/028



2006 Alfa Romeo 159 Sportswagon 2.2 JTS Turismo. 126,000 miles, silver. Autodelta remap, replaced all 4 springs, upper front wishbones, rear driver's hub, 4x discs pads, battery, 18" Brera wheels with good tyres (new in 2016) wheels have a bit of kerbing. Front rear subframe and chassis with Bilt Humber Dynax S50 2016, MOT until July, 126,000 miles, 1 key, missing rear headrest, rear window doesn't work well, £2600. Tel: 07855 427382. Email: roberts_gwyn@hotmail.com. A258/027



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1972 Lancia Fulvia 1.3S Coupe
Bare metal restored, original Torino plates, fantastic example.
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1961 Alfa Romeo Giulietta Sprint
New interior, bumpers and service.
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1966 Fiat 2300S Coupe
1 owner 42 years
rare factory black, quite superb
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1961 Alfa Romeo Giulietta Sprint
Nicely mellowed older restoration, never rusty, matching numbers
£49,995



1971 Citroen SM
Carb, leather, aircon,
specialist maintained
£29,995



1968 Lancia Fulvia 1.3 HF
Rare original car,
matching numbers
£49,995



1969 Lancia Fulvia Rallye S
Excellent original, low mileage,
one owner, matching
£22,495



1973 Lancia Fulvia 1.3S Coupe
2nd Series, excellent body,
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1996 Alfa Romeo 164 Super Twin Spark. Metallic grey Super Twin Spark in vgc, complete new exhaust system (incl cat) just fitted, Speedline wheels. Recently serviced with MOT to Sept 2017 showing no advisories, as original with insurance valuation of £2500, £1000 (price reduction). Tel: Alun, 07836 643237 or 0151 327 2711. A258/013



1991 Alfa Romeo 164 3.0L V6 auto. 53,000 miles, metallic green, 2 owners, virtually concours unmarked condition. Speedline alloys in mint condition with almost new tyres (plus another set of Speedline alloys with almost new tyres), 12 months' MOT to 27/2/2018 with no advisories, just serviced, all new belts etc, recent bills for £1200. Unmarked velour upholstery, collector's item, faultless, private plate will be removed, £5500 (price reduction). Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A258/012



2004 Alfa Romeo GT V6. 71,000 miles, red. One owner, full service history. 2106 respray, tyres, 2017 engine rebuild including head gaskets, liner seals, cambelt, new exhaust, battery, brakes. Looks like new! £6950. Tel: 01243 430173. Email: abrayo506@gmail.com. A258/025



2002 Alfa Romeo GTV Cup 3.0 V6. 58,000 miles, red, superb condition throughout. Complete recent overhaul including rebuilt engine and Q2 fitted by Autolusso. 12 months' MOT, new rear shocks, pin sharp steering. Number 7 of 155 ever made in right hand drive, excellent investment, £14,750. Long time club member. Tel: 01332 833453 (Derby). A258/016



Alfa Romeo GTV 3.0 V6 24V Lusso. 1998, 127K miles, cambelt, tensioners, waterpump changed and full service @124K. Recent new front discs and pads. Four brand new tyres. Upgraded suspension. Full folder of services and previous work carried out. Enthusiast owned all its life. Thousands spent, lovely colour combination of Rosso with tan leather, MOT Dec 2017, £3000. Telephone: AROC member Giorgio, 07908 558287. A258/055



2010 Alfa Romeo GT 1.9 JTD (170bhp). 51,000 miles, red. Reluctantly having to sell my Alfa GT, it's one of the last ones made in Alfa Red with 170bhp and q2 diff. Black leather interior, BOSE with subwoofer in boot. Recently professionally refurbished 18-inch alloys with new centre caps. This car is probably one of the best around, I've just done rear pads and discs, had it Waxoyled and service/MOT'd in Nov 2016, £5295. Email: simon@directcarparts.co.uk. A258/024



1997 Alfa Romeo 916 Spider 2.0 TS. 112,400 miles, Blu Atollo metallic. Series 1 car owned almost 6 years, black interior, new carpets, new rad, new brakes, rebuilt servo, just had cambelt and variator service at Avanti Autos. Hood is in good condition as is bodywork and interior for its age, drives fantastic, has some history, spare keys and alarm. MOT till May 2018, cherished car, well maintained, £1600. Tel: Dave, 07798 525167. A258/006



Alfa Romeo Brera 2.4 JTDM SV. 2008, Alfa Red, Poltrona Frau tan leather. Sequential 6 speed with steering wheel paddle shifts, 56,000 miles only. Currently registered and located in France, always garaged, cambelt renewed, £7250 ono. Tel: 0033 297 747623. Email: raspy600@gmail.com. A258/056



2004 Alfa Romeo 2ltr JTS 916 Series 3 Spider Lusso +. Don't miss the opportunity to buy this lovely car and enjoy summer motoring, now very rare, less than 100 on the road in the UK, purchased in 2008 with 17,000 miles, one previous owner + dealer. This car runs beautifully and is a joy to drive especially with the hood down, a number of additions included over the standard Lusso package. MOT April '18, full service history, handbook + full service manual on disc, 77K miles, £4000. Tel: David, 01702 611468 or 07905 011884. Email: david.taylor31@virgin.net. A258/015



2009 Alfa Romeo MiTo 1.6 JTD Veloce. 61,500 miles, Etna Black. Reluctant sale of our MiTo, needing a 4 door, one AROC member from new. Service history plus cambelt, water pump changed at 50,000 miles, just had oil and filter change, 17" wheels, has a spare wheel, a Brinks towbar for bike, has a small scrape n/s front bumper edge, MOT 16 July, 1.6 diesel, 120bhp, 50+ mpg, £4000. Tel: 07776 205431 (Sheffield). A258/030

Alfa Romeo GTV Cup No 60. 2001, new MOT, 97,000 miles, 5 owners, all standard apart from custom made stainless steel exhaust which sounds amazing. Service history and lots of receipts including cambelt and water pump change @ 93K miles. New MOT. Very reluctant sale of this appreciating modern classic, good investment, £7900 negotiable. Tel: 07908 498351 (North London). A258/046

FERRARI



Ferrari 355 Spider manual 1997. Rosso Corsa with Nero leather in stunning condition. Only 24,000 miles with comprehensive and photographic service history. I have owned this car for 12 years and always kept in heated garage, full Capristo exhaust system and performance wheels, I have the original exhaust and wheels to go with the car, priced to sell at £105,000. Tel: 07834 571734. A258/038



Ferrari 355 GTB. Ferrari Owners Club member has a 1998 355 F1 GTB for sale, I have owned this car for over 15 years, I am the 3rd owner and the mileage is only 31,000. It has a full service history file from the Ferrari Centre and no expense has been spared, all original books, leather wallets, spare keys fobs and the original tool kit. Always kept in a heated garage this is one of the best useable 355s on the market and I have priced to sell, Giallo Modena with dark blue hide, LHD, £59,750. Email: joe.sacco@talk21.com. A258/040



Ferrari F430 Spider. FOC member selling late 2008 high spec low mileage F430 Spider. Rosso/Crema, carbon driving zone/yellow tacho. ONLY 5400 mls, FFSH and 8 stamps in book. CCM brakes, Daytona electric seats, bordeaux carpets and stitching, gold wheels/Rosso calipers, wing shields. Carbon Scuderia rear trim/vent panel and upper bumper, chrome exhaust tips, full factory tool kit, cover set, manuals and wallet, both keys, battery conditioner and 2 volume workshop manual, P/N 01458 270814. Email: aalldritt159@aol.com. A258/042

Ferrari F355 Spider manual. 1996, RHD Giallo with Nero leather. 32,000 miles, in excellent condition very well looked after, and all bills and documents from new. Just 2 previous owners. Excellent service history, mainly Ferrari dealer with 2 independent services a few years ago. Recently serviced by Lancaster Ferrari, completely clear health check, £82,500. Tel: Russell, 07971 205869. A258/036



Ferrari 308GTSi QV. Original condition, unrestored. Clean and tidy, just over 100K miles. Regularly serviced with Ferrari specialists despite little mileage recently, new clutch fitted 2016. We have owned this car for 6 years having acquired from a friend who had owned it for the previous 17 yrs. Problem is we never have time to use it and have attended few Ferrari events. Includes 308 reg, racing harnesses and other bits in garage! Tel: Tony, 07785 305121. A258/041



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Ferrari 308 GTB fibreglass. Fibreglass race car for sale, 1977, red. Known club car raced for many years in Marenello Challenge. Very powerful modified dry sump engine, period brake upgrade, roll cage, plumbed extinguisher, cut off etc, race exhaust manifold/exhaust. This is a front running car in the right hands, road registered, £125,000. Please phone 07594 186560 for further details. A258/037



