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



he wait is over! 2016 is proving to be a bumper year for new arrivals from Fiat, Abarth and Alfa Romeo. In the last two weeks we have attended not one but two new car launches, with more to come in the following weeks. Firstly we drove the new Fiat Tipo in Turin, a car that reinforces Fiat's model range following the phasing out of the Grande Punto. Not only that, but the Station Wagon version reintroduces an estate car, which has not been listed since the Fiat Stilo and Alfa 159. Despite the very attractive pricing, mainly due to low cost manufacturing in Turkey, the Tipo does not feel as if it has been built down to a price. Given the practicality of both the Hatchback and Station Wagon, the high build quality, smart appearance and choice of the popular 1.6 diesel and 1.4 turbo engines, then I think we will soon be seeing lots of Fiat Tipos on our roads.

While the Fiat Tipo is a welcome addition to FCA's portfolio, its arrival was somewhat overshadowed by the long awaited Alfa Romeo Giulia. CEO Sergio Marchionne said he wouldn't launch the car until it was exactly what the Alfisti required and he has pretty much delivered the goods. Before I was let loose to drive the 503bhp Quadrifoglio at the Balocco proving ground, I was chauffered by an Alfa Romeo test driver around the damp track. The demonstration was sensational, the highly experienced driver took the car beyond limits that I could never achieve given the short time we had available. What a superbly engineered and exciting package the Giulia is. When I eventually tried both the manual and automatic (no TCT option) versions for myself I was pleasantly surprised to find that the paddle shift auto actually provided the better driving experience. The gear changes were so quick and rewarding that the manual change was almost laborious by comparison.

Out on the road I drove the 2.2-litre diesel (178bhp) and 2.0-litre (198bhp) petrol versions of the Giulia, the models that will undoubtedly be sold in greater volumes than the 'halo' Quadrifoglio. The handling and ride quality of these cars is truly remarkable, the rear-wheel drive combined with a superb suspension set-up was a revelation. My favourite drive was the 2.0-litre petrol version, which has a satisfying Alfa rasp at high revs. Turbo technology, prevalent on most cars now (even Ferrari), means that it's all over at relatively low rpm, 5500rpm in this case – something that the Alfisti will have to come to terms with. The UK will receive the 2.9-litre V6 Quadrifoglio and 2.2-litre MultiJet models later this year, hopefully the petrol version will arrive later. Next up the Fiat and Abarth 124 Spiders – exciting times!

Phil Ward Editor philward@auto-italia.net



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Chris Chilton



Liz Smit



Michael Ward



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**JULY 2016** 









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## NEWS & VIEWS

#### Auto Italia's Italian Car Day 2016



he 31st Italian Car Day broke all previous attendance records with 6239 visitors coming through the gates at the historic motoring and aviation venue.

Ferrari were prominent with 226 of Maranello's finest displayed around the restored pit lane garages area, while 54 Lamborghinis surrounded the spectacular British Airways Concorde. Maserati had a big turn out with cars gracing the paddock entrance. The area set aside for Alfa Romeo soon overflowed its 250 spaces and extended throughout the site. Meanwhile, Abarths were gathered together in unprecedented numbers, estimated to have exceeded 150 cars. Fiats and



Lancias of all shapes and sizes and eras gradually spread along the entire restored banked track and under the Members' Bridge.

Once again the Club House paddock was packed with a wide variety of classics mixing it with supercars, where else would you see an Alfa Romeo 1900 CSS parked next to a Bizzarrini Strada, or a Fiat 850 Moretti Sportiva next to a LaFerrari?

There were more Italian motorcycles on display than in previous years ranging from a racing Ape to Lewis Hamilton's own MV. The real treat though was the celebrity guest, 15 times world champion Giacomo Agostini. The great man took up the offer of a





passenger ride up the Test Hill with Editor Phil Ward in a Lamborghini Huracán.

The popular track demonstration across the bridge at Mercedes-Benz World included a wide range of supercars and classics to delight the spectators. Highlights included Rob Whitehouse's Group B Lancia 037 and Jon Oakley's outrageous 1200bhp Bugatti Veyron.

The main feature for the afternoon was the Test Hill run where Fiat Cinquecentos and Uno Turbos were rubbing shoulders with Ferraris and Maseratis, much to the delight of the crowds that were enjoying the sights and sounds at close quarters.

There are some major changes currently underway at Brooklands with the relocation of the Bellman Hangar and its aviation exhibits. This will open up a large new display area for cars that will extend all the way from the Clubhouse to the banking. Roll on 2017!















#### Scuderia Auto Italia

he first event for the newly formed Scuderia Auto Italia was a driving experience held at Longcross Test Track. This private location is normally used by motoring journalists to test press cars and it is also a location for film sets and TV programmes. Auto Italia had exclusive use of the circuit that includes fast straights, banked corners and an a infield hill section.

This was a great opportunity for Auto Italia's readers to exercise their cars and develop their skills while being managed by fast control cars, on this occasion a Ferrari 488 GTB and a Lamborghini Huracán. This new activity proved to be very popular with drivers enjoying the technical nature of the course without putting undue stress on their cars.

The entry was mainly made up of Ferraris, Maseratis, modern and classic Alfa Romeos and Lancia Delta integrales.

This new venture worked very well with drivers formed in groups according to performance and experience. A bonus was the alfresco Italian-style lunch, which was enjoyed by all. A repeat event will be planned at a later date.



















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#### **QUEEN'S AWARD FOR TALACREST**

Talacrest specialises in dealing with the rarest and most valuable classic cars both throughout the UK and internationally. The company is the world's leading Ferrari specialist and has had some truly remarkable cars on its books ranging from the earliest 1950s roadcars to models like the legendary 250 GTO and P4.

In recognition of its achievements Talacrest has won the Queen's Award for International Trade for continuous growth in overseas earnings, which have grown from £433,000 in 2010 to £59.3 million in the year to March 2015, representing just over 41% of the business's total annual earnings.

MD John Collins remarked: "I am very proud to receive this honour on behalf of the team at Talacrest. Our international customers represent a significant proportion of our business, and we have sold many cars to overseas clients often without them even visiting our showrooms. Hopefully this award should reaffirm to customers old and new that our position as the leading and most trusted brand in the classic Ferrari market worldwide is unparalleled. The UK is the centre of the world classic car market and it is fantastic to gain official recognition for our endeavours; especially as we believe we are the only classic car dealer to have won the award to date."

"We'll hopefully have some exciting news to announce later on this year concerning our overseas trading activities, and although many of our more significant transactions take place outside the public domain for reasons of client confidentiality, it's great for us to be able to fly the flag and promote our success.





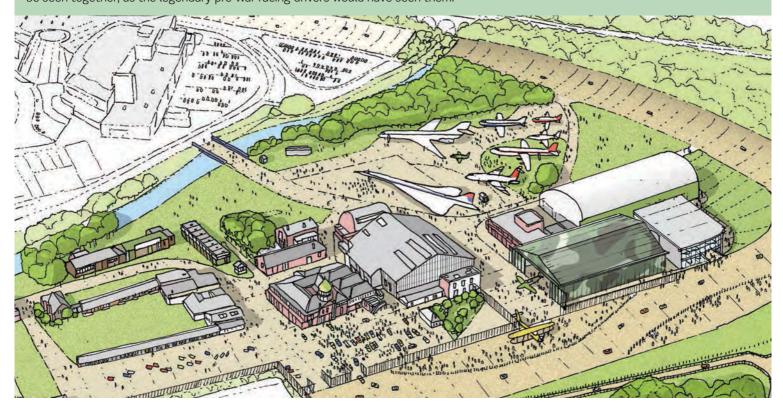


#### **BROOKLANDS REDEVELOPMENT**

Brooklands Museum took a major step forward in its ground-breaking Re-Engineering Brooklands redevelopment programme with the announcement of a £1million grant from the Government. The award coincides with the start of construction work at the Museum to enable the re-interpretation of key parts of Brooklands' aviation and motorsport history.

The Brooklands Aircraft Factory and Race Track Revival project is an £8million programme of work which will see the Grade 2 listed aircraft hangar restored and re-opened as the Brooklands Aircraft Factory.

As part of its restoration the Bellman Hangar will be moved from its current position on the Finishing Straight of the original 1907 Race Track to an adjacent site, allowing that part of the track to be restored to its pre-World War Two condition. For the first time since 1939, the key elements of the world's first purpose-built motor-racing circuit, the Finishing Straight, banked Track, Clubhouse and Paddock will be seen together, as the legendary pre-War racing drivers would have seen them.





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#### Maserati Levante

Thank you for the article about the Maserati Levante in issue 243 and also Chris Hrabalek's piece in issue 244. This is an important vehicle for Maserati and I sincerely hope it will be a runaway success for them. If it isn't then I believe the answer will lie not with the performance of the vehicle, or the sumptuous interior, or with the smart design at the front end, with its distinctive new Maserati grille and simple, classic lines. If sales do not meet expectations then in my opinion the fault will lie with the styling of the sides and rear of the vehicle, which to me lack an essential 'Italian-ness' of style, being quite plain, and similar to any number of other SUVs in the market including the new Jaguar F-Pace. Hopefully when the facelift Levante comes along these matters will be addressed.

Please keep up your excellent work with the mag, and my very best wishes for all your events this year. Sometimes it would be good to live closer at hand!

David Pine Wellington, New Zealand



#### **Happy Memories**

I recently wrote a story for the British magazine Pacenotes, one of my regular 'Retro' column stories, talking about the old Elba Rallies. I was there in 1975 and 1976. In 1975 Alfa won (Ballestrieri) and '76 the debut win for the Fiat Abarth 131.

While researching the story I was looking through my archives and found this image. Who is it? Is it Count Johnny Lurani with his daughter? How many other important rallies did Alfa win?

Last week I opened my copy of Autosprint and saw their report of this year's Elba Rally. The lead picture (of Corrado Fontana's winning Hyundai by Massimo Bettiol) looked similar to the shot I took of Markku Alen winning the

first major event for the 131 Abarth 40 years ago. All that changes in Italy are the gravel now asphalt roads! Martin Holmes

#### **Spiderman**

I recently bought a lovely article about the Fiat 124 Spider written by you. I'm wondering from which year and volume of Auto Italia it is taken from? My guess is around 1996, but I would be thankful if you could help me out. I'm driving a '79 Spider imported in 1993 from the US, and of course I'm collecting all old articles and other material dealing with this nice car. We have a lively scene here in Germany with two clubs solely for the Spider. The next annual meeting of my club takes place beginning of May in Bad Dürkheim, Palatina Area, Germany. Thank you



very much for any effort, and keep on writing.

#### Marcus

The feature you refer to was probably issue 7 of 1996. This issue has been out of stock for along time but they sometimes appear on UK eBay. We do still have issues 18 and 50 that have similar stories. Ed

#### **Alfetta Restoration**

I'm in the throes of restoring a GTV to give it a more modern feel, i.e. modern suspension, roll bars, etc. It's also on throttle bodies with management. It's not your purest rebuild but I think it's an improvement on a classic. I've attached a few pictures that might be of interest to your readers. Thanks for your time. Julian

#### SCCA Alfetta?

I recently acquired a 1975 Alfa Romeo Alfetta GT that has supposedly had a history as an SCCA racecar. I'm looking to see if I can find out some more information on it and I was told to get into contact with you to see if you may could help me on my search. I see that you're from the UK, and I'm from the US, I'm unsure if the person who recommended that I speak to you noticed that or not. Anyways, if there's any way you could help, it'd be greatly appreciated. Thanks for taking the time to read this. Jamie Creasey





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

#### Pininfarina H2 Speed Concept



hree years since the last concept car, the Sergio, Pininfarina has built another Ferraribased automotive tribute to the carrozzeria's founder, former chairman and senator for life Sergio Pininfarina. Following a turbulent financial decade where the Indian Mahindra Group announced a deal to acquire arguably the most famous of Italian design houses, the designers of Cambiano took the opportunity to present their H2 Speed Concept.

The Pininfarina H2 Speed Concept is a hydrogen powered high performance race car, developed in partnership with Green GT. The concept follows the current trend of combining an eco-friendly approach with a highperformance package. The H2 Speed Concept is to be the first vision in a line of concepts that recently also led to three Formula E racing car

design proposals by Mahindra Racing and Pininfarina.

Green GT, the firm that collaborated in the creation of the H2 Speed Concept, is a Franco-Swiss company that has been developing and manufacturing clean propulsion systems for nearly a decade; involvement of this experienced partner was the basis for a realistic vision. The concept car is a good mix between racing prototype and production supercar and would not look out of place next to the holy trinity of most recent hybrid-hypercars: the Ferrari La Ferrari, McLaren P1 and Porsche 918 Spyder.

As a matter of fact, the styling of the H2 Speed Concept looks so fresh and resolved, that one wonders why a firm like

Koenigsegg - itself producing innovative niche hypercars - would not approach Pininfarina to style their new generation of products; similar to the famous Ferrari-Pininfarina relationship, it could really evolve into something truly magnificent.

Designwise the Pininfarina H2 Speed Concept makes use of traditional low and wide sportscar proportions in combination of distinct and confident styling themes. Rather than reheating basic clichés, the stylists of Pininfarina managed to marry aerodynamic efficiency with sculptural beauty. In a similar stylistic approach to Ford's recent GT, the H2 Speed Concept features two

CHRIS HRABAI FK

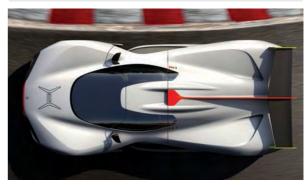
Age: 39 Born: Vienna, Austria Design Education: MA at The Royal College of Art, London

Current Job: Director of Entence

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triangular volumes in plan-view whose intersection define the stylistic themes and coresurfacing of all other perspectives.

Significantly more elegant than the engineering-led design of the aforementioned hybrid-hypercar triplet, one instantly forms the notion that a more democratic dialogue between technical necessities and stylistic indulgence – took place. Graphically, the Pininfarina H2 Speed Concept is

making reference to Pininfarina's Sigma Grand Prix, a concept car of 1969; again managing just the right pinch of past reference in a hat-tip to true automotive anoraks.

The Pininfarina H2 Speed Concept is a truly beautiful concept car that should give anyone - enthusiasts and industry-clients alike the confidence that further significant designs from the carrozzeria in Cambiano are yet to come.







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## Auto Italia Events

#### More Brooklands events for our readers to enjoy

#### BROOKLANDS 'SUPERCAR SUNDAY' SUNDAY JULY 17TH

Developed over the last four years, this exciting event will be repeated at Brooklands in 2016.

This is a rare opportunity for the public to get close to exclusive motorcars and also see them in action. Historic Brooklands has easy access via London's arterial motorways and is conveniently located just within the orbital M25. It has excellent aviation and motoring exhibitions including the Concorde Experience, 4D cinema and London Bus Museum.

Highlight of the day will be a Formula 1 demonstration featuring the ex-Nelson Piquet Benetton, winner of the 1990 Japanese Grand Prix.

The event has proved to be popular with car clubs that put on complementary displays for members and also take part in the Test Hill runs. Owners of supercars are invited to contact the organisers for an opportunity to take part in the track demonstration and the hillclimb.













#### BROOKLANDS 'AUTUMN MOTORSPORT FESTIVAL' SUNDAY OCTOBER 9TH

Competition cars from all ages will again be put through their paces on the Mercedes-Benz World test track. Selected cars will also run up the demanding Brooklands Test Hill. Visitors can expect to see – and hear– a wide variety of competition cars including Formula 1, F5000, CanAm, GTs, Touring cars, Group B rally cars, off-roaders and historic cars like the record breaking 1933 Napier Railton – holder of the outright lap record at Brooklands.

Owners of competition cars are invited to contact the organisers for an opportunity to take part in the track demonstration and the hill climb.

Display areas are available to car clubs of all marques and nationalities. Club organisers are invited to apply to book free stand space.

July 17th & Oct 9th TICKET INFORMATION
Adults: £11 advance, £13 on the day
Seniors: £10 advance, £12 on the day
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# FESTIVAL ITALIA\*

s a celebration of Italian motoring, Brands Hatch will host the inaugural Festival Italia event on Sunday August 14th. The event will be based around the world famous 1.2 mile Brands Hatch Indy circuit, one of the best spectator venues in the UK.

Race content will be all Italian, with the Pirelli Ferrari Formula Classic Championship headlining proceedings. Other championships will include rounds of the Pirelli Ferrari Sprint Championship, BRSCC Alfa Romeo Championship and Classic Italian Sports & Saloons. There will also be demonstrations on the circuit by Italian competition cars including Formula 1, motorcycles and special road cars covering all eras.