Ferrari 599 GTB F1 LHD 2008. Owned and maintained by FOC UK member since 2013, this is an exceptional example of the 599. The first owner was a member of the Qatar royal family and the car condition and specification is second to none. Having covered only 12,000 miles to date and with UK servicing by Graypaul (Edinburgh) and JHM Automotive, the car is in outstanding condition. The car is being advertised elsewhere, full details and specifications can be seen on www.theoctanecollection.com. Tel: Ross, 07899 271599. A258/039

Fiat 500 Abarth. Well maintained in very good condition, has been on SORN whilst new dmf and clutch kit fitted along with new front discs and pads all round, and recent new factory Abarth rear silencer fitted. It has an interscope sound system, I'm the 3rd owner and have owned it for 3 years. It's covered 60,535 miles and been oil changed and filter fitted every 3000 since I've had it, reason for sale I need an estate car for new addition to the family. Unfortunately it hasn't got full service history as the previous owner kept it, £5550 ovno. Tel: 07867 771203 (based in Wakefield). A258/060



Fiat Punto convertible. 16V, 1200cc, low mileage 55,000, MOT May 2018, last serviced at 53,940 miles. Good condition for the year, comes with p/steering, e/windows front and rear, electric roof, CD radio, comes with all old MOTs, price £800. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Dyfed). A258/058



Fiat Seicento Sporting MPI. 2003, silver, black and grey interior, sunroof, new tyres and exhaust, FSH, long test. Only 11,000 miles from new! Virtually as new underneath and underbonnet, £2195. Tel: 01684 892906. A258/031

PARTS



Original Abarth end silencer (NOS) for Fiat 1400/1900 and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A258/004



Ferrari F430 steering wheel. All buttons and technology working, no air bag included. The wheel has been in storage as I replaced it with a suede Scuderia for my F430. It's like new, £650, for more information or any questions please contact me, P&P/insurance to be paid by purchaser. Email: chrispowell77@gmail.com. A258/064

FIAT



Gorgeous Fiat Barchetta. 11 months' MOT. Perfect Italian leather heated seats with orange stitching, fog free headlights, new tyres and unmarked alloy wheels, lovely clean rust free bodywork, perfect roof. Recently serviced, ready for spring summer months. Tel: Aldo, 07841 777155 (Edenbridge, Kent). A258/034



Fiat 500. Ferrari dealer's Special Edition, no.135, 9000 miles only, virtually as new, one private owner only (myself), open to offers, space needed for new project. Tel: 01453 824133 or 07811 320673 (Glos). A258/057



2000 Fiat Coupe 20VT. Much loved family member seeks new home. One family prior to us, one timing belt per family! 83K, full MOT, £7500, negotiable for suitable family. Tel: 07810 172385. Email: rowanalastair@gmail.com. A258/059



Fiat Abarth 500C. 2014, bought as a retirement present, 135hp, plus black Coverleaf wheels, Xenon lights over standard features, rarely used, 9700 miles, garaged, no winter use, £10,500. Tel: Kate, 01276 470970 (Surrey). A258/035

LANCIA



Lancia Zagato Fulvia 1.3S. Series One. 1970. Alloy bonnet, roof, doors, superb engine, clutch, gearbox, Konis, braided hoses, Fulda tyres, superb body, trim etc, £30K ono. Tel: 01932 953435 or 07710 393864 (Surrey). A258/061

MASERATI



Maserati 3200 GTA 2002. Excellent example, this beautiful automatic 3200 is finished in Sebring Blu paintwork with Grigio leather interior. Registered Dec 2002, it's one of the very last to come off the production line, and so it benefits from all the upgrades made by the factory, including the later steering rack as used in the Assetto Corsa model, and OBD II diagnostics. *Auto Italia* magazine issue 240 featured this very car, a copy of the magazine comes included, along with the Automobilia book of the 3200, original toolkit, documentation and red key. Kept in top condition and driven regularly, 92,000 miles from new. Scrupulously maintained and always serviced by Maserati specialists, full history file and original Becker Traffic Pro stereo and sat nav. Both the throttle body and the accelerator potentiometer have been upgraded to modern contactless versions, giving smooth and reliable operation. Cam chain change at 68,000 mile service, rear exhausts upgraded to stainless steel, correct specification Michelin Pilot Sport tyres. Very reasonably priced at £15,950. Tel: Wink Hackman, 07768 126866. Email: wink@ntlworld.com (Surrey). A258/002



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Ferrari 360 modular wheels. I have recently sold my 2004 360 Modena and so no longer need my spare set of wheels. They are the optional modular alloys that were ordered with the car, good tread. Email: g11hammad@googlemail.com. A258/063

Alfa 101 and 105 spares collected over thirty years, engines, blocks heads, suspension and various. Included, an Alfa Giulia SS alloy bonnet in very good condition. Please phone for separate prices. Tel: Mike, 07764 960070. A258/047

All sorts Alfa 33-166. Parts from all models from 33-166 (except GT), the majority being from 155s and 156s, as I've broken more of those than any others. Still some 147/156/GTV/166 to break so other bits will become available. Mail order/courier available. Tel: 07976 384980. A258/048

Spares: Fiat 1500 cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A258/033

Borrani wire wheels. A set of 4 genuine Borrani wire wheels with polished alloy rims with chrome spokes and centres, 2 are 15"x9" (RW4300) and 2 are 15"x7" (RW4075). These wheels were manufactured by the original Borrani factory in the late 1970s. They have never been used and are in original new condition. This set would be a perfect fit for either a Ferrari 365/512BB or a Daytona 365GTB/S/4, POA. Tel: Steve, 07508 616667. A258/049



Ferrari Owner's Club badge. Mint condition, size 2.75x3.5-inches, no damage to enamel, £50, post free. Tel: 07968 659967. A258/065



One of one Ferrari themed coffee table. This is a two tier coffee table. The top has a red perspex surface edged in black upon which the word Ferrari in polished stainless steel letters has been recessed into the perspex top. The lower shelf is frosted glass, the legs are polished black gloss, the table top measures 1005mm long x 605mm wide x 460mm high, £345 plus shipping. Tel: 07564 637636 for further information. A258/001



For sale my cherished number plate 'A8 EGR'. The plate comes with the retention document and the fee to relocate the number has already been paid, looks good on any car. For more info text or call £350. Tel: 07935 830055. A258/062

WANTED



Wanted: for Lancia Dedra automatic. Automatic gear selector T-handle with push button and gate (RHD), or information to assist in acquiring such, new or used. Also for sale cheaply good bodysell for manual Dedra with some parts removed available soon. Tel: 01684 892906. A258/032

MISCELLANEOUS

FOC colour magazines 2003-2016. 59 FOC colour magazines all in excellent condition. Autumn 2003 up to December 2016. Buyer collects from near Maidstone in Kent or can arrange mutual drive day meeting! All reasonable offers considered. Email: energyinter@aol.com. A258/050

Ferrari model collection. Spectacular collection of 1:18 scale (10" length) diecast model Ferraris housed in an illuminated, lockable, professionally custom built, floor standing glass display cabinet size: 200cm W x 190cm H x 45cm D. 94 models from licensed manufacturers, all red, different and pristine; from 1947 type 125 to current LaFerrari, incl road, sports and Formula 1. Ideal for the true Ferrari connoisseur to display in home or dealership showroom. Offers around £12,000. Email: annwhitworth@btinternet.com. A258/051

Ferrari books, prints and other items. A large collection of Ferrari items for sale. Tel: 07769 691590. Email: flyian@msn.com. A258/052

Classic Car mag articles, books, USA truck, car, gun, wildlife, Atari etc, books, mags, posters, brochures etc, swap 4 anything Lambo, USA 4x4 78-96 mags, Ford Pick-up/Bronco, Curtiss P40, ELO/related music. Tel: 01277 200530. Email: dcian@fastemail.us. A258/053

Maserati books for sale. Recently 'reviewed' my extensive library of Maserati books and discovered duplicates of some 35 books ranging from *Maserati, a History* by A Pritchard to *Birdcage to Supercage* by W Oosthook. Contact for a full list of the books which are for sale is available. Michael Miles, The Paddock, Abbots Ann, Andover SP11 7NS. Email: michaeljmiles@me.com. A258/054



'Ferrari 360 Spider'. Signed by artist Juan Carlos Ferrigno for Ferrari UK. For launch in 2000, number 420 of 1000, framed 635mm x 460mm, £200 post free. Email: vinceg290g@yahoo.co.uk. A258/003

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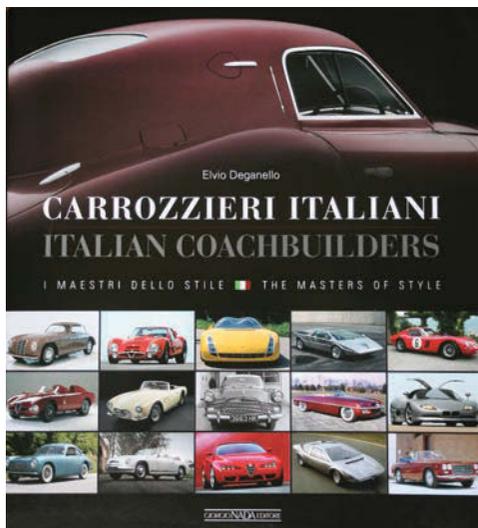
ITALIAN COACHBUILDERS:

Masters of Style

Author: Elvio Deganello

Size: 26x29.5cm Pages: 408.

Hardbound with jacket.



Elvio Deganello is no stranger to Auto Italia, his comprehensive series of Italian coachbuilder features was well received by our readers and this book is an attempt to gather together the seemingly endless list of artisans. It is packed full of previously unpublished and rare images sourced from



Deganello's own files supported by the publisher's own extensive archive.

This book brings together the profiles of 58 stylists in the history of Italian car design. The list includes the better known companies like Allemano, Bertone, Castagna,

Ghia, Pininfarina, Touring, Vignale and Zagato but there is a host of others.

During his ongoing research Deganello has discovered some additional coachbuilders and I don't doubt there are more to find. How about Sirio, Ostuni, Meteor, Montescani, Fona, Casaro, Accossato and Ala d'Oro – to name but a few. There are even some little-known modern coachbuilders, like Faralli & Mazzanti that has designed and built cars in this decade including the Antas V8, Vulca S and Evantra V8.

There is a risk with such an ambitious project that there could be clutter and confusion, but the publisher has been clever to separate the main text from the pictures. Each chapter has a historical section on each coachbuilder followed by the images, which have concise descriptions. This makes identification easy and convenient to dip in and out of the sections, effectively using the book as a catalogue.

There is much to delight and amaze in this book. It is a valiant attempt to cover such a broad topic and the author and publisher must be congratulated on such a fine effort. If you are into 'etceterini' then *Carrozzeri Italiani* is essential reading.

£75 rrp. Special Book Club price £70

ALFA ROMEO TZ-TZ2: Born to Win

Author: Vito Witting da Prato

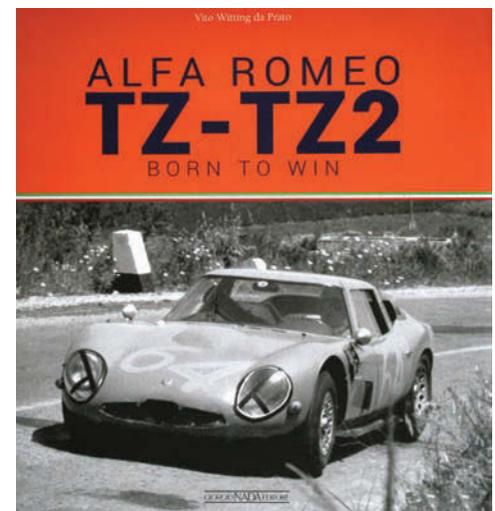
Size: 24.3x27cm Pages: 216.

Hardbound with jacket

Giorgio Nada Editore published an earlier work entitled *Alfa Romeo Giulietta da corsa SV-SVZ-SS-SZ* back in 1989, which has become a bible for Alfisti. This new book is effectively a sequel to that story and provides a fascinating insight into the characters and politics that surround the legendary Autodelta.

Readers new to the Alfa Romeos covered in this book are advised by the author that the car popularly known as the TZ1 was not the official title, it is simply 'TZ' and the '1' was added retrospectively by writers to differentiate the model from the TZ2, which is basically the same car.

The validity of this book is confirmed because the author records direct



conversations with the key figures of the period, notably designer Elio Zagato in 2000, engine tuner Virgilio Conrero in 1986, test driver Guido Moroni in 1995 and brilliant engine designer Giuseppe Busso in 1984.

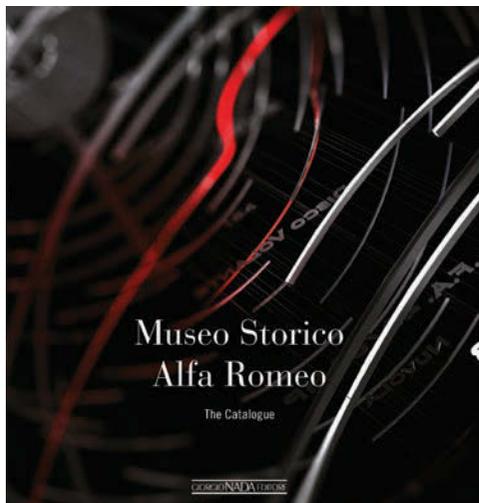
There are gems in here, like the switching of numberplates between cars, something that has confused historians and collectors for years. Another intriguing fact is that many engines, mechanical parts, body panels and documentation were left behind in the Autodelta factory at Udine when the outfit was moved, reluctantly to Milan. Where did all that treasure disappear to?

The icing on the cake is an appendix recording all the TZ and TZ2 chassis numbers, original engine numbers, body material, colours and first locations. There is a wealth of information in this book –and it is a great read.

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ADDITIONAL RECOMMENDED TITLES



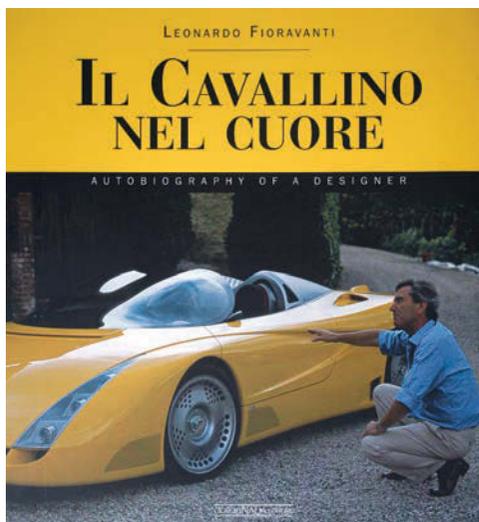
MUSEO STORICO ALFA ROMEO: The Catalogue

Edited by Lorenzo Ardizio
Size: 26.5x28.5cm Pages: 224.
Hardbound with jacket

The reopening of Alfa Romeo's museum at Arese has been celebrated with a new book.

The official catalogue of the new museum represents an opportunity to review the history of the marque and above all to accompany the reader/visitor around the new exhibition layout in which the cars have been thematically grouped and subdivided.

A specific chapter also features all those models that do not appear in the exhibition.
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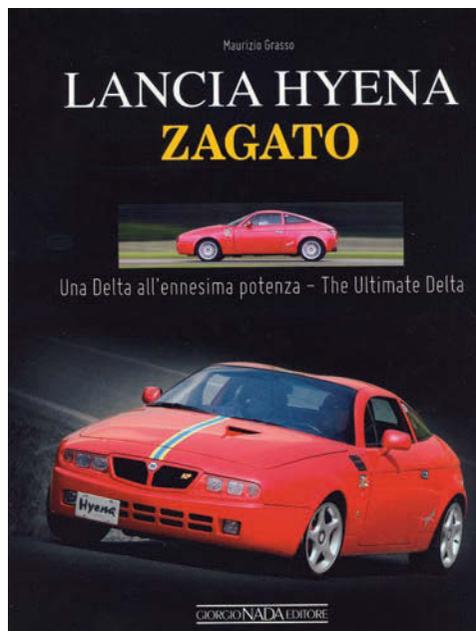
IL CAVALLINO NEL CUORE: Autobiography of a designer

Author: Leonardo Fioravanti
Size: 26x28.5cm Pages: 256.
Hardbound with jacket
For the first time, one of the major names in Italian car design tells his story of how he created some of the most beautiful Ferraris of all time; they ranged from the 1965 250 LM sports coupé Speciale to the immortal

1968 Daytona through to the 1975 308 GTB and GTS and the 1984 288 GTO, as well as the P5 and P6 of 1968.

While continuing his Ferrari essay during his Pininfarina career, Fioravanti also guided the creation of numerous other projects, among them the Dino road car, the 1980 Pinin four-door prototype and went on to the 1984 Testarossa and the 1987 F40.

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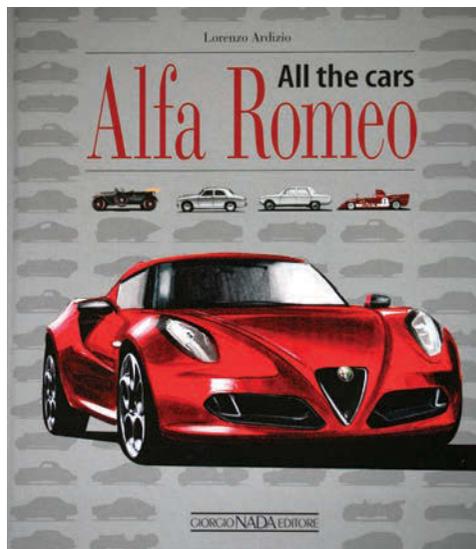


LANCIA HYENA ZAGATO:

The ultimate Delta
Author: Maurizio Grasso
Size: 24.3x27cm Pages: 200.
Hardbound with jacket

Just 24 Hyenas were produced due to the debateable decision taken by the Fiat/Lancia directors of the time. Following a rapid review of the evolution of the Lancia Delta over the year, this book, written by an enthusiastic collector, examines the difficult genesis of the Hyena.