All areas of the Brands Hatch venue will be filled with Italian cars, with dedicated display areas and privileged parking for club members and owners. Spectators will be further entertained with fun fairs, air displays, live



music and rally displays/demonstrations. Every Italian car attending the event will have the opportunity to participate in parade laps on circuit.

Italian car manufacturers and dealers are invited to attend and will be offered display areas. There will also be a trade village.





#### BRANDS HATCH SUNDAY AUGUST 14TH

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Readers who would like to display their Italian car or motorcycle should apply for an entry by supplying their name, address, vehicle model, what category (car or bike), registration number, and which club they are a member of (if any) to: festival.italia@msv.com.

Please note, selection is not automatic, and tickets and vehicle passes are allocated at the discretion of MotorSport Vision.





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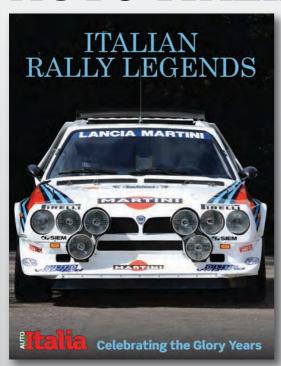


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#### AUTO ITALIA SPECIAL EDITIONS



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- ◆ Lancia Stratos
- ◆ Lancia 037 Rally
- ◆ Lancia Delta S4
- ◆ 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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## No Compromise

The engineers began with a clean sheet to build a high performance, rear-wheel drive saloon powered by an Italian V6, but they didn't stop there . . .

Story by Chris Chilton Photography by Michael Ward

ou won't find a Scuderia badge anywhere on Alfa Romeo's new super-saloon, but ex-Ferrari fingerprints are all over the Giulia Quadrifoglio. Engineered by Philippe Krief, the man behind the 458 Italia, and powered by a monster twin-turbo V6, it delivers its considerable 503bhp exclusively to the rear wheels, something not seen on an Alfa Romeo saloon since the 75's U-shaped handbrake clicked on for the last time in 1992. Now we've added our fingerprints too. Specifically to the gorgeous shift-paddles that sit proudly behind the three-spoke wheel to find out if the reality lives up to that incredible promise.

For a car that's taken so long to get here, the Giulia was completed in record time. To take a car from sketch to showroom in less than three years is almost unheard of. That's three years for the iteration you see here. You can add the same again and then some if you want to include the Giulia that might have been, a front-wheel drive car axed by chunky knitwear-fan and Fiat Chrysler Automotive boss Sergio Marchionne when the programme was well underway. To compete with the German cars that dominate the compact executive market, the Giulia would have to be rear-wheel drive, Marchionne decreed. That meant a full redesign, and on a brand new rear-wheel drive platform, rather than a shortened version of the one used by Maserati in the Ghibli and Levante.

Unusually, Alfa has chosen to let us drive the circa £6ok Quadrifoglio at the same time as the regular diesel, rather than some months, or even years later, as other manufacturers would do. You might remember that it actually unveiled the QV first, so keen was it to make a big impression with the new car. It's not easy to see why: the last of the handsome but heavy 159s disappeared from showrooms in early 2013 leaving Alfa without anything bigger than the Giulietta. Alfa's history is full of brilliant performance saloons, but the 159's been gone so long people need reminded of the fact.







Every Giulia from the cooking 178bhp diesel to the 503bhp QV has the raw materials to be a big deal: lightweight steel chassis with aluminium panels for extra shavings. There's a carbonfibre prop shaft, double wishbone front suspension and a multi-link setup at the back. Alfa Romeo says the weight distribution is an even 50:50.

But the QV goes further than that. The bonnet and roof are made from carbon, there's the option of choosing brake discs from the same material, and there's that very special V6. I made the mistake of suggesting it might be related to the Ferrari 488's V8 and received a personal phone call from Maranello's towering PR boss to tell me otherwise. This despite the two sharing a go degree vee angle, 86.5mm bore and Alfa Romeo USA's website actually referring to the engine as 'Ferrari-derived'.

Couldn't Alfa have dropped in the Maserati Ghibli S's 404bhp twin-turbo 3.0 V6 and simply turned up the wick, we wondered? Not according to the engineering team, which claims the Alfa's 90 degree vee angle made the new engine much easier to package beneath a low bonnet than the 60 degree Maserati V6. And then just to twist the knife, our engineer added that 'the Maserati engine wasn't capable of delivering the performance we needed'. Ouch. Take that, Modena.

From 28g1cc, this new bi-turbo V6 delivers 503 horses at 6500rpm and a kick in the back like a you've









#### **ALFA ROMEO GIULIA**





#### ABOVE RIGHT: Oversized gear knob on the manual version. 8-speed Q-tronic auto proved to be superior on the track

been trampled into the dirt by every one of them as they storm past to the horizon. It's an absolute monster of a motor: urgent, angry and emitting a deep chested roar that sounds even better from outside the car than from within.

And, like Ferrari's latest V8s, it does an excellent job of disguising the fact that it's turbocharged. There's barely any delay between you pushing the right pedal and the boost from the twin IHI blowers arriving to push you deep into your seat. Although the 443lb ft torque peak arrives from as little as 2500rpm, this engine still goads you to hit the 7500rpm redline with an appetite for revs so insatiable you almost feel like you're knocking out morse code signals on the paddles, not changing gear, as you rattle through the ZF auto's eight speeds.

It's an excellent 'box, well mapped for those who prefer to leave it in Drive, and well served by those elegant shift paddles (fixed to the column, supercarstyle, note, not turning with the wheel) if you prefer to get more involved. And this is as involved as British buyers can get, because Alfa didn't consider the

#### TECHNICAL SPECIFICATIONS

#### ALFA ROMEO GIULIA QUADRIFOGLIO

CAPACITY: BORE X STROKE: POWFR: TOROUF TRANSMISSION: BRAKES: DIMENSIONS: KERB WEIGHT: TOP SPEED: 0-62MPH: PRICE (UK):

V6 DOHC 86.5mm x 82mm 503bhp @ 6500rpm 443lb ft @ 2500rpm 8-speed auto, rear-wheel drive 360mm steel discs (f), 350mm (r) 4639mm (l), 1873mm (w), 1426mm (h) 1624kg 191mph 3.9sec £60,000 (est)

expense of adapting the manual transmission available in other markets to work with right-hand drive.

We were disappointed too, but having driven the pair back to back, it's clear the automatic version isn't merely easier to enjoy, but more enjoyable. The Getragbuilt manual feels quite cumbersome, and even the shape of the shift ball isn't that pleasant, meaning swapping ratios isn't the fun it could have been.

But it's the only disappointment with the Quadrifoglio, because this is a brilliant car. Six-piston Brembo calipers bite down hard on (optional) ceramic brakes to give tremendous stopping power and a lovely firm pedal feel, and the adaptive damping system switchable separately from the usual Alfa DNA drive mode selector – keeps the body flat and stable no matter how hard you ask the sticky 245/35 19 Pirelli P Zero Corsa front tyres to dig in through Balocco's leftright transitions.

And wow, does it dig in. The steering response is lightning fast, its precision remarkable, and only when the tyres have really gone off after repeated hard laps does it start to understeer at all. Those tyres also help











explain why, despite the engine's prodigious power being channeled exclusively through the rear wheels, the QV is actually a doddle to drive quickly. A torque vectoring rear differential helps turn the car and ESP is active in all three of the DNA's modes for reassurance. But the QV has another mode: Race. Twist the dial to select it and the engine note becomes deeper, louder, more menacing. Now you're driving without the ESP safety net and how you want to play things is up to you. You can bonfire the tyres if you like, assuming incredible slide angles. But simply nibbling away at the limit of grip is just as fun, slightly edging into oversteer on the exit before rocketing up the next straight.

Back at the garage at Fiat's Balocco test track, a facility the Italian giant actually inherited from Alfa Romeo when it took on the marque in the 1980s, we get a chance to stand back and take in some of the Quadrifoglio's details. The Giulia is not pretty like a 156, or beautiful like a 159 – the effect of pedestrian impact regulations have seen to that - but it's a handsome car, a mix of sensuous curves and dynamic look straight lines that give it real purpose, and a pleasingly different look to the German opposition.

Even minus the macho swagger of the range-topper with its quad pipes, giant diffuser and active front splitter, the regular Giulia is an elegant machine. How it will look on the 16in wheels that will come as standard though, rather than the 18in wheels of our test cars,

remains to be seen. Go to open the door and the entire handle pulls outwards, like on a Mercedes C-class, but significantly less smoothly. Inside, bar the carbon detailing and sports seats that go for a polite squeeze over a reunited-with-a-friend-thought-lost-at-sea bear hug, the interior is every bit as inviting as the QV's, right down to the bright red Ferrari-style starter button on the beautifully tactile three-spoke steering wheel.

The interior quality isn't quite up there with Audi's, but the materials look and feel suitably smart, the design is elegant and the twin-hooded dials are instantly Alfa. The door pocket are annoyingly small and the door mirrors annoyingly big, but the rest is well judged: the BMW iDrive-style infotainment system seems reasonably intuitive, there's plenty of room in here, both front and rear, and the driver's seat winds nice and low to reinforce the car's sports saloon mantra.

And this is a proper sports saloon. You know it from that first twist of the wheel when the Giulia dives into a right-hander with the kind athleticism and precision you just don't see in ordinary family cars. If anything, it can feel slightly too pointy until you twist the DNA selector to Dynamic to dial out some steering assistance. Now it feels just right. Push overly hard and you'll get body roll and understeer, but kept within its limits the Giulia is fast, fluid and fun. The rear-drive layout Marchionne insisted upon doesn't reward with

TOP: Heart of the matter is the 2.g-litre 503bhp V6. It makes all the right noises, especially in race mode

#### **ALFA ROMEO GIULIA**







QV-style oversteer (the ESP is non-switchable this time, anyway), but you feel it in the poise through bends, the strong traction coming out of them, steering that's uncorrupted by engine torque, and the kind of turning circle that 156 owners can only dream

Keen not to swamp the market with a confusing array of trims and engine variants after being away so long, the UK lineup is relatively simple. Fundamentally, you have the choice of a basic Giulia and the Giulia Super. Both get a collision detection system, lane departure warning, cruise control and dual-climate control, the more expensive Super adding part-leather trim and 17in wheels. Then you have the option of adding sporty or luxury-themed Sport and Lusso packs on top. Exactly how much all this is going to cost won't be revealed until closer to the Cars' UK on sale date later this year, but Alfa suggests prices matched to those of the equivalent BMW 3-series.

That would mean around £30k for a car with entrylevel 148bhp diesel. It's a new engine, an all-aluminium 2.2 that is also available in the 178bhp form we were able to try. Again, as with the Quadrifoglio, the cost of engineering the car to take a combination of right-hand drive with a manual gearbox wasn't considered worthwhile, so unfortunately for UK buyers, the Giulia is exclusively automatic. But this isn't an engine you want to rev out anyway. The redline might be set at 4500rpm, but stray much beyond 3500prm and it starts to sound harsh, and that addictive diesel shove in the



#### TECHNICAL SPECIFICATIONS

#### **ALFA ROMEO GIULIA SUPER**

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

KERB WEIGHT:

TOP SPEED:

0-62MPH:

4-cylinder, DOHC diesel 2143cc 83mm x 99mm 178bhp @ 3750rpm 332lb ft @ 1750rpm 8-speed auto, rear-wheel drive

tba tba 1445kg 143mph 7.1sec £30,000 (est)





back drops away. Better to work the engine's mighty 332lb ft of torque swell lower down the range.

Capable of 7.1sec to 62mph, it's a pretty quick car, cruises quietly, and the combination of 67mpg and sub 99g/km emissions could make it a fleet favourite. But it's not our favourite. That would be the 197bhp 2.0 turbocharged petrol we also tried at Balocco, and will hopefully be offered in the UK some time after the initial launch. Benefitting from all of the handling finesse of the diesel car, but with less weight over the nose for an even sweeter balance and better ride, this Giulia is mated to a fabulous lag-free engine that delivers a proper Alfa snarl at the top end. It's the pick of the range, the icing on a cake that tastes as good as it looks. We've waited too long for the Giulia. Thankfully, it's been worth every minute.







Alfa Romeo 1750 Spider Veloce 1968 (RHD)



Alfa Romeo Giulietta Sprint Speciale 1962



Alfa Romeo Giulietta Sprint Veloce 1962



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the Station Wagon start at £13,995, which is exactly £1000 more than the hatchback. Even the highest-spec Tipo won't cost you more than £20k.

#### A TURKISH ITALIAN

The Tipo was designed in Italy, but it's manufactured in Fiat's Tofas plant in Bursa, Turkey, where it was launched as far back as May 2015. Now it's being rolled out across European markets, although in the UK customers will have to wait until September 2016.

To make sense of the Tipo, you have to accept that it's built down to a price, not designed to go head-to-head with the Volkswagen Golf. So don't expect high-quality plastics: the materials used for the lower dash, boot lining and certain controls are distinctly low-rent. In fact, the steering wheel and some of the

switchgear is shared with the Fiat 500. There's also a distinct lack of clever and innovative features – again, that's to keep prices down.

You do, however, get surprisingly comprehensive equipment. Even the entry-level model (called Pop in Europe but it's undecided what the badging will be in the UK) has air-conditioning, electric front windows, six airbags, DAB radio, a USB slot and Bluetooth connectivity.

A five-inch Uconnect touchscreen is standard on mid and high grades (or a £500 option on the base model). It works really well with its pinch-and-swipe system and you get sat nav included on the top model. Overall, the dashboard is sensibly laid out with a clear instrument display, easy-to-use switches and useful controls mounted on the steering wheel.

ABOVE: Despite the remarkable sale price, the performance and build quality of the Tipo has not been compromised





ABOVE: The Stilo Station Wagon fills a gap in Fiat's current model range and should be well received by the estate car fraternity The mid-range trim level (Fiat UK has yet to decide how it will badge it) also adds a leather steering wheel and gearknob, electric rear windows, daytime running lights, 16-inch alloy wheels, front fog lights, rear parking sensors and cruise control, all for £1000 more – which seems like very good value to us. Stump up an extra grand and you get the top trim level, replete with climate control, 17-inch alloys, automatic lights and wipers, rear view camera and chrome details.

#### **ROOM AND A VIEW**

That boxy shape is superb for one thing: space.
There's so much space. In fact, Fiat is claiming class-leading boot volume, rear headroom and rear legroom.
Certainly we had no trouble fitting two very tall passengers in the back, and the wide-opening doors

make getting in and out a cinch. It's not so comfortable for a third person in the rear, though, as the middle seat is pretty hard.

Of the two body styles – five-door hatchback and Station Wagon estate – the latter is comfortably the more practical. Its longer boot holds a gigantic 550 litres (110 more than the hatchback) and can cope with loads up to 1.8m long. It also has extra storage areas to the sides of the boot, the load sill is flush with the boot floor and its load area is flatter. Oh, and it also has standard roof bars.

In contrast the hatchback's folded seats leave a step in the load floor, you have to lift luggage up further and the load lip is about 20cm deep. Still, the hatchback remains pretty practical, with 440 litres of boot space. Visibility is also better than class average.



#### **FIAT TIPO 1.6 MULTIJET II**

ENGINE: CAPACITY: BORE X STROKE: COMP RATIO: POWER: TORQUE: TRANSMISSION:

BRAKES: WHEELS: DIMENSIONS:

KERB WEIGHT: FUEL CONS (COMB): TOP SPEED: 0-62MPH: PRICE (UK): \* Station Wagon 4-cylinder turbodiesel 1598cc 79.5mm x 80.5mm 16.5:1 118bhp @ 3750rpm 236lb ft @ 1750rpm

front-wheel drive 281mm discs front, 264mm rear 16in or 17in alloy

4370mm (l), 1790mm (w), 1500mm (h) 4570mm (l), 1790mm (w), 1510mm (h)\* 1395kg

6-speed manual or 6-speed DCCT auto,

76.3mpg( 83.0 Eco Pack) 124mph 9.8sec (10.2 Eco Pack) £12,995 - £19,995







#### **POWER TYPE**

You have a choice of five engines: a mix of petrols and diesels offering between 94bhp and 118bhp. The base unit is a 1.4 petrol (94bhp), while the 1.4 T-Jet turbo petrol has 118bhp; there's also a 1.6 e-TorQ engine (108bhp) with automatic transmission. As for diesels, the 1.3 MultiJet II produces 95hp, while the 1.6 MultiJet II has 118bhp. All diesels emit less than 100g/km of CO2. Going from a petrol engine to a diesel with equivalent power will cost you a sizeable £2000 extra – you'll have to travel quite a long way to make that back in saved fuel.