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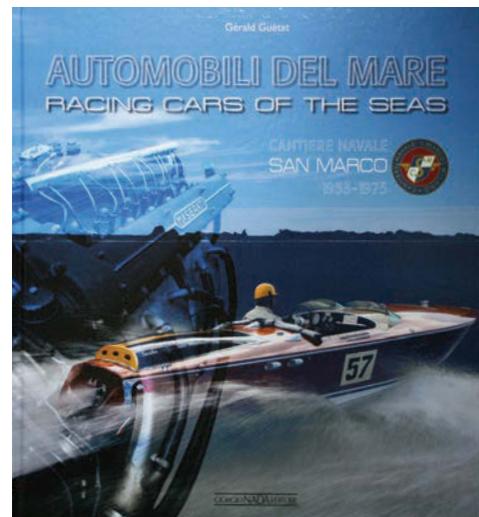
ALFA ROMEO: All the Cars

Author: Lorenzo Ardizio
Size: 16x21cm Pages: 592. Hardbound

The story of Alfa Romeo is told by a brief history of each model supported by specifications in a 'virtual gallery'. The 1750 GS of the 1930s, the 8C 2900 B, the Giulietta, Giulia, 33s, and the Alfettas right up to the 8C Competizione are all included. The catalogue of illustrations, provided by Michele Leonello, the authoritative car designer, come together with the words of Lorenzo Ardizio, the expert on the history of Alfa Romeo. Compact A5 size.

Other books in the series are also available on Ferrari and Maserati.

£20 rrp. Special Book Club price £17



AUTOMOBILE DEL MARE

Racing Cars of the Seas
Author: Gérald Guéat
Size: 28x30.5cm Pages: 192.
Hardbound with jacket

This book is a tribute to the San Marco boatyard's unique contribution to the world of speed boats. San Marco is the only yard that has extensively used Italian car engines including those of Ferrari, Maserati, Alfa Romeo, Lancia, Fiat and Abarth.

The author is an occasional contributor to Auto Italia and his words are always accompanied by superb photography. Each boat is accompanied by images of the car's model that shared the engine. The combination of glamorous cars and speed boats complement each other extremely well and provide a visual feast.

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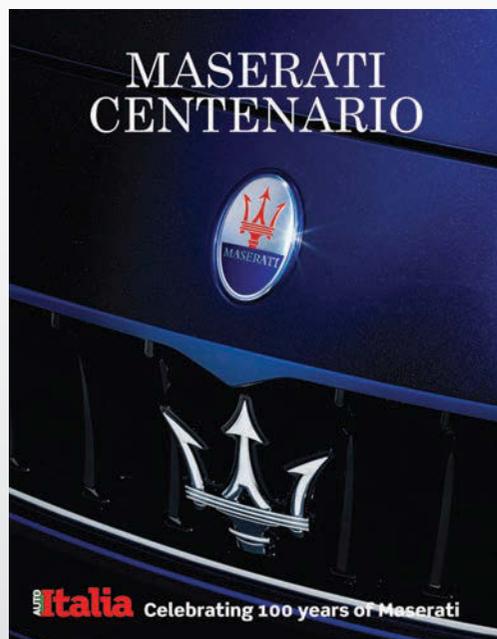
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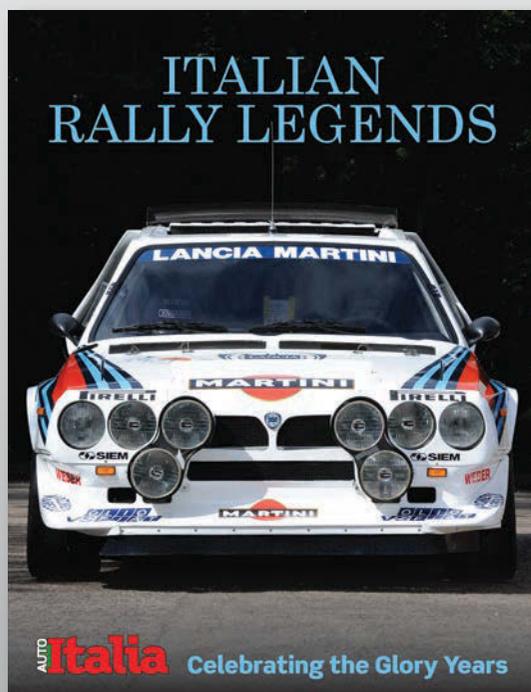
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Recorded by Auto Italia contributor Simon Park, *Maserati Centenario* follows the Maserati story from its roots in Diatto, through the Orsi dynasty, the Citroën years, the De Tomaso episode and finally Ferrari and the current Fiat administration. The dream of Fratelli Maserati all those years ago has finally been realised with Maserati becoming one of the most recognised and respected exclusive car marques.

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- ◆ Lancia Delta integrale
- ◆ Fiat Punto S1600/2000



Italian Rally Legends is a celebration of the glory years when Italian cars dominated the international rally scene. Written by author and *Auto Italia* co-founder Peter Collins, *Italian Rally Legends* is packed with top quality pictures from *Auto Italia's* archives. Printed using superior quality materials in a 'bookazine' format, this special edition is essential reading for the Italian car admirer and enthusiast. The print run is strictly limited so order early to avoid disappointment.

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ABARTH

	ISSUE		
Abarth '1600 OT'	235	History Pt4 1991 - 2010	170
Abarth Biposto	229	P3 and Disco Volante	173
Simca 1150 SS Corsa	222	P3 v Montreal v 8C Competizione	149
205A Coupe	220	Alfetta 159 Track Test	087
Dino 'Abarth' 206	220	2900 A	083
Abarth T140	201	6C 2300 Pescara - Ex Mussolini	127
Abarth T139	197	6C 1750 SS	117
Abarth 750 Zagato	196	6C 1750 James Young (Park)	225
Stilo Trofeo	193	6C 1750 SS (Corliss)	189
Abarthisti	191	6C 2500 Competizione	243
Abarth Trackday	191	6C 2500 SS Aerlux Coupe	187
A112 Abarth	170	6C 2500 S (Cabriolet)	156
750 Zagato, 124 Abarth, 1000TC	168	6C 2500 V12 by Castagna	134
Fiat Abarth 1000 Berlina Corsa	167	8C 2300 Spider & 8C Competizione	163
Abarth Simca 2000	167	8Cs in Europe rally	172
Abarth 2000 SP	166	6C 2300B MM Gran Premio Nuvolari	155
Abarth 2200 Spider	147	8C 2900 (Simon Moore)	142
Abarth 1000 TC	145	1900 CSS	176
Osella Abarth PA2 - Nordschleife	144	1900	236
Abarth Osella PA2	089	1900 TI	202
Unique Abarth Racer	141	1900 B.A.T. Prototypes	146
Formula Fiat Abarth Single Seater	138	1900 Disco Volante	230
Fiat Abarth FIA Rally Report	134	2000 Sprint	212
Abarth X1/9 Prototipo	130	Tipo 33 Daytona The Story: Part One	109
Abarth Simca 1300	119	Tipo 33/3 The Story: Part Two	111
Abarth 595SS Pocket Rocket	118	Tipo 33 TT12 The Story: Part Three	113
Abarth 1000TCR Radiale	106	Tipo 33 Concept cars	124
Fiat Abarth 850TC	103	Tipo 33 Stradale	164
Abarth 1300 OT	093	Tipo 33/3	189
Abarth Formula Italia	090	Tipo 33/2 Daytona AMJ279F	194
Abarths at Silver Flag	085	Tipo 33 (Peter Collins)	204
Fiat 131 Abarth (San Remo)	081	Tipo 33 Stradale	252
Fiat 131 Abarth Diesel	231	Montreal (Modified)	081
Fiat 131 Abarth	215	Montreal v Fiat Dino Spider S	
Fiat 124 Spider Abarth	214	v Maserati Spyder	159
Fiat 124 Abarth Rally	197	Giulietta 50th (model review)	097
Fiat 124 Abarth Rally triple-test	145	Giulietta Sprint Goccia Michelotti	094
Fiat Strada Abarth	132	Giulietta Sprint Veloce v GT 1.9 JTDM	147
Fiat Stilo 2.4 Abarth	092	Giulietta 1956 Elaborazione Bertone	228
Abarth Grande Punto	149, 148	105 Coupe, Berlina, Spider	208
Abarth Grande Punto SS	162	105 Duetto, 2000 & S4 Spiders	079
Abarth Grande Punto v Strada Abarth 130 TC	158	105 GT Junior, Fulvia, Fiat 124 Coupe	147
Abarth Grande Punto	143	105 Coupes, 1300, 1600, 1750, 2000	082
Abarth Punto (VBH) v MiTo	171	Giulia TI Super, GT Junior, S4 (AROC)	159
Abarth Punto Evo and 500C	173	Giulia 101 Spider rally car (Wheeler)	167
Abarth Punto Evo v MiTo Cloverleaf	177	Giulia 105 Spider (Time Machine)	193
Abarth Punto	197	Giulia TI Super (Arese museum car)	196
Abarth Grande Punto	138	Giulia TI, TI Super, Nuova Super	076
Abarth 500 SS	182, 167	Giulia Super (2-litre) 'Carabinieri' racer	129
Abarth 500 Trofeo	181	Giulia TI Super HSCC Racer	098
Abarth 500 Trofeo GB	175, 171	GTA (105) v 155 GTA	197
Abarth 500 Zing Trofeo	170	GTA (105) Silverstone Classic 2013	203
Abarth 500C and Abarth Punto	175	105 series Twin Cam engine feature	137
Abarth 500	148	'Romeo 2' van (105)	165
Abarth 500 (new)	156	Aguzzoli - GTA Prototype	136
Abarth 500 Forge Motorsport	179	Canguro	205
Abarth 500 'Polizia'	204	Giulietta SVZ	195
Abarth 595 by Oakley	218	TZ 1	179
Abarth 595	216	TZ 2	135
		TZ 3 Stradale	183
		Spiders: S4 105 v 916 v 939	221
		Alfasud Trofeo	219
		Alfasud Landmark Engines	177
		Alfasud Sprint 6V	172
		Alfasud group test	151
		Alfasud: Golden Oldie	110