Most buyers will go for the 1.6 diesel with 118bhp. It's lively (o-62mph in 9.8 seconds, or 10.1 in the SW), and boasts plenty of torque from low down the rev range; peak torque of 320Nm arrives at just 1750rpm. It's not the quietest diesel around at urban speeds, but once on the open road, it's pleasantly refined and spins at comfortably low revs on the motorway. Indeed, Fiat claims the Tipo is the quietest car in its class; what noise there is comes mostly from the tyres over road imperfections.

The 118bhp 1.4 petrol model is smoother and keener when you floor the throttle but of course it's less efficient – its official figures are 47.1mpg and 139g/km. In contrast, the 1.6 diesel emits as little as 89g/km and can average 83mpg with the Eco Pack fitted (which consists of an Active Grille Shutter,

smoothly-shaped alloy wheels and low rolling resistance tyres).

The six-speed manual gearbox isn't one of the Tipo's best features, as it feels notchy and has a long throw. A DDCT six-speed dual-clutch automatic transmission will be offered on many models, but sadly we didn't get a chance to test this.

The platform on which the Tipo is based is shared with the Fiat 500X and Jeep Renegade, which have both impressed us so far. The prospects, therefore, are good. But can the driving experience live up to the promise?

In part, yes. The suspension is definitely set up on the soft side. The springs have plenty of travel so the ride over most roads and potholes is very good; occasionally sleeping policemen and bigger bumps do show up ride quality weaknesses but it's cosseting most of the time. The flipside is that, driving the door handles off the car, you get a fair bit of body roll in corners. This is not the sharpest-handling tool in the box, and while the steering has plenty of weight to it, it doesn't have a lot of feel.

#### **VERDICT**

So what do we think of the Tipo then? We doubt it will win many awards for sophistication or style. But it certainly does get the gold medal for interior space: it offers more headroom, legroom and boot volume

ABOVE: Fiat Tipo Hatchback with 1.4 T MultiAir engine provided near sporting performance and lighter gearchange than 1.6 diesel



## Lancia 037 Rally

Four-wheel drive would have been a great help, but Lancia's engineers were short of time and experience, so they put the o37 together using stock components – and still turned out a world beater

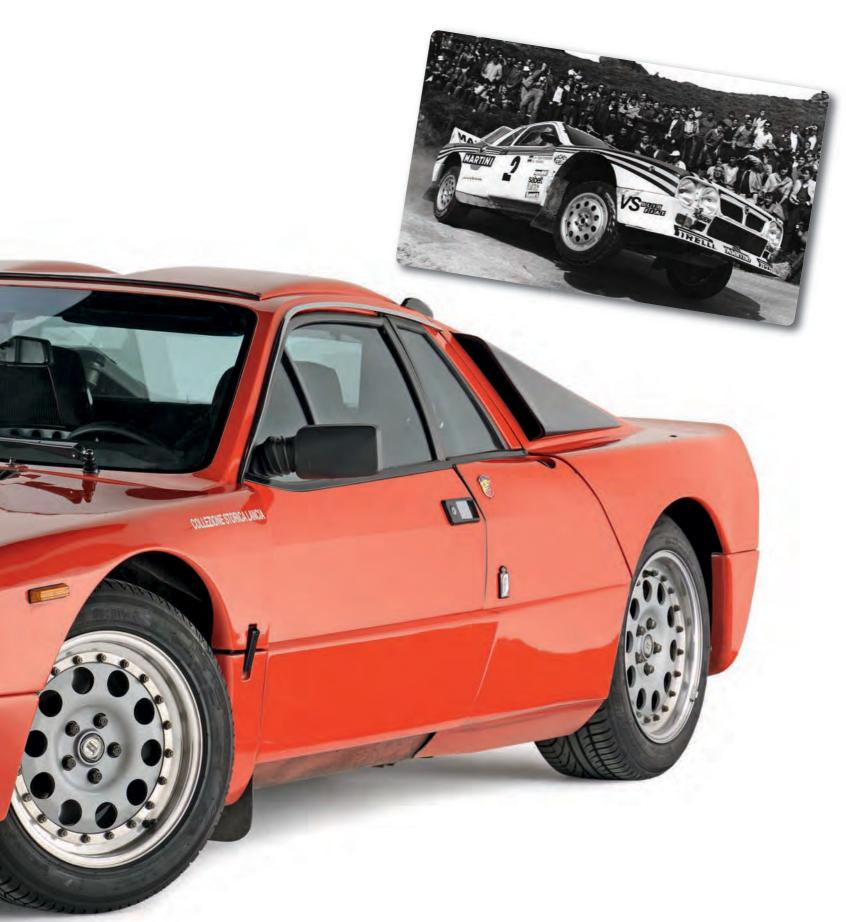


ngegnere Sergio Limone decided to build a rally car by combining the structure of the production Lancia Beta Montecarlo, the engine of the Abarth 131 Rally and the experience of Abarth Corse. It took 21 months to fine-tune the idea, develop the project, oversee the manufacture and obtain the homologation. His car won the World Championship in 1983.

The adventure of the Lancia 037 Rally started

quickly in early 1980 when the International Automobile Federation (FIA) proposed the regulations for a new category that would subsequently dominate the world racing scene from 1982 onwards. It was called Group B and the rules were quite strict. No less than 200 road cars were to be manufactured with a limited number of examples prepared for rallying.

"We were not caught on the hop. Lancia had always been a protagonist in the discussions around the



evolution of technical regulations. Cesare Fiorio, our sporting director, had always been a major player", said the project manager, Ingegnere Sergio Limone. "With a drawing board, pencil, rubber and a lot of common sense, the '037' (full project name 'SE 037') was conceived in this way. It was the first work fully thought out and coordinated by me, the result of my previous experience with the Group 4 Abarth 131, and my knowledge of Abarth's potential."

### **THREE OPTIONS**

The Lancia Rally was designed for rallying, the road version existed purely to obtain homologation, and although tamed it featured the same technical specifications. While relating the story behind the evolution of this car, Ing. Limone explained that three alternative options were evaluated before a final solution was eventually found.

The first two options were 'easier': a Fiat Ritmo with



a central engine (like the Renault 5 Turbo) or a Lancia Delta with front engine and rear-wheel drive (Like the Abarth 031). Then the more ambitious third option: a new car made from scratch, as the Stratos was originally, with a Ferrari V8 engine, tubular frame and lines similar to the Montecarlo. Limone recalled: "It was called SE 036 but we only constructed a chassis. It was too complex and way too expensive. Not to mention that Aurelio Lampredi, sole director of Abarth in 1973, would not accept the idea of using an engine which was so different from the traditions of the two Turin car manufacturers".

The final solution was the best compromise between times and costs. It began with the central section of the Montecarlo body in order to benefit from the many existing elements (doors, windows, the layout of the pedals and the seats), which were already in place. According to the plan, the chassis should be completed with two tubular steel front and rear structures to accommodate the engine in a longitudinal central position (the production

"The project was quickly realised and the preparation of 200 examples was achieved in time for homologation", recalls Ing. Limone, "In addition, the Montecarlo was a product managed by Pininfarina outside the Fiat plant. The smaller size of the company made it possible to react to special needs in a much simpler way. It also made sense project wise, because the body of the Montecarlo would allow us to obtain a low car with good air penetration. Additionally, it proved sufficiently robust to immediately satisfy the mandatory impact test against a barrier at 48km/h.

Montecarlo was transverse).

"As a production model, the Lancia
Montecarlo was coming to the end of its life, but
when it became part of the rally project Pininfarina
kept it in production until the required 200 short
bodies (the central cell) had been manufactured. The
Spider version was chosen instead of the Coupe, which









finished by hand. Quite expensive indeed!"

The engine was a four-cylinder, four-valve, 1995cc twin-cam based on the 131 Abarth, which on the 037 was dry sumped and upgraded with a Roots-type 'Volumex' supercharger and fuel injection. On the road version, the fuel supply was managed by a single Weber twin choke carburettor. The synchronized five-speed transmission was ZF type 5DS25 with frontal engagement.

### **FOUR-WHEEL DRIVE CAN WAIT**

The 037 was rear-wheel drive. "We already knew that four-wheel drive was the future for rallying, but at that particular time we were not ready and there was no time for experimenting. Sometimes we were tempted to say: 'Let's stop everything, let's go for four-wheel drive...' but this decision would have kept us out of the game for too long." It was a prudent choice and indeed proved to be the right one, and despite the competition from the mighty Audi Quattro equipped with four-wheel drive, the 1983 World Championship of Makes would be won by Lancia with the 037. The difficulties encountered later on with the Delta S4 would confirm that if not properly developed, four-wheel drive can actually create more trouble than benefits.

chassis proved fragile and during some tests, overstressing caused serious cracking. According to Limone: "When the car eventually overcame its childhood crisis and won so many races, part of the credit goes to the stubborn passion of Giorgio Pianta, an exceptional test driver. He chewed up so much asphalt with this machine... the drivers really trusted him."

Plenty of joints are provided on the chassis to adjust suspension to the track conditions. Each corner is independent, each with overlapping wishbones, rear double shock absorbers for temperature control whenever the rough ground put the car under pressure. Both the engine and the rear axle are fully accessible thanks to the two large folding and removable hoods.

ABOVE LEFT: The 2-litre, 16 valve twin-cam engine was derived from the Fiat Abarth 131 and fitted with a Volumex supercharger

### LANCIA 037 RALLY GROUP B

If the performance of the road version was already remarkable (205bhp, 220km/h, 0-100 in 6.2 seconds), that of the Group B Evolution (Evo 1) was impressive. Here the Weber carburettor gave way to Kugelfischer mechanical injection. The supercharger pressure was increased and a blow-off system was added which, when the throttle was closed in the release phase, released any additional output



### TECHNICAL SPECIFICATIONS

### **LANCIA 037 RALLY**

ENGINE: CAPACITY: BORE X STROKE: COMP RATIO: FUEL SYSTEM:

POWER: TORQUE: TRANSMISSION: BRAKES: SUSPENSION:

TYRES: KERB WEIGHT: DIMENSIONS: TOP SPEED: 0-62MPH: 4-cylinder, 16v, DOHC 1995cc 84mm x 90mm

7.5:1 Weber 40mm carburettor, Roots volumetric supercharger 205bhp @ 7000rpm

166lb ft @ 5000rpm 5-speed, axle ratio 8/42, rwd Ventilated discs all round Front and rear wishbones, oblique connecting rods, coil springs, roll bars,

hydraulic dampers (double rear) 205/55 VR16

1170kg

3915mm (l), 1850mm (w),1245mm (h) 138mph

6.2sec



### SERGIO LIMONE CHIEF DESIGN ENGINEER

In 1972 Sergio Limone was a young graduate in mechanical engineering with an automotive specialisation. He started his career at Abarth at the age of 24. After working three years as a trainee in the engine testing department, he moved on to car development and eventually became Chief Design Engineer in 1980. From that time on Limone oversaw the development of all rally Lancias and Alfa Corse cars (the 155 and 156 generation, among the others). In 1999 he was responsible for the development of Fiat competition models, from the 500 to the Punto. In 1986 he also took the role of manufacturers representative at FIA meetings and served 20 years in that position. He is now retired.

to prevent the supercharger from sucking up the already compressed air. The modified crankshaft featured eight counterweights and the bodywork also lost some weight. The final product was 300bhp at 800orpm, a maximum speed of just over 160km/h and an acceleration from 0 to 100 in less than five seconds. Performance varied according to the gear ratios chosen, depending on the road surface.

The Evo 2 debuted in 1984, with a subsequent capacity increase to 2111cc and 350hhp, a reinforced chassis, new supercharger geometry with increased output, changes to the front subframe and removal of the rear bumper. The featured example, No 31, has always been part of the Lancia historic collection and has covered just 12,000km. It is the same car that Quattroruote magazine handed over to Walter Röhrl for road testing purposes over 30 years ago. That test is





### **ROAD TEST BY WALTER RÖHRL**



"The first time I sat behind the wheel of the 037 Rally was at the La Mandria circuit near Turin on an autumn afternoon in 1982. In the morning of that same day, I had signed up with Lancia for the 1983 racing season in Cesare Fiorio's office.

In spite of the many restrictions imposed, Pininfarina had succeeded in manufacturing, all in all, a pleasant car. Any judgement on this car, however, should take into consideration the use for which it was conceived: a car with a centrally located engine and very compact size providing room for two people without luggage. The driving position is correct, the controls are all nicely positioned and within easy reach. The pedal box is only slightly offset. The instrument pack is complete, visibility is excellent in the front, but very poor in the

rear due to the sloping rear window.

"And now, let's mention a few words about the engine. The power for a 2-litre, fitted with a volumetric compressor, is impressive at every speed. The torque starts at 3500rpm but it is at its best at 5000rpm. The noise level is high because the engine, designed for rallying, is practically inside the cockpit. Performance is excellent and easily exceeds 220km/h. The acceleration is fierce and few other GTs in the same class can perform better in tests. A key feature of this car lies in the remarkable flexibility, even in fifth gear you can run easily at low revs. The other mechanical parts are clearly designed for rallying. Transmission engagement is almost perfect, steering is direct, very precise and light in every situation. The brakes are equipped with four ventilated discs, providing remarkable performance. Braking is good, smooth and well balanced.

"With regards to comfort, you should realise that this is a sportscar adapted for road use, with its stiff suspension and high noise level, but the comfort is acceptable for a car designed for competition. Road driving is not particularly challenging, you can drive smoothly on turns, body rolling is imperceptible and its behaviour is completely neutral even at high speeds. Pushed to the limit, the car slightly

understeers in narrow bends and when under acceleration, it shows good power oversteer that the driver can control easily thanks to the car's quick and precise steering. The car is easy to drive also on rough ground, the suspension effectively absorbs lumps and bumps and allows good traction. The car's behaviour is safe at all times and feedback is never harsh.

### Quattroruote test February 1982

Top speed (km/h) Declared 220 Tested 224.2

Acceleration (sec) 0-60km/h 3.0 0-80 4.6 0-100 6.2 0-120 8.6 0-140 11.2 0-160 15.3 0-180 20.1

Pickup in 5th gear (sec) 70-80km/h 2.4 70-100 6.2 70-120 10.1 70-140 14.4 70-160 19.2



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uan Manuel Fangio Déramo is one of the alltime greats. Maybe even the greatest, even though youngsters like Hamilton and Vettel have already amassed more F1-gold than El Chueco did throughout the whole of his career. Then again, the bowlegged Argentinian was racing during one of the deadliest decades in motor sports – the 1950s.

In 1955, Fangio was just two cars behind Pierre Levegh when the Frenchman lost control of his Mercedes on the start-finish straight at Le Mans, killing 83 people. Fangio walked away unscathed. There's no official record of the number of motorsport related deaths in those days. But suffice it to say, there were many.

In spite of those sobering statistics, the '50s are still regarded as the golden age of motor racing. Europe was on a high after the devastations of WWII, staging everything from GP races to sportscar championships. Fangio didn't enter the European scene until 1949, though he had been competing in Latin-America since 1934. When he finally took the plunge, he did so with the support of the Argentinian government, which landed him a job as works driver for the Officine Alfieri Maserati, for whom he won the world title in 1957. He also secured the first and the last ever GP victory for the Italian constructor, at Monza in 1953 and on the Nürburgring in 1957. In total Fangio scored seven GP victories for Maserati. Stirling Moss added a further two for a grand total of 11 wins.

As a friend of the Maserati family, Fangio was often called upon for promotional duties. In early December 1953, the works driver flew to Ohio where Tony Pompeo – the American Maserati-importer – was showing the A6GCS to prospective buyers. Ferrari driver Eugenio Castellotti and El Maestro were on hand to demonstrate the full potential of Maserati's newest sportscar around the Thompson Raceway. After all, the A6GC Sport was nothing less than a Monoposto or single seater with bodywork, as used by Maserati in Formula 2. In short: a street-version of the car that Fangio drove to victory from 1952 to 1954 and one that wasn't out of its depth on an F1 starting grid either.

Finding a modern equivalent of the A6GCS is virtually

impossible. The T1 by Caparo springs to mind, but that one never functioned without catching fire. So unless Ferrari comes up with a spider version of LaFerrari, the A6GCS will forever be unique – and the featured example even more so. Because this, according to various Maserati historians, is the exact car that Fangio hustled around the Thompson Raceway 63 years ago. A racecar for the road that – after numerous rebuilds and more than one full-body restoration – is now residing in Belgium. It's still recognisable as the Ohio car because of its specific windshield and the row of rivets beneath it. The black-and-white photos with Fangio at the wheel support this.