ALFA ROMEO

History Pt1 1910 - 1940	167
History Pt2 1941 - 1970	168
History Pt3 1971 - 1990	169

Alfasud Bimotore	150	V6 saloons 166, 164, 159	158
v Lancia Beta Coupe (Covill)	138	V6 saloons 166, 159, 156, 155, 164	218
Alfasud Sprint - Triple Test	097	159 Sportwagon Geneva Launch	118
Alfa 6	102	159 3.2 JTS V6 Q4	141
Alfa 90	160	159 TI	139
Alfa 6 and 90	095	159 Arrives in the UK	117
Alfetta GTs	210	159 and GT Back-to-Back	120
Alfetta (Modified) GTV6	237	159 SW 3.2 V6 Q4 & 2.2 JTS	122
Alfetta GTV Turbodelta	231	159 2.0 JTDM	166
Alfetta saloons	198	159 1750Tbi	167
Alfetta GT road and race	086	159 2.2 JTS	183
Alfasud Sudsprint Racer	094	159, 109, 108, 105	
Giulietta Sprint Michelotti	140	159, GT and Brera	
Giulia SS	123	modified by Autodelta	166
Giulietta 116 Turbo	231	GTV (916) Club Racer Track Test	112
Giulietta 116 berlina	128	GTV (916) 3.2 v Brera V6	
Junior Zagato	084	v Alfetta V6	153
75 Classic Choice	093	GTV (916) 3.2 Revised	092
75 At the 'Ring	175	Brera International Launch	113
75 Turbo	157	Brera - A Concept Realised	119
75 (mod) and GTV6 3.5	237	Brera Triple Test	120
75 Turbo Evolution	100	Brera V6 Q4 - UK Arrival	124
SZ x 3	136	Brera 3.2 V6 Q-Tronic	133
SZ - Supercharged 24V with 340bhp	160	Brera - On track at Brooklands	130
33 1.7 16V	172	Prodrive Alfa Brera - 'S' for Special	146
33 Time Machines	189	Brera v GTV6 (916)	181
164 Time Machines	153	Brera	227, 091
164 v Fiat Cromia v Lancia Thema	142	Brera Mega Test	139
164 Pro-Car	158	Spider (939) 2006 Launch	123
Alfa V6 saloons 164, 166, 159	218	Spider (939) 2.2JTS v 1600 (105)	152
V6 saloons 164, 166, 159, 156, 155	143	Spider (939) Autodelta J6	144
155 2.5 V6 ti	150	Spider (939)	131
155 4 car group test	231	Spider (939) v S4 105 v Spider 916	221
155 BTCC	218	8C Spider	161
V6 saloons 155, 166, 159, 156, 164	183	4C v 8C	223
155 2.0, 156 2.0 159 2.2 Triple Test	160	8C Competizione	139
145 1.6TS	180	4C	234, 214, 211, 184
145 Cloverleaf v Fiat Bravo HGT 155	198	MiTo Marangoni	153
145 Buyers Guide	081	MiTo 1.4TB Veloce v 145 v 33	160
156 Superturismo Track Test	082	MiTo Cloverleaf	170
156 GTA Bridgestone tyres	079	MiTo TwinAir	197
156 GTA	082	MiTo	146, 164, 155
156 V6 vs 2.4 JTD (Remapped)	083	MiTo QV-Line	230
156 2.0 JTS	084	MiTo & Abarth Punto (VBH)	170
156 Giugiaro Facelifted	089	MiTo Cloverleaf v Abarth Punto Evo	177
156 Uprated Diesels + GTA	093	MiTo 5 car group test	193
156 2.4 JTD M-Jet	091	Giulietta G430 by Marangoni	183
156 ETCC Track Test	103	Giulietta TCT	194
156 2.0TS suspension tweak	112	Giulietta TCT	196
156 GTA by Monza Sport Tuning	128	Giulietta triple test	197
156 3.7 V6 (South Africa - not GTA)	103	Giulietta (new)	170
156 SW 2.4JTD, 147GTA,	183	Giulietta (new) buyers guide	216
156 TI 2.0 TS, GT 2.0 JTS	215	Giulietta Sprint	227
156 2.0 JTS	145	Giulietta Cloverleaf	175
156 GTA Ultra (Autodelta)	234	952 Giulia launch	235
156 Twin Spark engine feature	085	BRSCC Alfashop Championship	123
156, GTV, 146 Club racers	153	SEO 48 V10 Le Mans prototype	106
GTV (916) LMAI/AROC Racers	221	'Renault Dauphine'	141
GTV (916) v Fiat Coupe v Lancia Delta integrale	086		
Spider (916) v (939) v S4 (105)	090		
147 Rally Car SS1600	101		
147 GTA Road Test	102		
147 JTD 16v M-Jet	131		
147 Facelift	105		
147 GTA 3.7 Autodelta	092		
147 Dubai Endurance Racer	132		
147 2005 Facelift	145		
147 GTA Cup	163		
147 'Collezione'	136		
147 Collezione and GT Blackline	183		
147 GTA AM Super Autodelta	127		
147 Sport Q2 & GT Q2	140		
147 Group Test	099		
147 & GT Q2 diffs	110		
GT 1.9 JTDM Novitec	147		
GT M-Jet	089		
GT Novitec's X-Supero	127		
GT 1.9 JTDM meets Giulietta Sprint	088		
GT 233, 168, 095, 094,	094		
GT & 147 Q2 diffs	148		
166 Facelift (2003)	133		
166 Facelift road test (2004)			
166			
166 V6 Supercharged - Q Car			

ATS

ATS GTS Allemano Coupe	163
------------------------	-----

BRISTOL

Bristol 400 Zagato	207
--------------------	-----

BUGATTI

Bugatti EB 110 SS v Ferrari F40	
v Lamborghini Diablo Roadster	176
Bugatti Veyron	243
Bugatti Veyron v LaFerrari v F35	249

BERTONE

Bertone NSU Prinz	223
Bertone 850 Racer	221
Ferrari by Bertone	221
Bertone	199
Bertone Rainbow	171
Bertone Mantide	161
Bertone Alfa Prototype	146
Suagnà Punto Cabrio Prototype	121
Bertone including Stratos Zero	092

CHRYSLER

Chrysler Delta & Ypsilon	190
Lancia/Chrysler Ypsilon	185

CISITALIA

Cisitalia 360 Grand Prix	225
Cisitalia Voloradente	202
Cisitalia 808XF	196
Cisitalia 202	092

DE TOMASO

De Tomaso 1600	163
De Tomaso Vallengunga	113
De Tomaso Supercars	164
De Tomaso Mangusta (ex F Moss)	202
De Tomaso Pantera	228
De Tomaso Pantera	
v Maserati Bora v Ferrari 512Bbi	154
De Tomaso Pantera Si	100
De Tomaso Deauville	099
De Tomaso Deauville (New)	183
De Tomaso Guara	103

ISO

Iso story	216
Iso group test	203
Iso Rivolta	216
Iso Fidia	160
Iso Grifo - 28 Years in Restoration	124
Iso Grifo A3/C	109
Iso Grifo S	236

ISOTTA FRASCHINI

Isotta Fraschini	158, 090
Isotta Fraschini Factory Visit	124
Isotta Fraschini Returns	121