Imagine my surprise when the generous owner opens the wafer-thin door and asks if I'd like to try the car on for size. Halfway inside, I'm met by a combination of euphoria and utter disappointment. Euphoria because underneath my right buttock is the same seat that once supported the great Manuel Fangio, and disappointment because there's no way all of my six foot five will fit into the small cockpit. No one over 5 foot 9 will, although less is even better if you want to drive this little number in anger. Come to think of it: maybe that's how Fangio became bowlegged, from driving cramped racing cars all his life.

The simple bucket seats do offer a surprising amount of support, while the simplicity of the interior is endearing. Apart from the gorgeous three-rimmed steering wheel, the fascia sports no more than three clocks and as many switches to operate all of the car's controls. A speedometer is absent in the best of racing traditions, while the big rev-counter goes all the way up to 8000rpm. But before we're allowed to explore even half of that, the 2-litre in-line six has to warm itself through at a busy 2000 revs. The noise that generates has to be heard to be believed, especially if you're standing on the left-hand side where the straight-cut

double race exhaust sits. From behind the beautiful body by Fantuzzi there's more bass to the sound, like a little prop aircraft about to take off.

Making a swift getaway in a classic car with Le Mans gearing is another matter altogether. Because of the tall final drive (1st gear is good for at least 50mph), you have to give it a bootful of throttle and slip the clutch profusely. But even then, the aluminium structure judders until the Colombo engine finds its stride somewhere around 3000rpm. The subsequent engine note is almost too complex to describe, but it's captivating, to say the least. There's really nothing contemporary like it, because it's so rich and at the same time intoxicating. Think of Paolo Conte, overlayed with a Luciano Pavarotti solo and some Ennio Morricone strings thrown in for good measure and you're about half way there.

From third gear on, the wind buffeting is so severe that breathing becomes problematic. Goggles are indispensable when driving or co-piloting, as is keeping your lips shut tight to make sure you don't swallow any insects. How drivers like Fangio were able to race these cars for hours on end over the worst of roads is beyond imagination. It is real seat-of-the-pants stuff. After all, the cars had no safety features to speak of, not even seat belts. Which – incidentally – was a good thing, since the only way to survive a crash in one of these was to be thrown clear from the wreckage.

As is often the case with disguised racing cars, the specifications aren't set in stone. What we do know however, is that the in-line six was producing some 170bhp back in the day. Now, after a full restoration with freshly-made parts, that number should be closer to 195. The torque figure isn't mentioned at all in the official Maserati brochure. But based on the fact that full throttle from as little as 2000rpm pins you tightly to the seat, there should be plenty of it – especially

BELOW: Officially the Maserati A6GCS had 170bhp but modern restorative engineering methods have increased this to around 195



### **MASERATI AGGCS**













### THE MASERATI A6 FAMILY

At first glance, the Maserati A6 model range is confusing at best. But with a bit of knowledge, there is a logic to be found in the 'Italianess'. Let's take the featured model – the A6GCS – as an example. The 'A' stands for Alfieri who was the eldest of five Maserati brothers, while the '6' indicates the number of cylinders. 'G' is short for 'ghisa', or cast iron in Italian, which refers to the material used for the engine block. 'CS' or 'Corsa Sport' records the fact that this is a racing car for the road, as opposed to 'CM' which stands for 'Corsa Monoposto' or single-seater.

### A6 1500

It all started with the A6 1500, a car that had been under development since 1941 but was not produced until after the war in 1947. Nevertheless, it was Maserati's first road-car. It was designed by Pinin Farina with a 2+2 fastback-body featuring pop-up headlights. As indicated by the model name, it had a 1500cc engine with 75hp and reached a top speed of almost 95mph. The majority of the 61 production-units were coupes, but Pinin Farina also built two convertibles and Zagato produced one stunning Panoramica.

### A6G 2000

The A6 2000 was an optimisation of the 1500 with a bored-out engine and mature looks. Power shot up from 75bhp to 100bhp thanks to the addition of 500cc and twin carburettors. The top speed remained the same, from just under 95mph it went up to more than 110. Only 16 examples were made between 1950 and 1951. Nine of those had a new 2+2 design by Pinin Farina, four convertibles and one coupe were clothed by Frua while Vignale made a two-door with bodywork by Giovanni Michelotti.

### A6GCM

Truth be told, Maserati only started making road cars because they needed money for their racing-car programme. By the early 1950s, the brothers had earned enough lire to develop the A6GCM single-seater, or Corsa Monoposto, which was a racing-car eligible for competition in F2 as well as in F1. Despite the relative lack of cubic centimetres, engine-gurus like Alberto Massimino and Vittorio Bellentani were able to extract 195hp from its 2 litres, enough for Fangio to clinch the F2-championship in 1953.

### A6GCS

From Corsa Monoposto to Corsa Sport, from F1 to the World Sportscar Championship, a completely new formula for 1953. Hence the name of the new model, the A6GCS/53, of which 52 were built with a detuned version of the A6GCM's engine. All of them had roughly 17ohp, but not all of them had the same design. Pinin Farina completed four Berlinetta's and one Spider, while Vignale did a separate Spider version. The 1954 version of that car, aptly named the A6GCS/54, had bodywork by Pietro Frua (berlinetta, barchetta and spider) but also by Ghia and Carrozzeria Allemano. To complicate matters further, the 1954-cars were also known as A6G/2000s of which 60 were built.

### A6G/54

The fifth and final product of the A6 family was the A6G/54, thus named to differentiate it from the earlier A6G 2000 Gran Turismos. Mechanically, it relied on an even further detuned version of the 2-litre engine from the A6GCM and A6GCS, developing 150hp with a top speed of 125mph. As ever, Maserati offered four body shapes: an elegant Allemano coupe (21 cars), a coupe and spider by Frua (respectively seven and 12 cars) and a ready-to-race 2-door by Zagato (20 cars). In total 60 A6G/54s were produced.



since the car weighs quite a bit less than a ton. Add to that almost modern levels of grip (at least in the dry) and the aura of the A6GCS becomes even bigger. Granted, this example rolls on fresh retro-rubber by Michelin. But even so, the ease with which the 16-inch tyres on Borrani-wheels cut through corners is remarkable, at the very least. Being one of the easiest and friendliest cars to drive fast, the Maserati works drivers christened it 'La Mamma' – in no small part thanks to the cooled drum-brakes and hydraulic shockabsorbers by Houdaille.

Compared to classic Ferraris of the same vintage, Maseratis are relatively affordable – though that could and probably will change now the marque has passed its 100th birthday. Objectively, there is no reason why cars like the A6GCS should be worth less than the equivalent prancing horse, especially since the engineering is as ingenious as it is beautiful to behold.

Just look at those perforated door handles, or the simple mechanism to keep them shut. The parking brake to the left of the steering wheel is another eyecatcher, while the open gate of the manual 4-speed transmission is pure art. Double declutching is of course mandatory. But once you've mastered that, the metal gear stick clicks satisfyingly from one gear into the other. A simple locking mechanism prevents you from inadvertently engaging reverse.

And then there's the colour combination: Italian red on the outside, unpainted aluminium on the inside and a turquoise backdrop for the clocks on the dash. You might wonder if it gets any cooler than this, until you detach the surprisingly light bonnet (also in aluminium, of course) and discover even more Maserati magic in the form of the in-line six with double overhead camshafts and triple Webers.

In the back, the neatly stowed spare flanks a racing



### TECHNICAL SPECIFICATIONS

### MASERATI A6GCS

CAPACITY:
BORE X STROKE:
COMP RATIO:
FUEL SYSTEM:
POWER:
TORQUE:
TRANSMISSION:
BRAKES:
SUSPENSION:

TYRES: KERB WEIGHT: TOP SPEED: 0-62MPH: PRICE: 6-cylinder DOHC 1986cc 76.5mm x 72mm 8.75:1 3 x Weber 40 DCOs 170hp @ 7300rpm 143lb ft @ 5600rpm Four-speed Hydraulic drums Springs and Houdaille dampers, antiroll bar (f), live axle, springs Houdaille dampers, anti-roll bar (r) 6.00 x 15 830kg 146mph 3.4sec £200,000 (Est)









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levels, for all transportation requirements'. At that time Fiat's passenger car range was based on a mostly engine size designated ladder of front and smaller rearengine models; 500, 600, 850, 1100, 124, 1500, 1800, 2300 and Dino. At key points in the range Fiat offered coupe and convertible versions in small (850), medium (124) and large (Dino). The Italians were able to draw on the long heritage of domestic 'carrozzerias' who could be afforded design freedoms beyond those possible today. The addition of the 850 Coupe and convertible meant that the privileges of sports and open air motoring, previously reserved for the financially well-off, were now available to a younger set of customers with a clear line of aspirational models up to the expensive Dinos.

Although the chassis chosen for the 850 is essentially derived from the stock Fiat 600, the squared off rear body treatment that became fashionable on the 850, and Fiat's other saloon and coupe designs of that period, was adopted when it was discovered that the additional horizontal surface under the rear window of the prototype's body delivered a further 6mph of top speed. This conveniently allowed even more design freedom for the placement of the engine and transaxle's rear-wheel drive configuration.

The Coupe was designed in-house at Centro Stile by father and son team, Felice and Gian Boano. It followed design cues from its big brother, the 124 Coupe, also styled by the Boanos. There were to be two developments of the Coupe and eventually a total of 380,000 were constructed in Italy.

Following their long held traditional approach for open-top cars, Fiat decided to outsource the design and build of the 850 Spider. Styling is attributed to Marcello Gandini (of Lamborghini Miura fame) at Bertone, though some claim that it takes cues from Giugiaro's never-adopted Chevrolet Corvair Testudo (turtle) design study. Design and manufacture of the 850 Spider was a great success for Bertone with over 140,000 built, mainly for the US market where it was







### **FIAT 850 SPIDER & COUPE**

very good value, even though it was initially impeded with an 817cc engine to shimmy under the anti-smog regulations. At the time of selecting a sub-contractor for the 850 Spider the obvious candidates would have been Pininfarina and Bertone. Pininfarina were already busy building 1200/1500s for Fiat and likely already lined up for the upcoming 124 Spider. This was to be Bertone's first major engagement with Fiat and subsequent contemporary photographs in Graham Robson's 1984 Fiat Sports Cars show Spiders being assembled alongside Dino Coupes at the Grugliasco plant.

The Spider and Coupe were introduced simultaneously at the 1965 Geneva Show. It was here that, for the first time since the 1920s, the previously mentioned circular Sport badge with bronze laurel leaves was reintroduced. The Coupe weighed in lightly at 720kg while the Spider, despite its svelte lines is over 17cm longer and its 'barchetta' like nose results in a smaller luggage capacity. Seemingly not averse to resizing and repurposing their best work, Bertone presented a larger rendition of the 850 Spider's lines a year later as a Porsche 911 Roadster design proposal. It was rejected by Porsche, apparently too Italianate and too big a leap for those preferring their evolutionary

journey to take smaller steps.

A curiosity of the 843cc engine was its counter-conventional rotation to improve the cooling system. With the pinion gear and input shaft located on the left, to allow for a wider radiator the car was otherwise in danger of having one forward and four reverse gears. Engine rotation was changed to suit and also tilted  $5^{\circ}$  to the left to enable ease of access to the number four spark plug.

Just like the bigger 124 Coupe and Spider, 'Sport' was added to the title for the bigger, more powerful, 903cc engined Series 2 revision in March 1968. Auto Italia Editor Phil Ward describes in his 2007 guide, Great Small Fiats: 'Main changes for the Coupe were a higher tail, a four headlamp front end, revised tail lamps, bumper overriders, an alternator to replace the old dynamo, and radial tyres. Weight was now up to 745kg. The Spider also received new lighting in the form of headlamps that stood vertically and overriders. A Mk3 Coupe appeared in 1971 at the Geneva Show featuring new front lighting which was raised to comply with export regulations. This had the effect of increasing the front overhang slightly. The version was short-lived as it was replaced by the FWD 128 Coupe announced at the Turin Show during the same year.'



Though UK buyers were denied the opportunity to purchase RHD 850 Spiders, during the life of these small Fiat sportscars there were plenty of competitors from the thriving British motor industry with the Sprite, Midget, Spitfire and Elan being obvious alternatives for the convertible. It is harder to pin down direct competitors for the Coupe but a Classic Cars magazine of 1991 pitched our featured 850 Coupe against the Sunbeam Stiletto, NSU TT, BMW 700 and Saab 96. Certainly, residents of mainland Europe and more adventurous British buyers had plenty of choice for their sporting aspirations during the '60s.

First impressions of both of our example vehicles are of remarkably light and spacious cars. The Coupe's styling is perfectly resolved with a delicately pillared glasshouse strongly reminiscent of its larger 124 Coupe relative. So satisfyingly proportioned, it is not immediately obvious that this is a rear engined car. That lightness is carried through to the driving experience where the very gentlest of touch is required for the smooth operation of the primary controls. Both cars have tiny, almost feminine, pedal configurations which encourages a similar delicacy of touch for the foot operated controls. The position of the driver relative to the front wheel wells contributes to this confined foot space.

Visibility from within the Coupe is unimpeded by heavy structural pillars which make for an exceptionally airy feeling cabin defying its compact dimensions. A common characteristic of both derivatives occurs at about 50mph where the sound from the rear mounted four-cylinder engine fades to a satisfying tone as you drive away from your own combustion. Of course, in the convertible the sensation of speed is enhanced when the wind noise from its open top eventually overpowers and replaces the engine's percussion and throaty exhaust note.

Notably, neither car showed any of the dreaded liftoff oversteer which defines some other more badly behaved rear-engined sportscars. On the *Auto Italia* test track with its variety of medium and fast, flat and banked curves both cars felt exceedingly stable, the Spider in particular being remarkably and reassuringly 'bolted-down' at speed through the corners. I attribute this fine balance to the independent suspension geometry which keeps any tail-happiness well in check. It's as though the lightness experienced at all touch points is extended to the point where the tyres meet the road. This is a chassis well worthy of the extra power that Abarth forced through the rear wheels of its hotter Coupe derivatives, despite a 62 per cent rear weight bias.

The owners of our featured cars both exude the passion of many Italian car owners and were connected by their love for small Fiat sportscars long before they met face to face. Chris Lake's 1970 Monza red 850 Sport Series II Coupe has been in his ownership for more than 30 years. Coming from a then long time Fiatowning family, Chris bought his car when he was a student in 1985 for £300, and was his daily driver for three years. He had never seen one on the road before and was initially attracted by the purity of the design but hardened his resolve to own once he had experienced the way that it drove. He describes the car as "simple and different, providing all the qualities and sensations of a bona fide Italian sportscar, while still being modestly priced and relatively cheap to run".

Chris maintains that aesthetically it is a design that "cannot be improved upon, and one of those rare occasions when a car manufacturer is at the top of its game and got everything right". Retained beyond its initial role as economical and fun student transport, over the years he has built up an extensive stock of new and second-hand spares, though few of these have actually been used.

When Chris was a member of the Fiat Motor Club GB (and for a while its 850 registrar), his car was featured in *Classic Car* magazine alongside a saloon and a Spider and seen by featured Spider owner Tim Milnes who was immediately attracted by the styling of the 850 sports models. Well known in the classic Fiat community, Tim is a hands-on owner of multiple 850s who performs all of his own maintenance work. It showed when his car was pressed on track, feeling thoroughly sorted and

BELOW: This 1973 850 Spider was brought over from the USA in 1991 by DTR European Sportscars













reassuringly stable as speeds increased. Tim's 1973 Spider is an imported South Carolina car, last used there in 1989, which passed through DTR European Sports Cars in 1991 on its way to being restored and cherished in Tim's care. It's very much part of his family and took Tim and his wife round Ireland in 1996 on their honeymoon, a post-wedding reception bottle of champagne wedged tightly, if warmly, between the back of the driver's seat and the rear luggage shelf.

It's unusual to find an owner who has only ever had just one Fiat 850 in his lifetime and with both cars so deeply embedded in their respective family histories it would be difficult to imagine anyone else getting their hands on either of these examples of Fiat at its sporting finest.



### TECHNICAL SPECIFICATIONS

### **FIAT 850 COUPE AND SPIDER**

ENGINE: CAPACITY BORE X STROKE: COMPRESSION RATIO:

4-cylinder, 8 valves 843cc(S1), 903cc(S2), 817cc ('68 & '69 US model Spider) 64mm x 63.5mm(S1), 65mm x 68mm (S2), 63.9mm x 63.5mm ('68 & '69 US model Spider)

9.3:1 (S1), 9.5:1 (S2)



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he money for the Maserati brothers' racing activities in the late 1920s and early 1930s came from wealthy backers, notably Marquis Diego de Sterlich from Pescara, supplemented by the sale of spark plugs. De Sterlich had raced Diattos in the mid-1920s and would have made friends with the Maserati brothers at that time, before they started their own company in Bologna. De Sterlich himself raced at least three Maseratis in the early years of the fledgling manufacturer. With their slightly precarious financial situation, the brothers were always 'open to offers' and were quite prepared to sell engines by themselves for installation into non-Maserati chassis or indeed into speedboats.

### THE 'MB'

The first person to purchase an engine to insert into a Bugatti frame was Clemente Biondetti who bought a 2.5-litre Tipo 26M engine (number 2519) on 10 March 1932 and entered the car subsequently as an 'MB'. The twin-cam Maserati engine produced about 185bhp compared to 120-130bhp for the blown single OHC Type 35s which was presumably the logic behind the move – and possibly cheaper than buying a new twin OHC Type 51.

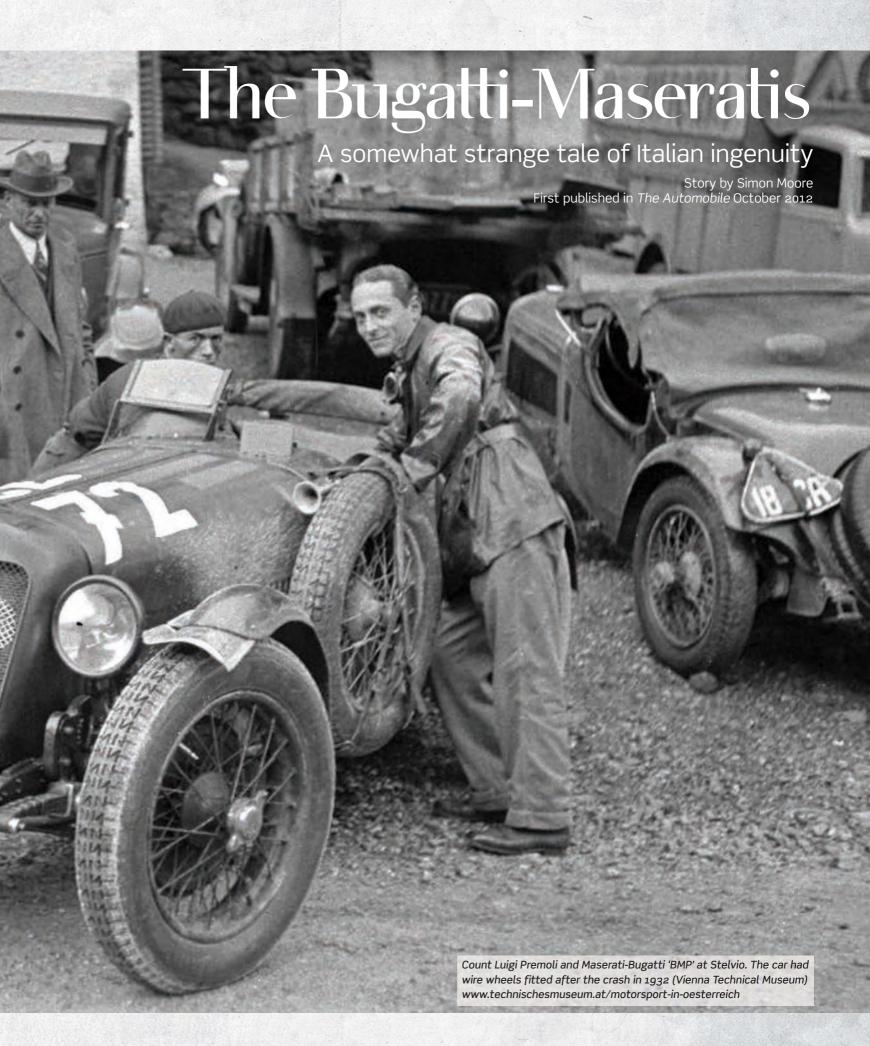
The Maserati motor has its blower run off the front of the engine, not the side like a Bugatti, so the Bugatti radiator had to be removed and was replaced by a Maserati-style one. Otherwise the car appeared completely original with Bugatti wheels, bodywork and (by looking at photos of the gear lever location) gearbox. Biondetti had been racing a Type 35C Bugatti in 1931 but it seems that this was not the car that was subject to the engine transplant. From detailed study of the two cars, Francesco Guasti (the Italian Bugatti Registrar) has concluded that the MB was not based on chassis number 4919 either, which had been suggested. So the identity of the Bugatti chassis remains unknown, especially since I have never seen a clear photo with a registration number showing.

Although entered for the Tunisian GP on 3 April 1932, the car was not ready so the first time out was at the Rome GP on 24 April where the car failed to finish. At the 1932 Targa Florio on 8 May Biondetti retired and the car was not ready for the Italian GP at Monza on 5 June, the debut race for the new single seat Tipo B Alfa Romeos. At the Pontedecimo-Giovi Hillclimb on 19 June he was 5th fastest in the large racing car class although actually slower than two 1100cc 4CM Maseratis – the event was held in torrential rain and local drivers' knowledge of the road gave them a considerable advantage.

Two more DNFs followed in July at Avellino (a sportscar race, so fitted with cycle wings and lights) and Livorno followed by an 8th place finish at the Coppa Acerbo at Pescara on 14 August. Another DNF at Senigallia on 21 August was followed by a 4th in his heat at the Monza GP (but failed to qualify for the final) and a 3rd place at the Coppa Bolsena on 20 October. Not a particularly good season.

In 1933, he started the season using the MB, for example at the Pontedecimo-Giovi Hillclimb (8th in the large racing car class) but then he seems to have given up racing the car until October although Sheldon has him driving the car at Monza in







September. He next drove the MB at the Coppa Principessa di Piemonte on 8 October. That was billed as a Southern Mille Miglia starting from Naples, going to Bari and then back to Naples. Running as a sportscar, the MB was 12th overall (7th in class) with Catullo Lami sharing the driving.

Francesco Guasti sent me the photo shown here of a crashed Maserati engined Bugatti with cast wheels which seemed to indicate this MB. After a great deal of research, it can be stated with a reasonable degree of confidence that this accident occurred at Alessandria on 22 April 1934 which was a very wet race. A start line photo of the first heat shows the MB, now with an outside exhaust pipe, leaving the grid and, by deduction, it was driven by Gerolamo Ferrari who crashed on the first lap. He had earlier driven a Talbot GP car reduced to 1100cc (see *The Automobile* for April 2012) but seems to have retired from racing after this prang!

The car then disappeared from the scene although the engine survived in Italy and was later sold by Massimo Colombo along with an original Maserati frame, which was subsequently built up into a complete Tipo 26M by Peter Shaw.

### THE MASERATI-BUGATTI 'BMP'

The second car to be so equipped was a very early Type 35 Bugatti (chassis number 4324) which was the second T35 built, finishing 7th at the 1924 French GP at Lyon, driven by Chassagne, and subsequently 6th at the San Sebastian GP in September. It was then sold to Count Carlo Masetti who used the car to win the Premio Reale di Roma in early 1925 but it is uncertain if this was the car that he raced later in that season. His brother Guilio was sadly killed in the Targa Florio in 1926 in a Delage 2LCV and Carlo gave up racing and sold the Bugatti.

I do not know where this unsupercharged 2-litre Type 35 was between 1926 and 1932 but it received a Maserati engine transplant in time to run at the Italian Grand Prix at Monza on 5 June 1932 driven by new owner Count Luigi Premoli. Some sources say that Biondetti oversaw the engine swap on this car as well as the MB which may well have been the case. Orsini and Zagari in their Maserati book say that the engineer in charge was Egidio Galimberti.

Premoli was 10th that first time out at the 1932 Italian GP but then had the first of many successes on the hills, winning the Sassi-Superga (Colli-Torinese)

ABOVE: Sergio Carnevali of Varese driving a second Bugatti-Maserati at San Remo in 1937



event on 26 June although he was only 9th in the large sportscar class in the very wet Pontedecimo Giovi held the previous weekend. After failing to finish at the Avellino sportscar race near Naples on 24 July, he had a major accident on 31 July at Livorno after which the car looked very different because, after the rebuild, it was fitted with wire wheels.

I have not said anything yet about the engine which Maserati sold to Premoli on 22 May 1932 which was numbered 3003. That number would imply one of the brand new 3-litre engines but I can find no reference to the factory racing one as early as that date. In fact, it seems that the first appearance of an 8C3000 was at Brno on 4 September. The 3-litre was a new engine sharing the dimensions of the 4CS and 4CM four cylinder cars (6gmm x 100mm) and was not a direct development of the 26M engine that had by 1931 been bored out to its maximum at 6gmm x 94mm (2812cc) from 65mm x 94mm (2495cc).

Premoli did not appear at Klausen on 7 August because the car had been badly damaged a week earlier at Livorno but his entry form exists. On the form, he gave the capacity as 6gmm x 94mm (2810cc). Maserati did not apparently number any of the 2800





engines since there are no 28xx numbers listed in their archives so I believe that the engine numbered '3003' was in fact an 8C 2800 engine. That would make sense since Maserati would be unlikely to sell an unproven new engine to a privateer and the 2800 engine had been around since the middle of the 1931 season. In fact the experimental front-wheel drive Maserati was registered with engine number 3001 on 12 June 1931 – and that had a 2500cc engine! Pity the poor Maserati historian.

Premoli continued to race this BMP throughout 1933 and 1934 with a last outing at the Tripoli Grand Prix in May 1935. 1933 highlights included a win in the 2 to 3-litre class at Shelsley Walsh on 27 May, a 2nd overall at the Gaisberg Hillclimb, leading every lap but the last at Avellino in August (although finishing 3rd and setting fastest lap) and a 4th overall at Stelvio later that month. He finished off the season with a win at the Semmering Hillclimb.

Successes continued in 1934 with a 'win' in the Edolo-Pontedilegno Hillclimb in April (disqualified for not carrying a passenger!), another win in at Colli-Torinese followed by further wins at the Varese-Campo dei Fiori Hillclimb, the Coppa Ascoli and the Coppa Valsassina (Lecco-Maggio Hillclimb). Really quite a competitive car! The book on the Varese-Campo dei Fiori Hillclimb has three pages devoted to a brief biography of Premoli and two photos of the car (pages 121-123).

These results are really remarkable for a 10 year old chassis, admittedly fitted with a more modern and powerful engine.

The car had been registered MI 40909 when Premoli acquired it and was subsequently registered CR 6399 in 1935 but still to Premoli who may have continued to use it as a road car. The car has since disappeared.

#### THE FIRST MASERATI-BUGATTI

There were two drivers called Barbieri in Italy in the 1930s (Ferdinando shortened to 'Nando' and Guido) but this car was raced by Guido who had raced a wirewheeled, supercharged Type 37A Bugatti in Italy up to 1935. Francesco Guasti came up with a photo of the Bugatti showing part of its registration number and Corrado Bellabarba managed to track down the whole plate from Reggio Emilia, namely RE 5456. Unfortunately, the car was registered with a Brescia chassis number, 2595, which was a 1925 car. The registration starts in Italy in November 1927 in Treviso (although with a certificate of origin dated 27 August 1926) so one suspects that the Brescia chassis was scrapped at some point (possibly after an accident) and the papers used to bring in the Type 37A. Certainly, it was a 37A by the time Barbieri bought it from a gentleman called Gastone Galliani of Bologna in May 1934 and in that form he competed in the Lecco-Maggio Hillclimb towards the end of that season in which he had earlier placed 2nd in class at both the Parma-Poggio di Berceto and Stelvio Hillclimbs. The registration document records the change of engine number to (Maserati 4C motor) number 1523 in May 1935. Barbieri had bought that engine in January but presumably took some time to make the conversion.

Unlike the eight cylinder changes, there would have been no reason to remove the radiator due to engine length, although the Maserati unit would have been longer than the Bugatti four (and produced about the same power as a 37A namely around 80-90 bhp). However, the BM did have a different radiator as can be seen from the photo here. It also had an outside exhaust pipe rather than having the pipe under the car as on the original Bugatti arrangement.

ABOVE: Bugatti-Maserati with serious crash damage, thought to be driven by Gerolamo Ferrari (Francesco Guasti Collection)

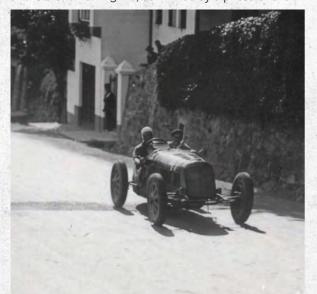
First time out was at the Lecco-Maggio Hillclimb on 16 June 1935 where he won his class (1500cc sportscars) ahead of Lurani's 4CS Maserati which clearly came as a shock to Lurani judging by the chapter in his book 'Racing Round the World'. The car had a successful season with firsts in class at the Coppa Ascoli and at the Varese-Campo dei Fiori event plus second in class at Sorrento Sant'Agata and at Stelvio. At this point we reach the area of speculation and the author would welcome further help. Barbieri did not race again until Stelvio at the end of August 1936 (winning his class) and later photos show a very different front axle. I think that it was probably one of the Tecnauto IFS units that were fitted to a number of Maseratis and other cars in Italy around that time. The conversion might account for the lack of events in which he competed in 1936. However, it should also be noted that this car was reported to have a 6C Maserati engine by 1938, although what engine number that could be is unknown.

In 1937, Barbieri was second in the Coppa Ascoli and won the class at the Susa-Moncenisio hillclimb. In 1938, he had to run in the international sportscar class (national classes were all for unsupercharged cars) and he finished behind works and privately entered 8C 2900 Alfas. He was 2nd at the Colli Torinese, 3rd at the Parma Poggio di Berceto Hillclimb on 29 May, 5th at the Pontedecimo-Giovi Hillclimb on 10 July and 4th at Stelvio on 21 August. He had even ventured abroad in June 1938 to race at Chimay in Belgium but retired. He also acquired an ex-works 6CM Maserati in 1938 and raced that in single seater events; his BM has disappeared.

### THE SECOND MASERATI-BUGATTI

I had no idea that there was another car until doing research for this story and a lack of good photos makes the story somewhat speculative. In particular, I do not know if the Bugatti radiator was replaced because, if it was not, it might be difficult to tell when the engine change took place.

Let's start with what seems reasonably certain. Luigi Castelbarco owned a 1.5-litre Bugatti, which according to Lurani he had run as early as 1932. It was supercharged and I believe was a T39A rather than one of the brand new T51As, confirmed by a photo of the



grid at the Tunis GP on 3 April. For the Targa Abruzzo in 1934, the car was fitted with lights and wings and finished 6th overall and first in class, co-driven by Lurani (as covered in Lurani's book).

For 1935, the car passed to Sergio Carnavali of Varese who had been Castelbarco's mechanic. He had some success on the hills running as a sportscar including a 3rd place in class at Lecco-Maggio, 5th in the 1500cc race at Varese, 3rd in class at Stelvio and a 2nd in the 1500cc class at Como-Lieto Colli at the end of the season. The only T39A delivered to Italy was chassis number 4894 (engine 7) which went there in 1931 so maybe that was the car. It may be that his two appearances in 1936 were also in the car with its original engine rather than the Maserati engined car. He sometimes raced under the Gruppo Volta banner, a team that included Pino Baruffi and Luciano Uboldi – and Uboldi purchased a 6C Maserati engine from the factory in June 1936, number 1533. By 1937, most sources list Carnevali as driving a second BM and I have managed to find one photo taken at San Remo in July. The chassis looks to be Bugatti but maybe not a lot else. Certainly the bonnet and bonnet catches are not Bugatti. He had some success with the car in 1937 including 3rd in class at the Coppa Valsassina in May and 2nd behind Barbieri at Susa-Moncenisio – so definitely two different BM cars on that day. In 1938, he ran at his local race at Varese finishing 6th in his heat but not qualifying for the final. It is not clear which engine was used in this car – possibly a 6C (ie number 1533) or a 4C but probably not a eight. The car has disappeared.

### **OTHERS**

In The Autocar for 10 May 1935 (page 848), it was reported that Castelbarco was building a special based on a Bugatti chassis with torsion bar front suspension, coil springs at the back and a 4C Maserati engine. That car was, however, a single seater with little Bugatti content so I have not covered that here in this article. With thanks to Corrado Bellabarba, Donatella Biffignandi at the Turin Museum, Nicolo Caffarena, Hans Etzrodt, Adam Ferrington, Francesco Guasti, Michael Muller, Adolfo Orsi, Emmanuel Rault, Alessandro Silva, and the VSCC Library for their help in finalising this story.