FERRARI

Ferrari 166MM	183
Ferrari 166 MM	180
Ferrari 166 Mille Miglia	153
Ferrari 195 Inter	143
Ferrari 212 Inter	184
Ferrari 212 Inter by Vignale	219
Ferrari 225E	152
Ferrari 340MM	207
Ferrari 290MM	170
Ferrari 330 TR	131
Ferrari 340 America	158
Ferrari 375 MM	182
Ferrari 375 0388	181
Ferrari 375	105
Ferrari 196	091
Ferrari 156 F1	093
Ferrari 500 F2	139
Ferrari 500 TRC	137
Ferrari 500 MD	101
Ferrari 625	196
Ferrari 750 Monza	187
Ferrari 750 Monza	089
Ferrari 250 TR	173
Ferrari 250 Testa Rossa	237
Ferrari 250 GT TdF	151
Ferrari 250 GTE	101
Ferrari 250 Cabriolet	220
Ferrari 250 GT California	215
Ferrari 250 California	128
Ferrari 250 GT	104
Ferrari 250 GT Lusso	121
Ferrari 250 GT Lusso	193
Ferrari 250 GT Lusso	094
Ferrari 250 GT Lusso 5031GT	097
Ferrari 250 MM Mille Miglia drive	160
Ferrari 250 MM	184
Ferrari 250 LM	195
Ferrari 250 LM	110
Ferrari 250 LM	084
Ferrari 250 GT model compilation	092
Ferrari 250 GT v 250 LM	102
Ferrari 250 GT (3505)	231
Ferrari 250 GT	200
Ferrari 250 GT	169
Ferrari 250 GT	165
Ferrari Dino 246 F2	174
Ferrari Dino 246 v Maserati 250F	172
Ferrari 330 GTC	231
Ferrari 330 GTS & 330 GTC	140
Ferrari 500 Superfast	228
Ferrari 410 Superamerica	193

Ferrari 250 GT TDF	227
Ferrari 275 GTB/C	227
Ferrari 275GTS/4 NART	211
Ferrari 275 GTB by Lynx Engineering	130
Ferrari 275 'NART' Spyder	145
Ferrari 275 GTB/4	223
Ferrari 275 GTB Tour	100
Ferrari 275 GTB	098
Ferrari 275 GTB	134
Ferrari 275 GTB /4C	235
Ferrari P3 Spa Track Test	118
Ferrari 330P	124
Ferrari 512S	163
Ferrari 512 S	228
Ferrari 312 B2	149
Ferrari Dino 246 GT & GTS	237
Ferrari Dino 246 S	144
Ferrari 246 GT	081
Ferrari 365 BB v 512BB v Testarossa	180
Ferrari Daytona vs Maserati Ghibli	127
Ferrari Daytona v 599 GTB	150
Ferrari Daytona	146
Ferrari Daytona	107
Ferrari 400 Straman Cabriolet	138
Ferrari 512 BBLM	155
Ferrari 512 Bbi v De Tomaso Pantera	
v Maserati Bora	154
Ferrari 512 BB	114
Ferrari 288 GTO	095
Ferrari 288 GTO Evoluzione	089
Ferrari V8s 328, 348, 355, 360	082
Ferrari 308 GTS v Lamborghini Jalpa	162
Ferrari 308 GT4	171
Ferrari 308 Michelotto	181
Ferrari 308 Landmark Engines	157
Ferrari 308 GTB	126
Ferrari 308 GT4/LM	194
Ferrari 308 GTB Group 4	187
Ferrari 308 BT Carma FF	201
Ferrari 308	087
Ferrari 308 GT4 v Uracco v Merak	149
Ferrari 328 v Lamborghini v Porsche	131
Ferrari 456 GT race car	195
Ferrari F40 LM	189
Ferrari F40 Michelotto	214
Ferrari F40 v Bugatti EB110SS	
v Lamborghini Diablo Roadster	176
Ferrari FZ93	176
Ferrari 575 M	112
Ferrari 575 GTC	098
Ferrari 575 M	086
Ferrari 575 Superamerica	109
Ferrari 360 challenge Stradale	237
Ferrari 360 vs Ducati 999	088
Ferrari 360	104
Ferrari 360 v Lamborghini Gallardo	182
Ferrari 360/355/308	094
Ferrari 360	085
Ferrari 360	100
Ferrari 430 Scuderia Spider 16M	164
Ferrari 430 Scuderia	237
Ferrari 430 Scuderia	153
Ferrari 430 Scuderia	138
Ferrari 430	128
Ferrari 430 Spider	106
Ferrari 430 Spider	119
Ferrari Novitec 430	132
Ferrari 430	099
Ferrari 458 Speciale	225
Ferrari 458 v Lamborghini Gallardo	204
Ferrari 458 Speciale Design	214
Ferrari 458 v Lamborghini Gallardo	186
Ferrari 458 by Oakley Design	184
Ferrari 458 Spider	191
Ferrari 458 Italia	167
Ferrari 458 Speciale	237
Ferrari 599 GTB Fiorano HGTE	166
Ferrari 599 HGTE	159
Ferrari 599 GTB	120
Ferrari 599 GTB Fiorano	142
Ferrari 599 Hybrid	172
Ferrari 599 GTB	156
Ferrari 599 GTO	178
Ferrari 599 GTO	097
Ferrari 612 Scaglietti	097
Ferrari 612 Scaglietti HGTC	129

Ferrari 612 Scaglietti	123
Ferrari 612 Scaglietti	093
Ferrari 612 Scaglietti	088
Ferrari FF	183
Ferrari FF by Oakley Design	219
Ferrari FF	202
Ferrari F12 Berlinetta	222
Ferrari F12	201
Ferrari F12 Berlinetta	212
Ferrari California GT	151
Ferrari California T	223
Ferrari California HS	197
Ferrari Enzo	083
Ferrari Enzo v Maserati MC12	158
Ferrari Enzo	101
Ferrari 488 GTB	237
LaFerrari	221
Formula Ferrari	210
Ferrari's ASA Project	209
The Riva 32 - A Floating Ferrari	144
Ferrari by Bertone	221
Ferrari Classiche	205
Mille Miglia: Ferrari Tribute	176
Ferrari F1 126 C4	168
Ferrari V12: Landmark Engines	150
Mille Miglia 2011: Ferrari Tribute	189

FIAT

Fiat New 500	237
Fiat New 500	236
Fiat 500X	233
Fiat 500X	228
Fiat 500 current range	214
Fiat 500L Trekking	212
Fiat 500L	207
Fiat 500X & Jeep Renegade	232
Fiat 500S v Fiat Panda 100HP	232
Fiat 500L MPW	211
Fiat 500 TwinAir	174
Fiat Nuova 500C	161
Fiat New 500	139
Fiat 500	140
Fiat 500 TwinAir	178
Fiat 500 Twin Air	219
Fiat 500 1.4 Sport by LAD	159
Fiat 500	135
New Fiat 500	142
Fiat 503 Spider	189
Fiat 510S	174
Fiat 509 (1927)	140
Fiat 514	133
Fiat 521C	098
Fiat 501	086
Fiat Topolino Mare	204
Fiat 600	234
Fiat 600 prototype	205
Fiat 600s	082
Tornado Fiat 600GT	193
Fiat 500 Coccinella	136
Fiat 1100EZ	198
Fiat 1100S	162
Fiat 1100	128
Fiat 1200/1500 Cabriolets	233
Fiat 1500 Forgotten Fiats	176
Fiat Granluce	195
Fiat 1600S Pininfarina Coupe	096
Fiat 8V	157
Fiat 2300S Ghia	235
Fiat 2800 State Phaeton	115
Fiat Dino Spider and Coupe	118
Fiat Dino Spider v Maserati Spyder	
v Alfa Montreal	159
Fiat 850 Grand Prix	231
Fiat 850 Moretti Sportiva	112
Fiat Abarth 850TC	103
Fiat Abarth 1000 Berlina Corsa	167
Fiat 1300S Giannini	160
Fiat Twin Cam engine	149
Fiat 124 Abarth group test	145
Fiat 124 Abarth Rally	168
Fiat 124 Abarth Rally	196
Fiat 124 Twin-Cams	222
Fiat 124 and friends	215
Fiat 124	147
Fiat 1400 B Junior	215
Fiat 125 Group 1	211

Fiat 125	095
Fiat 125	220
Fiat 125 Samantha (Paul Chudecki)	105
Fiat 125 Samantha (Matt Zollo)	210
Fiat 125 S	161
Fiat 127	129
Fiat 128	163
Fiat 128 Restoration	110
Fiat 128 Rally	227
Fiat 130 and Lancia Gamma	151
Fiat 131 Abarth Diesel	231
Fiat 131 Group 4	227
Fiat 131 Abarth	215
Fiat 131 Abarth x 3	178
Sporting Fiat 131 Mirafioris (Club)	169
Fiat 131 Abarth	081
Fiat 132	127
Fiat Strada Abarth	132
Fiat Abarth 130TC (Time Machines)	187
Fiat Strada	197
Fiat X1/9 VX	202
International Fiat X1/9 meeting	201
Fiat X1/9	219
Fiat X1/9 (Time Machines)	179
Modified Fiat X1/9s	150
Fiat X1/9 Prototipo	104
Fiat Uno Turbo	125
Fiat Uno Turbo MK1+2	246
Fiat Uno (Time Machines)	179
Fiat Panda (Time Machines)	172
Modified Fiat Coupes	200
Fiat Coupe 20v Turbo (modified)	164
Fiat Coupe v Alfa GTV (916)	
v Lancia Delta integrale	155
New Fiat Panda	195
Fiat Panda 4x4	202
Fiat Panda 4x4	104
Fiat Panda 4x4	129
Fiat Panda 100HP	136
Nuova Fiat Panda	193
Fiat Dualogic test	186
Fiat Panda 160HP	185
Fiat Panda 100 HP	126
Fiat Panda Group Test	179
Fiat Barchetta	097
Fiat Punto Mk 2	120
Fiat Punto facelift	201
Fiat Punto TwinAir	195
Fiat Punto Evo	168
Fiat Punto Abarth	143
Fiat Punto T-Jet	141
Fiat Grande Punto 120 Eleganza	123
Fiat Punto	083
Fiat Puntos 1.2	082
Fiat Punto Evolution	165
Fiat Punto S1600	183
Fiat Bravo HGT 155	
v Alfa 145 Cloverleaf	180
Fiat Bravo Group Test	202
Fiat Bravo 1.6 Multijet Eco	148
Fiat Bravo	130
Fiat Cromia (Time Machines)	178
Fiat Cromia	153
New Fiat Doblò	171
Fiat Qubo	151
Fiat Linea	144
Fiat Fiorino	142
Fiat Sedici Multijet	131
Fiat Nuovo Scudo	129
Fiat Sedici	115
Fiat Stilo Rally/Panda/Punto S1600	096
Fiat Stilo Schumacher	108
Fiat Multipla	096
Fiat Multipla	127
Fiat Idea	093
Fiat Freemont	197
CNH Tractors	225

LADA

Lada/Fiat Twin-Cam	215
--------------------	-----

LAMBORGHINI

Lamborghini 350 GT	152
Lamborghini 3500 GTZ	210
Lamborghini Islero S	177

Lamborghini Islero	096	Lancia Gamma	151	Maserati Gran Turismo	144	Alfa Romeo GT	176
Lamborghini Miura	145	Lancia Beta Coupe (rear engine)	150	Maserati Quattroporte GTS	175	Alfa MiTo Group Test	189
Lamborghini Miura	111	Lancia Beta	139	Maserati Quattroporte Sport GT S	156	Giulietta (new) buyers guide	216
Lamborghini Miura	106	Lancia Trevi Bimotore	237	Maserati Quattroporte S	149	Fiat 500 (classic)	173
Lamborghini Miura Jota	120	Lancia Montecarlo Consortium	197	Maserati GranTurismo & Whisky	195	Fiat 128 3P	177
Lamborghini Jarama S	141	Lancia Stratos	234	Maserati GranTurismo Alpine Test	137	Fiat Dino Coupe	175
Lamborghini Jalpa	162	Lancia Stratos Evolution	152	Maserati GranCabrio	180	Fiat Dino Coupe	239
Lamborghini Jalpa	094	Lancia Stratos Stradale	117	Maserati GranCabrio	194	Fiat X1/9	157
Lamborghini Silhouette	094	Lancia 037 Rally	230	Maserati GranCabrio Sport	189	Fiat Spidereuropa	164
Lamborghini Urraco	094	Lancia 037	210	Maserati GranCabrio	169	Fiat Barchetta	151
Lamborghini Countach LP400		Lancia LC1	207	Maserati Grand Tourers	186	Fiat Multipla	113
v Gallardo LP560-4	156	Lancia LC2 Martini	096	Maserati Quattroporte VI	204	Fiat Multipla	202
Lamborghini V12 triple test	198	Lancia Thema 8.32	220	Maserati Quattroporte VI in Venice	214	Fiat Nuova Panda	149
Lamborghini Diablo Roadster	176	Lancia Thema	153	Maserati Quattroporte Sport GT S	172	Fiat Stilo	145
Lamborghini Gallardo	145	Lancia Thema	110	Maserati Quattroporte Sport GT	125	Fiat 20v Coupe	153
Lamborghini Gallardo	204	Lancia Delta HF integrale	212	Maserati Quattroporte 'QP3'	123	Fiat Coupes	137
Lamborghini Gallardo	194	Lancia Delta S4	211	Maserati Quattroporte 'QP2'	122	Fiat 500 (New)	181
Lamborghini Gallardo	186	Lancia Delta S4 Stradale	222	Maserati Quattroporte 'QP1'	121	Fiat Panda 100HP	149
Lamborghini Gallardo	182	Lancia integrale Giallo Ginestra	164	Maserati Quattroporte Automatica	130	Fiat Panda Schumacher	208
Lamborghini Gallardo LP570-4	171	Lancia Delta 40th Anniversary event	161	Maserati Quattroporte GT S	140	Fiat Bravo (2014 model)	207
Lamborghini Gallardo LP550 Balboni	163	Lancia Delta integrale	155	Maserati QP Evo	196	Fiat Grande Punto	184
Lamborghini Gallardo LP560-4	146	Lancia Delta (new) & Ypsilon	174	Maserati Quattroporte	096	Fiat Croma (2006)	210
Lamborghini Gallardo	143	Lancia Delta integrale 16v rally 001	182	Maserati Quattroporte	091	Lancia Beta Montecarlo	161
Lamborghini Gallardo LP560-4 Spyder	162	Lancia Reunion: Biasion	180	Maserati Quattroporte GT	119	Lancia Delta integrale	156
Lamborghini Gallardo Spyder	116	Lancia Delta Integrale Rally	118	Maserati Quattroporte 'QP5'	103	Lancia Delta HPE	169
Lamborghini Gallardo	081	Lancia integrale (Modified)	095	Maserati MC12	105	Maserati 3200GT	162
Lamborghini Gallardo	094	Lancia integrale (Steve Berry)	093	Maserati MC12 Corse	141	Maserati 3200GT	140
Lamborghini Gallardo	084	Lancia Magia	173	Maserati MC12 v Ferrari Enzo	158	Maserati GranSport	220
Lamborghini Gallardo		Lancia Musa	105	Maserati Ghibli (new)	211	Ferrari 365 GTBB	179
by Reiter Engineering	139	Lancia Ypsilon (Revised)	089	Maserati in Monaco	203	Ferrari 365 GTBB	236
Lamborghini Gallardo GT3	130			Maserati Snow Driving Course	193	Ferrari 308 GT4	219
Lamborghini Murciélago R-GT1	142	MASERATI		Maserati Trofeo	189	Ferrari Dino 246GT	238
Lamborghini Murciélago LP640	136	Maserati 8CM + 6CM	082	The Maserati Club	181	Ferrari 308 GTB & GTS	241
Lamborghini Murciélago R-GT	129	Maserati 150S	234	Maserati GT Driving Course	154	Ferrari 328	147
Lamborghini Murciélago LP640	121	Maserati 150 GT Spyder	204	Maserati GT Master Course (Varano)	088	Ferrari 348	243
Lamborghini Murciélago	083	Maserati 450S (Recreation)	084	Landmark Engines Maserati V8	152	Ferrari F355	154
Lamborghini Murciélago LP 670-4 SV	165	Maserati 450S at Spa	091	Maserati historian Adolfo Orsi	147	Ferrari 360 Modena	240
Lamborghini Aventador SV 750-4	235	Maserati Tipo 61 at Spa	089	Maseratis and Powerboats (Naples)	142	Ferrari F430	242
Lamborghini Aventador LP760-2	200	Cameron Millar 250F	215	Maserati A6GCS - Monaco Auction	132	Ferrari Mondial	197
Lamborghini Aventador	195	Maserati 250F v Ferrari Dino 246F1	172	Maserati Classic F1 Race Transporter	112	Ferrari 400	112
Lamborghini Aventador	185	OSCA Maserati Tipo 4	203	Maseratis at Silver Flag	104	Ferrari 412	190
Lamborghini Blancpain Super Trofeo	166	Maserati Birdcage	102	Maseratis in Switzerland	105	Ferrari 456 GTA	183
Lamborghini Blancpain Super Trofeo	159	Cooper-Maserati T61P	154	Maserati 90th Anniversary	102	Ferrari Testarossa	244
Lamborghini V12	147	Maserati 300S	209			Ferrari F40	247
Lamborghini LMA	133	Maserati 300S Spa Track Test	110	PAGANI		Ferrari 550 Maranello	209
Lamborghini Huracán	236	Maserati 5000 GT (Frua)	085	Pagani Zonda R	158	Ferrari 550 Maranello	237
Lamborghini Huracán HM 680-4	230	Maserati 5000 GT	191	Pagani Zonda F	115	Ferrari 612 Scaglietti	246
Lamborghini Huracán	222	Maserati 5000 GT (Variations)	081	Pagani Zonda Roadster	104	Ferrari 599 GTB	245
Lamborghini Egoista	209	Maserati 5000 GT Allemano	093	Pagani Zonda S 7.3	095		
		Maserati A6G54 Zagato	202	Pagani Huayra	201	COACHBUILDERS	
LANCIA		Maserati 3500 GT	099			Carrozzeria Scioneri	218
Lancia Theta	102	Maserati 3500 GT R.Giordanelli	201	OSI		Carrozzeria Pinin Farina Pt 1	216
Lancia Lambda	186	Maserati 3500 GTi & Speedboat	210	OSI 1200S	216	Carrozzeria Pinin Farina Pt 2	217
Lancia Lambda	211	Maserati 3500 GT Vignale Spyder	080	Carrozzeria OSI	215	Carrozzeria OSI	215
Lancia Astura by Pinin Farina	185	Maserati 3500 GT Vignale Spyder	167	Michelotti / OSI Ford Anglia Torino	141	Carrozzeria Stabilimenti Farina	212
Lancia Astura	088	Maserati Ghibli SS	199	SUNBEAM		Carrozzeria Scaglietti	211
Lancia Dilambda	184	Maserati New QP & Ghibli	218	Sunbeam Venezia	214	Carrozzeria Michelotti	210
Lancia Dilambda	143	Maserati MC Trofeo	212			Carrozzeria Ghia	209
Lancia Astura MM Sport	203	Maserati Ghibli v Ferrari Daytona	127	TRIUMPH		Carrozzeria Siata	208
Lancia Appia Convertible	194	Classic Maseratis	211	Triumph Italia by Michelotti	211	Carrozzeria Zagato	207
Lancia Appia Furgoncino	180	Maserati Mistral Spyder	144			Carrozzeria Touring	206
Lancia Appia Zagato	138	Maserati Bora v De Tomaso Pantera		BUYERS GUIDES		Carrozzeria Boano	205
Lancia Ardea	096	v Ferrari 512Bi	154	Alfa Giulia 105 series	208	Carrozzeria Vignale	204
Lancia Aprilia	166	Maserati Bora	194	Alfa Romeo Spider S4	104	Carrozzeria Frua	203
Lancia Aurelia B20	200	Maserati Merak v Ferrari GT4		Alfa Romeo GTV6	178	Carrozzeria Fissore	202
Lancia Aurelia	154	v Lamborghini Uracco	149	Alfa Romeo Montreal	174	Carrozzeria Siata	195
Lancia Aurelia B20	107	Maserati Biturbo - Classic Choice	107	Alfa Romeo 33	111	Carrozzeria Moretti	191
Lancia Aurelia + Aprilia	100	Maserati Biturbo: Landmark Engines	171	Alfa Romeo 75	170	Carrozzeria Italdesign Pt 1/2	232/234
Lancia Spider Aurelia	190	Maserati Coupe Trofeo	084	Alfa Romeo SZ ES30	167	Carrozzeria Fantuzzi	224
Lancia Flaminia 3C 2.8 Speciale	218	Maserati Coupe/Spider Spain launch	094	Alfa Romeo 164	105	Carrozzeria Allemano	198
Lancia Flaminias GT 2.5 3C		Maserati Spyder (Jodie Kidd)	086	Alfa Romeo 156	102	Carrozzeria Castagna	199
& Coupe 2.8 3B	172	Maserati GranSport	126	Alfa Romeo 156 TS	203	Carrozzeria Bertone	200
Lancia Flavia	170	Maserati GranSport - at Silverstone	120	Alfa Romeo 156 TI	182	Carrozzeria Francis Lombardi	219
Lancia Flavia	123	Maserati GranSport Trofeo Drive	111	Alfa Romeo GTV (916)	143	Carrozzeria Motto	221
Lancia Fulvia	232	Maserati GranSport	108	Alfa Romeo GTV (916)	198	Carrozzeria Viotti	222
Lancia Fulvia v Delta integrale	181	Maserati GranSport	101	Alfa Romeo 155	102	Carrozzeria Savio	223
Lancia Fulvia Prototype	204	Maserati Gran Turismo		Alfa Romeo 145	102	Carrozzeria Boneschi	225
Lancia Fulvia 50	212	Maserati MC Trofeo	209, 176, 172	Alfa Romeo 156	160	Carrozzeria Colli	226
Lancia Fulvia	147	Maserati GranTurismo Sport	198	Alfa Romeo 156 GTA	150	Carrozzeria Sibona & Basano	227
Lancia Fulvia SO5	092	Maserati GranTurismo Corse Stradale	177	Alfa Romeo 147	114	Carrozzeria Riva	228
Lancia Fulvia	146	Maserati GranTurismo	189	Alfa Romeo 147	148	Carrozzeria Monterosa	229
Lancia Fulvia 2C	103	Maserati GranTurismo MC	161	Alfa Romeo 166	190	Carrozzeria Balbo	230
Lancia Fulvia	083	Maserati GranTurismo S Automatic	160	Alfa Romeo 159	182	Carrozzeria Ellena	231
Lancia Gamma Coupe	206	Maserati GT v 3200GT v Spyder 4.2	157	Alfa Romeo Brera	165	Automobili Ermini	220
Lancia Gamma	189	Maserati GranTurismo S	146			Carrozzeria Bandini	251