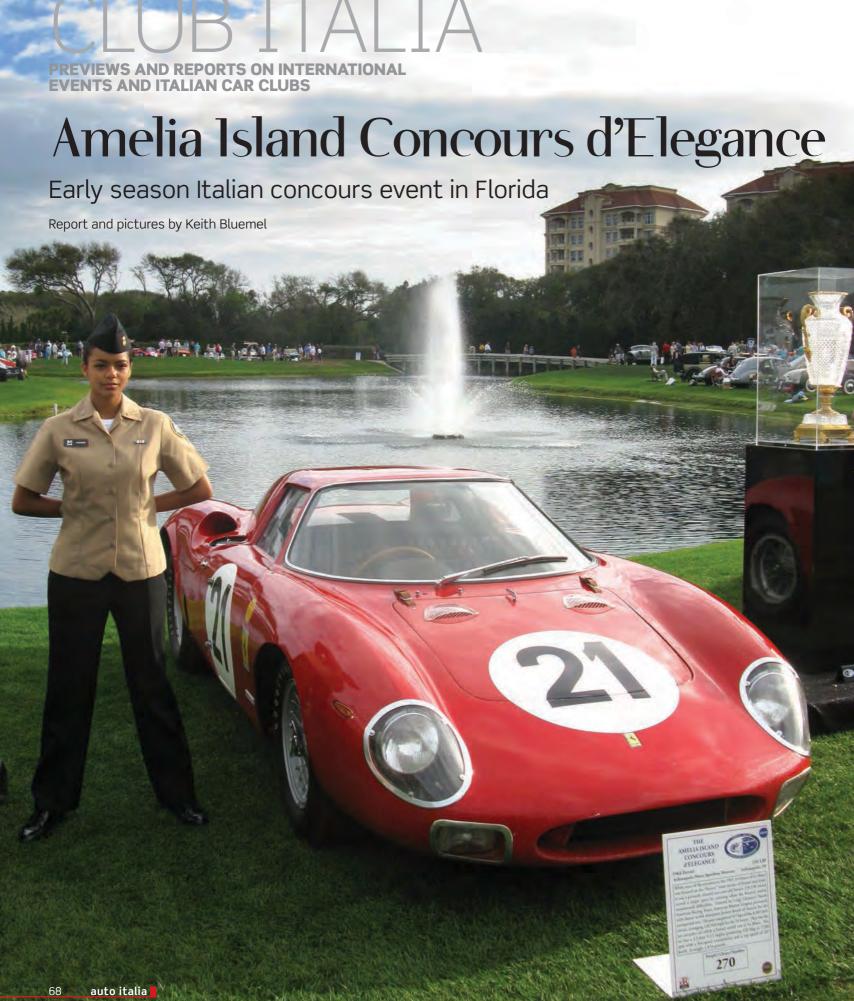
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he 21st annual Amelia Island Concours d'Elegance was held on Sunday 13 March, at its traditional location on the 10th and 18th fairways of The Golf Club of Amelia Island, adjacent to the Ritz Carlton Hotel. Every year the gathering attracts a wide variety of rare and desirable automobiles and motorcycles, and each year I am amazed at the spectacular array of machinery assembled for everybody's delectation. Over the years the weather gods have been generally kind to the event, but this year there was a strong threat of a storm sweeping through during the afternoon. Thus the organisers speeded up the presentation ceremonies, and managed to get the field clear before it swept in, although the knock-down teams probably had an unwelcome shower!

There were some 320 cars and motorcycles on display in the concours, together with impressive manufacturer displays, possibly the most attractive of which was the simple crisp white offering from McLaren with two studies in orange, a M8 CanAm car and a current 570S road car. Other manufacturers with displays were Alfa Romeo, Bentley, BMW, Buick, Infiniti, Jaguar, Lamborghini, Maserati, Porsche and Ferrari. The latter were represented by Ferrari of Central Florida, featuring a LaFerrari and 166 MM Touring Barchetta on their stand, together with long time stalwart Mercedes-Benz.

Apart from displays, most dealers had test drive facilities in the days leading up to the main event, while Ford showed a road version of their new GT, which had made its race debut in the Rolex 24 at Daytona in January, alongside the main hotel driveway.

The concours was preceded by a trio of auctions from Bonhams, Gooding & Company, and the official auction house RM Sotheby's, where each had a fine selection of offerings to add to the variety of cars over the weekend. There was also the 'Cars & Coffee' gathering on the Saturday morning, where local car clubs and collectors had the opportunity to show their vehicles on the main show field, and with free entry, always attracts large crowds.

There were also seminars, a silent auction, an art gallery, road tour, DuPont Registry Aeroport Reception, a gala dinner and various peripheral events to keep everyone occupied.

Each year there is an Honouree, usually from the world of motorsport, and this year it was the German driver Hans Stuck, son of one of the legends of the Silver Arrows era of the same name. Hans established his racing credentials in his own right, with a glittering career encompassing F1, F2, touring cars and sports racing cars. He competed in 81 F1 Grand Prix, and his CV includes two Le Mans 24 Hour Race wins, and a trio in the 12 Hours of Sebring, amongst a plethora of other victories in various forms of motorsport. As is usual with the Honouree, there is always a display of the cars that they have driven throughout their career, which included a F2 March, a F1 Shadow and F1 Brabham-Alfa Romeo, BMW M1 and 3.5 CSL, Porsche 935 and 962C and an Audi 200 Quattro TransAm car, amongst quite a variety of mounts.

The show always has special feature classes, either for a special anniversary, or to celebrate a particular make or model. For anniversaries in 2016 there was the centenary of both BMW and of the birth of Ferruccio













TOP: 1946 Alfa Romeo 6C 2500 Pininfarina Speciale ABOVE: 1965 Shelby De Tomaso CanAm P70 LEFT: Brabham-Alfa F1

Lamborghini. It was also the 50th anniversary of the presentation of the Miura, with an expansive Lamborghini display that also featured the launch of the Huracán LP580-2, with legendary Lamborghini test driver Valentino Balboni in attendance.

One of the feature classes this year was for the Spanish marque Pegaso, the brainchild of Wifredo Ricart, the nemesis of Enzo Ferrari at Alfa Romeo in the thirties. There were 14 examples on display, a considerable achievement when one considers that only 84 examples are known to have been produced.

Each year Bill Warner and his team try and come up with what might be described as a fun or 'off the wall' class, last year it was 'Cars of the Cowboys', and this year they chose a 'Trophy Class' for cars that had won some of the physically largest trophies in motor sport, the most famous of which being the Indianapolis 500s Borg Warner Trophy, that stands over five feet tall. Not only did they have some of the cars that had won the trophies, but also the trophies themselves. These were displayed in the main foyer of the Ritz Carlton in the days leading up to the concours, and next to the cars on concours day with

a military guard of honour.

Among the cars on display was the Ferrari 166 MM Barchetta that won the first post-war Le Mans 24 Hour Race, driven by Luigi Chinetti/Lord Selsdon. Other cars included the 250 LM that scored Ferrari's last overall victory to date in the 1965 race, driven by Jochen Rindt/Masten Gregory, together with the 1954 OSCA MT-4 that won the 12 Hours of Sebring that year driven by Stirling Moss and Bill Lloyd. Another, what may be classified as a fun class, was 'Concepts Beyond Detroit' which featured a selection of concept cars that never reached production for one reason or another, and included the 1962 Porsche Covington Tiburon, which Road & Track magazine called the most streamlined car in the world in 1966.

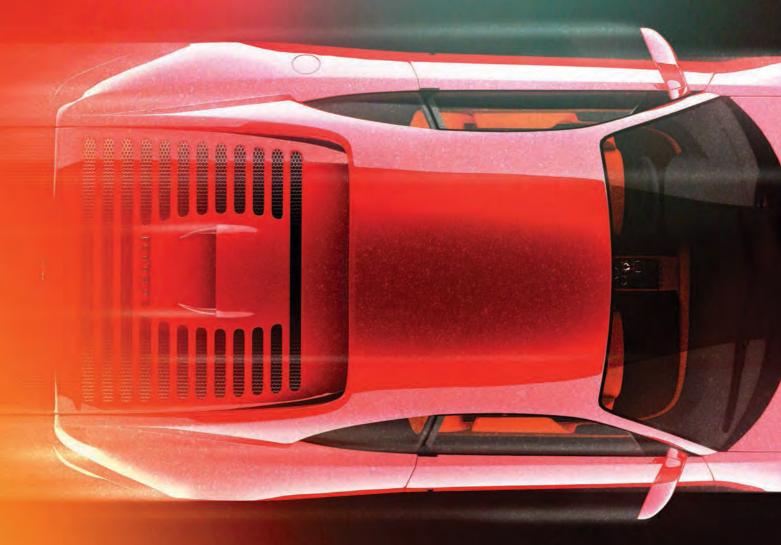
At the end of the day the Best of Show Concours de Sport award went to the amazing, bright yellow with complimenting red-wall tyres, Pegaso Z-102 Cupula Coupe entered by The Louwman Museum in The Netherlands, while the Best of Show Concours d'Elegance award was taken by the 1930 Rolls Royce Phantom II Town Car, from the Nethercutt Collection, in Sylmar, California.







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## CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL EVENTS AND ITALIAN CAR CLUBS

## Cavallino Classic 2016

Annual concours of America's finest Italian cars

Report and pictures by Keith Bluemel





he 25th annual Cavallino Classic
was a bumper gathering for fans of
the marque wearing the 'Cavallino
Rampante', even though the
weather did its best to spoil things
on the Friday track day with constant rain.
However, that was the only glitch in an
otherwise tremendous gathering. The rain did
not deter the competitors in the races, and
those in the pre-war category seemed to
revel in the slippery conditions, returning to
the paddock with wide grins on their faces,
swapping anecdotes about their race.

Fortunately the wet front had moved through by Friday evening, returning the weather to much more like one would expect from the 'Sunshine State' in January, with predominantly clear blue skies and abundant sunshine. This made conditions ideal for the Ferrari Concours at the opulent The Breakers Hotel at Palm Beach on the Saturday, and also for the multi-marque concours at Donald Trump's even more opulent Mar-A-Lago Club on the Sunday. Apart from the core car activity, the event always has a great social aspect, including the Jet Reception in Jet Aviation's facility at Palm Beach International Airport, together



with the awards gatherings on the Friday and Saturday evenings at The Breakers.

To celebrate the 25th anniversary, the organisers had invited all previous Best of Show award winners to return for a special display at the Saturday concours, where a total of 22 previous winners turned up to provide a memorable array of some iconic Ferrari models. These included a number of examples with unique coachwork, like the ex-Gianni Agnelli 1955 375 America Speciale, resplendent in metallic green and red, the 1955 375 MM Pinin Farina Speciale Coupe, the 1960 250 GT PF Cabriolet Speciale with hardtop, and the 1954 Vignale bodied 250 Europa GT. Add in a 166 Spider Corsa, a pair of 166 MM Touring Barchettas, a 500 Mondial, a 500 TRC and a 410 Sport, to name but a few, and it can be seen that there was a quite spectacular selection of cars for delectation, and that was without the 120+ cars in the main competitive and display part of the concours.

The older models participating in the concours always get pride of place on the croquet lawn in front of The Breakers, by virtue of their seniority and rarity, and each year the lawn hosts an impressive and diverse



selection of models. This year the selection included a trio of 250 GT SWB Berlinettas, a pair each of 250 GT TdF Berlinettas and 250 GT California Spiders, the barn find 250 GT California from the Baillon collection, a 250 GTO, a 250 Monza, a 375 Indy/F1 car and a 400 SA in its Superfast II configuration, as in period Pininfarina modified it a number of times for display at various auto salons.

The awards are kept a closely guarded secret until the awards ceremony on the Saturday evening, when all is revealed to the assembled masses. The Best of Show Competition Car award went to the 1954 250 Monza, chassis 0432 M, of Dana Mecum, with the Best of Show GT Car award going to the 1960 400 SA Superfast II, chassis 2207 SA, of Lee Herrington. The multi-marque concours on Sunday at Mar-A-Lago, always has a featured margue, which this year was Alfa Romeo. There were some supremely elegant pre-war examples in attendance, along with iconic post-war models like the TZ2 and Tipo 33 (photo top). The major awards here are decided by public referendum, and at the end of the day the Best of Show award went to the imposing black 1924 Isotta Fraschini T-8A Cabriolet of Jim Patterson.











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# Ferrari 599 GTB Fiorano

With its Enzo-derived V12 engine, 205mph and crisp handling, the 599 GTB is an epically talented, yet surprisingly usable supercar. Could this be the best sub-£100k Ferrari you can buy?





here's something very magical about V12 front-engined Ferraris. That bloodline that stretches back to the absolute greats of the 1950s and 1960s; the beguiling purrcum-wail of the naturally aspirated engine; the continent-crushing romanticism of the grand touring ideal.

Arguably the 599 GTB Fiorano was the greatest
Ferrari V12 GT yet when it was launched in 2006 as
the replacement for the 575 Maranello. Named after
Ferrari's Fiorano test track, it proved to be very
quick around the circuit: at 1min

25.6sec, it was just 1.6sec off an Enzo and a full five seconds faster than the 575.

Sharing some of its
DNA with the fourseater 612 Scaglietti,
it was the strict twoseater member of
Maranello's front-

engined family. It certainly marked a new era of modern technology at Ferrari: an all-aluminium chassis, plenty of carbonfibre, F1-Trac stability control and magnetic dampers (the first ever

fitted). Add into the

mix the fact that pretty much all cars supplied had the F1 SuperFast gearbox and carbon-ceramic brakes,

and buyers were treated to a technological tour de force.

The 599 looks the part, too, with its broodingly butch

Pininfarina-penned bodywork and sizeable dimensions. It's very usable, too, with its spacious cabin, generous-sized boot and extra luggage area behind the seats.

The engine is the star component, though. Ferrari made great play of the fact that the 6.0-litre V12 was basically the Enzo's, albeit detuned to 620PS (611bhp), delivered at 7600rpm. Ferrari claimed 0-62mph in 3.7sec and a top speed of 205mph.

Although it was offered with a six-speed manual gearbox, in practice almost every 599 sold had the F1 six-speed self-shifter with paddles (just one solitary 599 manual was sold in the UK). And pretty much everybody took up the optional Brembo carbon-ceramics brakes. Another popular option from 2008 on was the HGTE (Handling Gran Turismo Evoluzione) package. Costing £14,567 new, it included a lower ride height, beefier rear anti-roll bar, retuned dampers, noisier exhaust, quicker F1 gearchanges and stickier tyres.

Several rarefied 599 variants were made. Following the track-only 599XX with its power raised to 730PS, the 599 GTO of 2010 took the car to new heights. The GTO limited edition was a racer for the road costing £305k, with 670PS (661bhp) and a diet resulting in 100kg less weight. Just 599 GTOs were built, only 80 of which were UK right-hand drive cars. Then there was the 599 SA Aperta, also debuting in 2010 – basically an open-topped 599 using the GTO engine, only 80 of which were made.

599 production ended when the new F12 was launched in 2012. Exact production figures are not known but it's thought that around 800 cars per year were made, so it was a popular model.

The 599 remains a very useable supercar. Yes, it's an expensive item to keep going but it's also proving pretty robust. It's better screwed together than some Ferraris of yore and can even be treated as an everyday car.

#### ON THE ROAD

Settling into the cabin is easy as it's so spacious. The dash is dominated by the central rev counter (in either red or yellow), while the milled aluminium



#### TECHNICAL SPECIFICATIONS

#### **FERRARI 599 GTB**

ENGINE: CAPACITY: POWER: TOROUE:

V12 5999cc 611bhn

TORQUE: TRANSMISSION: 611bhp @ 7600rpm 448lb ft @ 5600rpm Six-speed manual six-

Six-speed manual, six-speed F1, rear-wheel drive

rear-wheel drive 1688kg

 KERB WEIGHT:
 1688kg

 TOP SPEED:
 205mph

 0-62MPH:
 3.7sec









switchgear feels superb. The carbonfibre-backed seats offer brilliant support.

Pressing the red 'engine start' button wakes the big V12 with a snarl. The throttle response is crisp and immediate – no turbos to delay the action here – and while there's a big slug of torque low down, it's really at the higher rev reaches that the fireworks are to be found. Peak torque arrives at 560orpm and maximum power – all 611bhp of it – comes at a scintillating 760orpm, at which point the 599 has unleashed an almighty tsunami of speed and sound.

The F1 automated clutch works smoothly around town, while the paddle shifts offer you super-fast changes up and down the gearbox (optional shift lights in the steering wheel telling you exactly when to change up). There are only six ratios but you never feel like you're short of power.