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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

ESAP Mininach GT

The story of an Italian 'copy' of the UK-made mid-engined Unipower GT ended up in court

Story by Chris Rees



Blatant plagiarism is something that happens a lot in the car world. You have only to look at the current raft of Chinese copies of Smarts, Porsches and other cars to see that. But copying someone else's design goes back a long way.

The ESAP Mininach GT is an example of automotive copyright infringement that dates back to the 1960s. The story begins in 1967 when Gianfranco Padoan, a keen amateur racing driver, bought an example of what was then the brand new Unipower GT sports car from the UK. The Unipower was made by Universal Power Drives, a forklift truck manufacturer, and is today widely regarded as one of the best specialist sports cars built in the 1960s. Only 75 were ever made.

Unfortunately, when he got the car to Italy, Padoan couldn't get

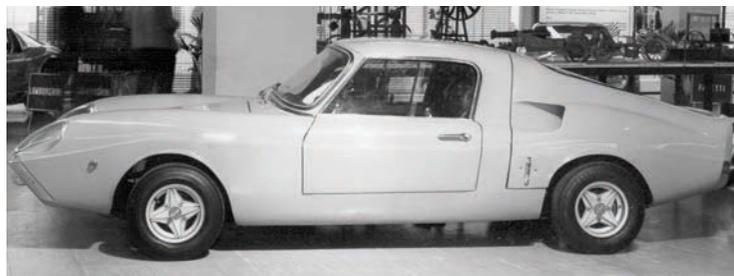
his car registered because the lights were set too low, so he redesigned the front and rear ends to comply with local laws. That meant raising the height of the lights and fitting rectangular headlamps and Fiat 850 rear lights. He also redesigned the car's swage lines above the wheelarches and also changed the rear end styling.

Padoan made the bold decision to enter the car in the 1968 Targa Florio and the Monza 1000km races. He was clearly enthusiastic about his car – so much so that he decided to manufacture it for the Italian market. He joined forces with Achille Vianello and Lino Coin (part of the family that owned the Coin supermarket chain) to set up Equipaggiamenti Sportivi Auto Preparazioni (or ESAP for short) in Mirano, near Mestre in the province of Veneto.

The new car was launched in

1968 as the ESAP Mininach GT. Like the Unipower, the chassis was in tubular steel and the bodywork was in glassfibre. An Innocenti Mini Cooper 998cc engine with 56bhp was mounted centrally. While the Unipower had a gear lever mounted in the sill (to the right of the right-hand driver), the Mininach differed in having its gear lever in the centre tunnel, as well as left-hand drive. At one stage, the Mininach also had external Mini door hinges and a forward-tilting front section a la E-Type Jag.

Measuring only 1040mm tall,



this was one of the lowest cars ever made. Since it weighed only 600kg, performance was sprightly – ESAP claimed a top speed of 103mph. You could even order an optional Cooper 'S' 1275cc engine, in which case the top speed rose to 118mph. Other options included unique competition tuning parts and special racing seats, while one highly unusual option was double rear springs, presumably to cope with events such as the Targa Florio.

A price was announced – 1,735,000 lire, or a little more than the Fiat 124 Spider. However, when Universal Power Drives found out about the car, it was not amused at all and instituted legal action. It is thought that the ESAP tooling was destroyed as a result; the Italian authorities also cancelled the car's official certification. In any case, the Mininach GT never came to market. The ESAP company was sold on (it became the Speedline tuning company) and Signor Padoan turned to boat building instead. It was long thought that no examples of the Mininach survived, but there is indeed one still in existence, owned by Stefano Boldrin, a collector in Italy.



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