This is a big car, and you really feel its bulk at times. It's more at home on fast, sweeping A-roads than on twisty roads, for instance. That said, the 599 has an undeniable balance to its handling. Switch the steering wheel manettino from Sport to Race and there's a



#### **BUYERS' GUIDE FERRARI 599 GTB**



notable change in the damping, hunkering the 599 down and giving it a more nervous edge – and even the opportunity to wag its tail if you stab the throttle hard. With the HGTE package fitted, the 599 is definitely tauter around bends, qualifying it as the enthusiast's choice – but beware that there's a significant impact on the ride quality, denting the 599's grand tourer credentials.

#### **ENGINE & TRANSMISSION**

The detuned, lighter version of the Enzo's 5999cc V12 is proving a robust unit. Unlike the cambelt-equipped engine in the 612 Scaglietti, the 599's engine uses timing chains, so there's less complexity. As this is a dry-sump powerplant, it's tricky to check oil levels (you need to do so when the engine is fully warmed up). Overfilling with oil can lead to the engine filling with oil or vapours from the oil, which obviously isn't great.

A factory replacement exhaust will cost you £7000, which perhaps explains why aftermarket exhausts are so popular, but satisfy yourself you can live with the

decibel reading that some of these have.

The F1 gearbox is also tough. Make sure the gearchanges, both up and down, are crisp and that the 'box doesn't disengage to neutral unexpectedly. Electronic glitches can often be solved with a software reset. The gearbox oil needs to be changed every two years or 37,000 miles. Check for clutch wear either via a diagnostics test or feeling for juddering when pulling away. Clutches can last 30,000 miles or more if treated sympathetically, but lots of stop-and-go urban use will shorten this. A replacement F1 clutch is around £5000 fitted.

#### **CHASSIS & BODY**

In construction, the 599 is a robust aluminium monocoque. The suspension (double wishbones, coilovers and a rear anti-roll bar) is fairly tough but ball joints are a weak area, revealed by knocking noises; the cost to fix is £1000 for both sets of joints. If your Delphi MagneRide dampers are leaking, replacement is around £3200 for a pair.

















#### **BUYERS' GUIDE FERRARI 599 GTB**









In practice, almost all 599s have the optional Brembo carbon-ceramic brakes, rather than standard steel ones. They're superb in action and almost wear-free – just as well because replacing all four discs will cost you well over £5000. Four replacement pads for the carbon system come in at £1500.

The 599 GTB has 19-inch front and 20-inch rear wheels that are rather prone to impact damage, so check carefully for dents, dings and warping. Tyres should be the correct Ferrari-spec Pirelli P Zeros or Michelin Pilot Super Sports. Tyre wear can be high, especially on the rears (less than 10,000 miles is typical); expect to pay around £180 per front tyre and £300 for a rear.

Body corrosion isn't an issue but check that the undertray is undamaged. Since the 599 GTB is such a wide car, parking dings are common, while the front spoiler can also bottom out over sleeping policemen and the like. Also the Perspex rear quarter-lights can craze; the cost of a new one is £500. The paintwork should be perfect, but owners have complained that it's so thin that enthusiastic polishing can go right through it.

#### INTERIOR

Check the leather trim for general wear. The leather that covers the dashboard can shrink if left in direct sunlight for too long; recovering with leather is a big job. A highly desirable option is the carbon interior package (centre console, dash top, steering wheel details and shift paddles). The plastic coating on some interior items can become 'gooey', meaning replacement is required.

Warning lights randomly flashing on the dash are an occasional issue; isolating the battery for a few minutes via a switch in the boot seems to resolve

things in most instances. It's a good idea to keep the battery on trickle charge, as low-charge or flat batteries seem to throw up error messages. Many owners simply forget about the factory sat-nav system, which is audio-based and very slow. The electronic instrument display can be problematic, too; a new screen is very expensive (at least £8000) but rebuilds are possible and much more economical.

#### **RUNNING COSTS**

As with any V12 Ferrari, servicing needs to be meticulous, and any gaps in the record will dent values. Although pricey, the 599 certainly isn't the most expensive supercar to service, partly because its engine timing is by chain rather than belt. Typically an annual service at a Ferrari dealer is around £1500, with a more major one (every three years) northwards of £2000. Independent specialists can be a little cheaper than this. Budget about the same amount again annually for fixing things.

It might be worth considering buying Ferrari's Power Warranty. This offers full warranty cover for cars up to six years old, while the engine and gearbox can be covered up to ten years old. It's on the pricey side but offers the peace of mind of full factory back-up.

#### **VALUES**

The market recognises that the 599 has a firm place in Ferrari's pantheon, and prices are now definitely firming up – we've seen a rise of around 25% over the last year. The minimum cost of a 599 now hovers around the £90,000 mark, with desirable HGTE cars



more like £130,000 and up. The rarity and allure of the GTO badge means that you're looking at between £450k and £750k for one now, and around the same for an SA Aperta.

#### **TYPICAL PRICES**

2007, 55k miles, black, £89,995 2008, 24k miles, red, £99,995 2009, 13k miles, blue, £139,995 2011, HGTE, 9k miles, black, £149,950 2011 GTO, 11k miles, black, £475,000

#### **OWNER'S VIEW**

Peter Churchley owns the magnificent 599 GTB in our pictures, one of the first UK cars (January 2007). "I bought it 12 months ago to do continental trips in, and it's absolutely fantastic for this. It can cruise happily for hours but it feels like a 'universal' car - something that can pootle happily around town, yet totally change character when you're in Race mode. The performance is mind-blowing. It makes me smile the whole time.

"The original owner did a great job on the spec. It's Tour de France Blue with a blue-stitched tan leather interior, Daytona seats, blue leather inserts and carbonfibre. It's done 30,000 miles now and the clutch and carbon brakes are showing no signs of wearing. It all feels very well put together and bullet-proof. I can't wait to take it to the Mille Miglia and Le Mans later this year."

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miles; recent major service and cambelt
renewal by Foskers; presents beautifully.



Ferrari 365 GTB4 Daytona £POA Wonderful example of Ferrari's iconic GT car; early pop-up headlight model in Rosso Chiaro with black hide; beautifully restored.



Ferrari 512 BB £POA Stunning flat-12 in Nero with beige hide; magnificent provenance; genuine 26,000 miles from new; a truly beautiful motor car.

Visit our website to see more of our superb stock, or contact us to discuss other cars available soon, including a **Dino 246 GT** in Blu Dino Metallizzato, I owner and 23,000 miles, **365 GTB/4 Daytona Plexiglass** in silver, **328 GTB** only 20,000 miles.

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#### CLUBS



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Web based Alfa Romeo club www.alfaowner.com

#### **Alfa Romeo Association of California**

www.alfaromeoassociation.org

#### Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

#### Alfa Romeo Owners' Club of Canada

www.alfabb.com

#### Alfa Romeo Owners' Club Australia

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

#### **Abarthisti**

On-line forum based club with dealer representation and nearly 4500 members www.abarthisti.co.uk www.abarthforum.co.uk

#### **Abarth Owners Club**

On-line club for owners, fans and enthusiasts of the Abarth brand www.aharthownersclub.com

#### De Tomaso UK Drivers' Club

www.detomasodc.co.uk

#### Ferrari Owners' Club

Cavallino House, 2 Church Way, Whittlebury, Northamptonshire, NN12 8XS gary.dearn@ferrariownersclub.co.uk www.ferrariownersclub.co.uk

#### **Fiat Motor Club**

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

#### **Fiat Club Africa**

www.fiatclub.co.za

#### **Fiat Club of New South Wales**

www.fiatclub.com.au

#### Fiat Club of Victoria

www.fiatclub.org.au

Fiat 500 Club www.fiat500club.org.uk

#### Fiat 500 Enthusiasts Club GB

www.fiat5ooenthusiasts.co.uk

#### **Sporting Fiats Club**

www.sportingfiatsclub.com

#### Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum www.fiatforum.com

#### Fiat Bravo and Brava Owners' Association

www.fiatboo.co.uk

#### Fiat Multipla Owners' Club

www.multiplaowners.co.uk

#### **Fiat Cinquecento & Seicento**

www.clubcento.co.uk

#### Fiat X1/9 Owners' Club

www.x1-gownersclub.org.uk

Fiat 127 Forum www.fiat127.com

#### Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK www.fccuk.org Fiat Punto Forum www.puntosports.co.uk

#### The Other Dino (Fiat)

Brian1Boxall@btinternet.com

#### **Fiat Scotland**

Scotland's dedicated Fiat community www.fiat-scotland.com

#### Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

#### Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary, Barnside, Wrotham Road, Meopham, Kent, DA13 oAU Lynne@Lamborghiniclub.co.uk www.lamborghiniclub.co.uk

#### **Lancia Motor Club**

Contact: Sarah Heath-Brook 31 Creffield Road, Colchester, CO3 3HY membership@lanciamc.co.uk

#### **Lancia Montecarlo Consortium**

www.montecarlo.org.uk

#### International Association of Lancia Clubs

www.viva-lancia.com

#### Club LanciaSport www.lanciasport.com

#### **Stratos Enthusiasts Club**

www.stratosec.com

#### Maserati Club

Contact: Dave Smith, 2 Sunny Bank, Widmer End, Bucks HP15 6PA Tel/Fax: 01494 717701 admin@maseraticlub.co.uk www.maseraticlub.co.uk

#### Northern Ireland Italian Motor Club

www.niimc.net

#### **Italian AutoMoto Club**

www.italianAutoMotoClub.co.uk

#### Yorkshire Italia

www.facebook.com/YorkshireItalia

#### Scuderia Italian Car Club

South Australia

www.scuderiaitaliancarclub.asn.au

#### DIARY DATES

#### May 28-29 Prescott Hillclimb

French and Italian Festival Bugatti Owners Club www.prescott-hillclimb.com

#### June 10-12

#### East Anglia Fulvia Rally

Lancia Motor Club www.lanciamotorclub.co.uk

#### II June 16-19

#### La Leggenda da Bassano

Bassano del Grappa www.cvae1g61.it

#### II June 17-19 Silver Flag

Castel'Arquato - Vernasca www.vernascasilverflag.it

#### June 23-26

#### **Goodwood Festival of Speed**

Goodwood House www.goodwood.com

#### June 24-26

#### LMC National Weekend

Highgate House, Northants www.lanciamotorclub.co.uk

#### June 26

#### Cotswold Alfa Day

Venue TBA www.aroc-uk.com

#### Bedfordshire Italian Car

#### & Bike Day

Sharnbrook Hotel www.sharnbrookhotel.com

#### July 10

#### **National Alfa Day**

Chatsworth House www.aroc-uk.com

#### July 17

#### **Supercar Sunday**

Brooklands

www.auto-italia.net

#### July 27-31

#### Fiat Freak Out 2016

Fiat Club of America Auburn Hills MI www.fiatclubamerica.com

July 29-31

#### Silverstone Classic

www.silverstoneclassic.com

#### August 14

Festival Italia

Brands Hatch

www.brandshatch.co.uk

#### II August 19-21

#### Passione Engadina 2016

St Moritz

www.passione-engadina.ch

#### August 28

#### Midlands Italian Car Day

British Motor Museum Gaydon, Warks

www.aroc-uk.com/ eastmids/mitcar2016.html

#### September 4

#### Kent Italian Car & Bike Day

Honnington Country Fair

Southborough www.honningtonevents.com

#### September 9-11 **Goodwood Revival**

Goodwood Circuit

#### www.goodwood.com II September 16-19

#### **Best of Italy Race**

Castel'Arquato - Morfasso www.bestofitalyrace.com

#### September 24

#### Rallyday

Castle Combe Circuit www.rallyday.com

#### October 9

Brooklands

**Autumn Motorsport Day** 





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# AUTO ITALIA CLASSIFIEDS

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#### ALFA ROMEO



Alfa Romeo Spyder S3 1985. Metallic grey. RHD, ex S France car. Excellent condition but not concours. Extensive bodywork and bare metal respray by specialist completed 2010. Mechanically excellent. Rare period RUSPA alloys. Seats retrimmed 2014, dash and black interior good but not perfect, good hood but a few marks on window. Present owner 10 years. New MOT, downsizing forces sale, £8000. Tel: 01684 310103 (Worcestershire). A245/017

**1983 Alfetta GTV 6.** 126,000 miles, red. Maintained and refurbished as required by Alfa specialists, plus tlc by present owner though last 30 years, FSH, all bills and MoTs. AROC insurance valuation £8500, asking price £6500. Enquiries, offers to Chris: 01670 856163. Email: jayceepen@yahoo.co.uk. A245/038



1990 Alfa Spider S4 2.0. 49,000km, metallic Burgundy, black leather and mohair hood with tonneau. Rare high spec, German import Dec 1996, converted to RHD by Bell & Colvill. Comprehensive service history, concours winner, fine original condition. Current MOT, AROC member, £13,950. Tel: 01935 816822 (Dorset). A245/038

#### 1993 Alfa Romeo 33 IE Turismo.

16,250 miles, silver/grey. Very low mileage, timewarp, end-of-production Alfa 33 IE Turismo, FSH, excellent condition, no rust. New tyres all round (the sidewalls cracked on the 1993 originals!), new rear dampers, belts changed at last service, undersealed, £6750 ono. Tel: Tom, 07501 415038. Email: superunknown@fsmail.net (located near Derby). A245/039



Alfa Romeo Spider Veloce 1750.

42,900 miles, red. I have owned this original UK 1969 boat tail for 27 years. When I bought it in 1989 it had undergone a complete body restoration and an engine rebuild by Rockwell Ramponi, and I've looked after it since, with bills for more than £10,000. The gearbox was rebuilt by Clover Leaf Transmissions and propshaft, diff and suspension by the late John Clifton. Hood and interior trim in leather by T & A Coburn. Shocks, springs, wheel have all been replaced by new, everything works. She's has three previous owners and had 12.700 miles on the clock (which I cannot verify) when purchased, it now has 42,900 and still looks lovely. She's not concourse with a few minor body blemishes (because I drive it) but wouldn't take much to make her so. These 1750s are the rarest of the Spiders and I am only selling her for medical reasons. A nice, caring home, please! £22,500. Email: Jeff, jemapoulter@yahoo.co.uk (view in north



#### Alfa Romeo 156 GTA Sportwagon.

2003, 80,000 miles. Red with black and grey leather interior, factory sunroof. Full Alfa Romeo service history, MOT to March 2017. Cambelt and water pump replaced 16,000 miles ago. Recent battery, Harvey Bailey suspension kit (HBE front and rear shock absorbers) and CDA air box. Q2 system, Supersprint stainless steel centre section and rear box, Parrot hands free phone, rear parking sensors. Drives superbly and has been wonderfully reliable since my purchase in 2005, £11,750. Tel: Ian, 07759 696378. A245/018

2002 reg Monza sports modified Alfa **156 2.4 JTD Sportswagon.** The most reliable car I have ever owned. All electrics, tan leather interior, Bose sound system etc are in very good nick, still work perfectly after 103,000 miles, paint finish still fantastic and zero rust. Featured in Auto Italia issue 89, goes even better than tested after I replaced turbo with version 2 variant, also fitted Bilstein special 156 shocks to minimise grounding. Well below 8 sec o-60 after turbo upgrade. Zero oil consumption and mpg has gradually improved over years, now 40mpg average around London and long runs. Very well maintained. A brilliant car for £1200, negotiable. Tel: 07748 965421. Email: john.macmillan@blueyonder.co.uk.

. A245/012



Alfa Romeo 156 Lusso 1.6 Twin

Spark. Registered March 2003, 12 months' MOT, 94,326 miles, full service history, full red leather interior, pearlescent metallic grey, 16" alloy wheels, ABS brakes and switchable traction control, dual zone digital climate control, heated front seats, cruise control, front fog lights, leather covered steering wheel and gear knob, remote control central door locking and alarm system, driver, passenger and side curtain airbags, electric front and rear windows, reach and rake adjustable steering column, interior tailgate and fuel flap release, driver's seat height adjuster and electric lumbar adjustment, Alfa Romeo CD player, CD auto changer/rds stereo system with steering wheel remote controls, electrically adjustable door mirrors, 60/40 folding rear seats, rear and front centre armrests, rear head rests and 3x 3 point rear seat belts, headlamp power washer. Engine and clutch replaced at Alfa dealer at 58,000 miles, engine paid for by Alfa Romeo UK, failure due to undetected oil leak. New tyres, battery, radiator, thermostat housing, windscreen, windscreen wipers, gaiters for cv joint, suspension arm ball joint and steering rack in the last 12 months. Also brake fluid replaced and brakes serviced. Intermittent false alarm from ECU about throttle valve control, error P1688, common on 156/147/GT, £749. Tel: 01753 739465 or 07900 662662 (car in Slough, Berks). A245/002



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2011 Alfa 159 Sportswagon 2.0 16v. 17obhp engine, in black, 61 plate. In excellent condition inside and out with a full service history, maintained by an Alfa specialist, it has covered 104K. Next MOT due 5/9/2016. The car drives as new, the suspension has no knocks, it drives faultless, good tyres all round, oil and filter change every 5K, new brakes fitted front and rear. Any inspection by any car specialists welcome, £5250 ono. Tel: 01554 771668 or 07811 466658 mobile. A245/035

Alfa Romeo 159 2.2 JTS Ti. Petrol in Alfa Red. 2008, 49,700 miles. Black leather heated seats. 19" alloys. Dual digital climate control, cruise control, traction control, front and rear parking sensors. Alfa alarm and immobiliser, on board computer, multi function sports leather steering wheel. Chrome electric power folding heated door mirrors, red Brembo callipers, Blue me phone and music interface. Front fog lights, split folding rear seats, 185bhp + 6 speed, full service history, £5300 ono. Tel: 07710 571848. A245/013



Alfa Romeo 916 Spider 2.0 litre JTS Special Edition. 2005, 63,000 miles, blue. Lovely condition Lusso Spider that drives as well as it looks. Cambelt replaced twice, the last time was Jan 2014. Full stamped service book history. 10 months' MOT remaining. Refurbished alloys now as new. Blue canvas electrically operated roof works fine with no tears but the rear screen is slightly opaque. Black leather seats all good condition with no tears. Two sets of keys. On the button, quick, responsive and ready to go. Based in Salisbury, Wiltshire and selling on behalf of the owner, this great value, stylish, well cared for convertible. Perfect for the spring and summer ahead, £4490 (more pictures on request). Tel: Adam, 07703 598903. Email:

adam@broadreachcomms.co.uk. A245/016

**2004 Alfa Romeo Spider JTS Lusso 2.0 L.** 75,000 miles, blue, tan leather interior, Pininfarina badged, FSH, MOT end June, belts done at 57K, new battery fitted, £4950 ono. Tel: Phil, 07803 086538 (S.Notts). A245/040



Alfa Romeo 916 GTV 3.0 V6 24V
Lusso. 1998, 97,000 miles, green. Owned by me since 2005, MOT to Nov 2016.
Good condition, used every week, Konis, front strutbrace, Sony head unit (original avalable), 2 sets of matching alloys with legal winter and summer Hankook tyres. Black leather interior with repaired bolsters, Wipers behave badly on intermittent. Redundancy means I will not be able to look after her properly, £2500. Tel: 07775 817883. A245/019



Alfa Romeo Brera 2.4 JTDM SV 210. 2007, 73,000 miles, Alfa Red. I am current owner for past 7 years, AROC member. Very reluctant sale for genuine reason. Good condition, daily transport, FSH and very well maintained by Alfa specialist. 2nd timing belt change, new front disc and pads, wheel refurbished and full service just completed, MOT Sept 16. This is a completely original example, no modifications, £4650 ovno. Tel: 07979 958591. Email: peterc.fleming@virginmedia.com. A245/015



**Alfa Brera 3.2V6S Prodrive.** Supplied and maintained by Meridien Milano from new og/og, 1 previous owner. 48K miles, Carbonio metallic black with red-stitched black leather interior incl dashboard. All Prodrive refinements plus Pioneer voice activated sat-nav/audio system. In perfect condition, new Pirelli PZero front tyres, MOT to og/16, new addition to family forces sale, £12,995 ovno. Tel: Dave 07770 428345. Email: dave@georgeandfalcon.com. A245/011



#### **FERRARI**



Unique Ferrari 550 GTS GT1 race replica. All steel construction, the only one in the world. Built on Jaguar XK8 £28K. Tel: Colin, 0151 290 0581 after 5pm. Email: vilg994@gmail.com (Lancs). A245/003

Ferrari 308 GTS QV. Superb in red with deep front spoiler and roof spoiler. Reupholstered seats in cream with red piping, wheels refurbished with new TRXs. Electric window boosters, radio/cd stacker, modified fuse boxes. New clutch, belts, full service and MOT, 6gK miles. Complete reliability with present owner over 8 years on UK and continental touring, £84,995. Tel: 01935 474630 or 07767 200744. Email: merlinevents@hotmail.co.uk. A245/041



#### For sale is my very rare Ferrari F355 Serie Fiorano F1 Spider ltd edition.

#94 of only 100 models and is probably the only one in the UK. The 355 Serie Fioranos were the last 100 355s ever made by Ferrari and exclusive to the American market. They are identified by their Scuderia shields, Competizione-derived Fiorano handling pack, Challenge grille and steering rack, uprated engine and gearbox ecu, carbon fibre pack, uprated brakes etc. This car is in immaculate condition! Tel: Mark, 07947 704034. A245/047



**3.2 Ferrari Mondial coupe.** This Mondial was first registered in April 1986 and delivered to Maranello Concessionaires for their dealer JCT600 in Leeds. I have the original build sheets and bill from Ferrari to JCT600 (£30,580.05). Little history until yr 2000, from then on it's had a substantial amount done mainly at Dick Lovett, 65K miles. Cam belt service recently done, 12 months' MOT. Sunroof doesn't work or electric bonnet release. I would say she's a solid 6/10 and a great drive, 2 keys, cover, batt conditioner. Tel: 07836 573204. A245/046



Ferrari Dino 246 GT (1974). RHD, finished in Rossa Corsa with black hide. One of 488 officially imported. 51,600 miles, 12 months' MOT, same ownership since 1979 when it was bought from Roger Clarke. History file, old MOTs etc. To be sold with private number plate '636D'. In excellent condition, selling due to lack of use, would consider low mileage red 430 Spider in part exchange, price £295,000. Tel: 07521 017131 or 01162 478650 evenings. A245/048 Ferrari 308 GTB. 1977 Rosso, Nero interior. Just had annual service plus cam belts at main dealer. MOT until February 2017, 46,190 miles. Full size spare wheel, jack with bag etc, car cover. Tel: 07990 998709. A245/042 Ferrari 360 Coupe. 2004, Nero Daytona with black leather and blue stitching, shields, carbon racing seats, manual gearbox, Tubi exhaust, yellow rev counter, yellow calipers, immaculate. Full service history during my ownership by Graypaul. Approximately 43K miles, one of the best. Email: 911hammad@ googlemail.com. A243/023

#### FIAT



**Fiat Punto HGT 1.8 16v.** 2003, 101,000 miles, excellent condition. Very well maintained and getting rare in this condition. Service history includes: variator, cambelt, new rear wheel bearings, brakes, middle exhaust section, front springs, new wiper mech, engine top mount. MOT Sept 2016, HPI clear. Central locking works on the key, £950 ono. Tel: 07789 967128 for details (located in Bedfordshire). A245/037



Retiree selling Abarth Turismo 595 160hp. Extras - Garla White/Scorpion Black paintwork, paddle shift gear change, electric sunroof and uprated wheels, would cost £20,990 today. Registered 31/12/12, serviced Abarth dealership 20/1/14 4079 miles, 15/12/14 11,160 miles, 9/12/15 19,458 miles. Carefully driven and immaculate condition, oiro £12,500. Tel: 07773 078074. Email: pcuthbert250@btinternet.com. A245/008



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**Fiat 124 Abarth replica.** Based on a 124CS1. Concours winner, hillclimb record holder. Fitted with a fresh 16V Lancia head fuel injected 2L run in KM only, close ratio straight cut gearbox just rebuilt, 4.3:1 diff just rebuilt with larger axles, Brembo front calipers. Too many other mods to mention, ready to race, any inspection welcome. Will assist with shipping, approx cost to UK £1800. More info please email Chris, £28,500 obo. Email: dalloste\_racing@optusnet.com.au (Australia). A245/007



2000 Fiat Coupe 20 V Turbo. 6 speed, Electric Blue, beige leather, enthusiast owned since new, 65,500 miles. Cambelt changed 2015 62K, serviced by PowerItalia and Midlands Servicing. All usual track rod ends, new rad, hoses, oil cooler pipes etc replaced. Garaged, body excellent. Just serviced. £9995 ono. Tel: 07970 522232. Email: royturner12@icloud.com. A245/006

#### LANCIA

Lancia Volumex coupe. Silver, very nice condition. Owned 18 yrs, always garaged, 6oK miles, Polybushed throughout. Lots of service history, 11 mths' MOT, £4300 ono. Tel: 01854 612850. Email: sistratos@aol.com. A245/010



Lancia Fulvia Zagato 1.3S. 1970. Superb condition, extensive history, alloy roof, doors, bonnet. Konis, 'personal' wood rim wheel etc, tel for details, £29,000. Tel: 01932 953435 or 07710 393864 (Surrey). A245/001

#### MASERATI

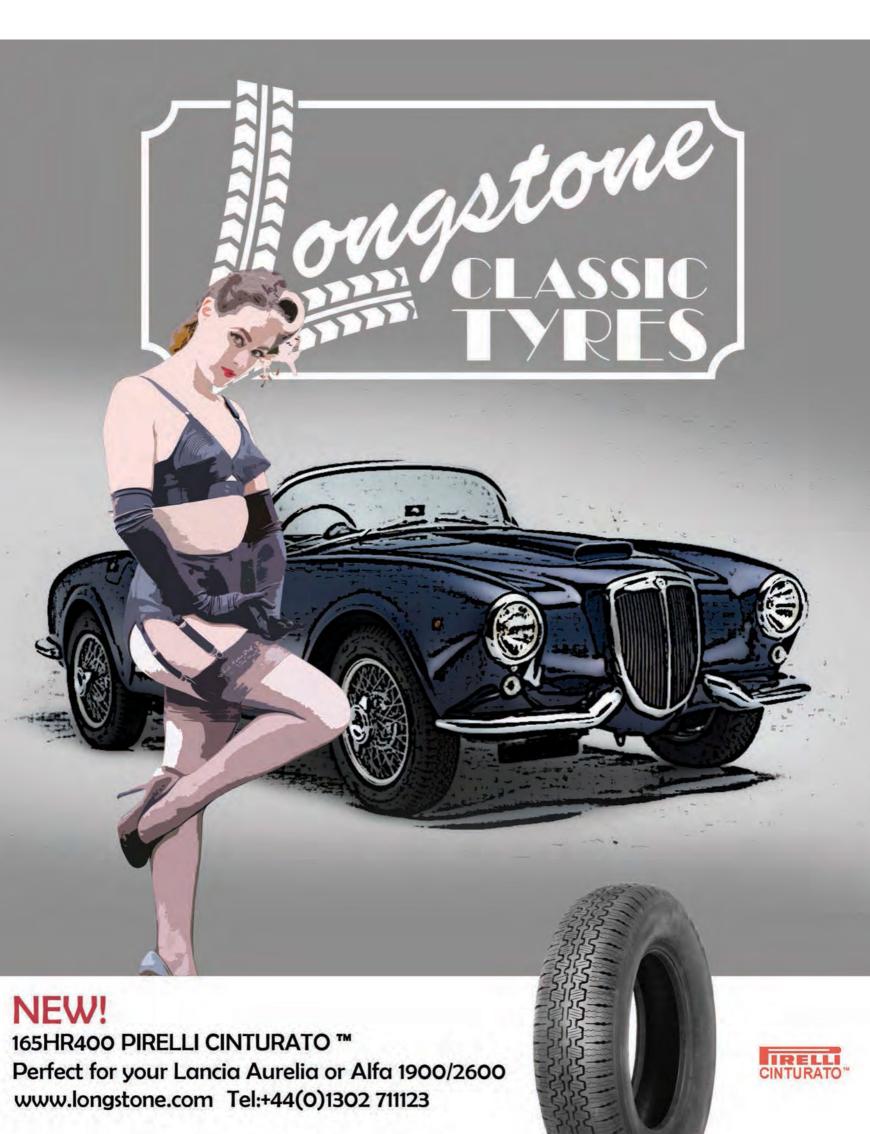


1997 Maserati Quattroporte IV Ottocylindre. Reg no: 'X526 OBK', only 1000 made and probably none left on roads here. 97,000 miles. Offers at £10,000 or thereabouts. Tel: Steve Rogers, 01707 261232, 07563 552500. Email: steverogers47@btinternet (south Hertfordshire). A245/045



Maserati Merak SS body shell. RHD. The rear end of the car and floor are rust free and would make excellent repair panels for a corroded car. There are dents in the rear wings, however these can be repaired without too much trouble. We can cut the car wherever anyone requires, offers to Steve Moody, SMDG Performance Ltd. Tel: 01306 627770. www.smdg.co.uk. A245/044

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



#### **PARTS**



Ferrari 458 wheels. 458 Italia genuine Ferrari wheel set in absolutely immaculate condition, not a single scratch or mark. I am selling these because I have selected different design wheel trims for my car. Comes with black centre caps, offers in the region of £2850. Tel/text: 07973 765136 (Banstead, Surrey). A245/023



**Ferrari F40 rear wheels.** 2 x Speedline alloy wheels originally fitted to a Ferrari F40, have correct Ferrari stamp on rim. Size is 13x17" for rear, wheels are in good condition with no major marks or damage however they are not brand new and rims could maybe do with a refurb. Currently fitted with Bridgestone SO1s, both have good tread but are old, looking to sell as a set for around £1500 but open to offers. Tel: David, 07493 987911. Email:

mrdaveoconnor@gmail.com. A245/055



Ferrari 328 Tubi silencer. Good condition stainless competition silencer unused for a few years. More information from David on 07966 402473. Email: davidtree@ntlworld.com. A245/022



Lancia Dedra Turbo wheel set for sale. A set of four (4) alloy wheels from a Lancia Thema/Dedra Turbo measuring 6Jx15-inch. They are free from dents but will need to be refurbished as the lacquer has peeled and surface tarnish is evident in 3 out of the 4 wheels. They are at my home, price: £65 per wheel. Tel: Robert Munoz, 07801 865670 (nr Staines-Upon-Thames, Middlesex). A245/004



Ferrari 430 Scuderia front wheels (pair). Genuine 430 Scuderia front wheels only, absolutely perfect condition (grey), 8"x19", pics available, £1500. Tel: 07976 395271. A245/021



Ferrari 360/430/Stradale 19" 3 Challenge wheels. Genuine set, absolutely perfect, pictures available, £3000. Tel: 07976 395271. A245/020



Ferrari 328 wing mirrors. Pair of original 'Vitaloni' Ferrari 328 wing mirrors in excellent condition. These mirrors are totally original 328 spec and can no longer be purchased so very rare. Both mirrors are in full electric working order and were removed from 328 as the car has been developed for racing. Perfect to help retain originality of your own car or to suit a restoration project. More photos available, £650 for the pair. Email Jason: jason.eyre@bpl.org.uk. A245/059



Ferrari 612 wheels and tyres. A full set of 612 wheels from 2005 with P Zero tyres in good condition, £995 collected, PE28. Many pictures available, email. Reason for sale is have upgraded to Challenge wheels. Email: stuart.elliott@2recycling.com. A245/057



Ferrari 612 brake calipers. A full set of immaculate condition 612 black Brembo OEM calipers, £1150. ono. Reason for selling is that I found the only yellow ones left and bought them. The front calipers have the pads still in, approx 50% worn, the rears have no pads. The calipers are 100% working and the logos are not damaged in any way. I have a lot of pictures I can email across. Email: stuart.elliott@zrecycling.com.



Four immaculate refurbished rims and tyres for a Schumacher Seicento. All powder coated with recent Toyo Proxes 195×45 tyres, £360, can deliver by mutual agreement. Tel: 07774 202671. Email: filmprojects@hotmail.co.uk (Essex/M25). A245/054



OEM carbon fibre side skirts - Ferrari F430, Scuderia, 16M. A pair of ultra rare OEM Ferrari carbon fibre Scuderia type side skirts, exposed carbon version. One side is brand new and one is from a low mileage car (it is on back order from the factory). These were an optional extra for all F430 models, and the Scuderia and 16M, £5995 (Ferrari price £10,010.23 inc VAT). Email: mw.stewart.cv@gmail.com. A245/058 Ferrari 360/430 lowering springs (H&R 29405). Used set but like new, still with box etc, can lower the car up to 30mm. Collection or I can post (£25). Tel: 07976 395271. A245/036



Original Abarth exhausts (NOS). Fiat 2300S Coupe + all makes A to Z, sixties-seventies; see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A245/009

#### **MISCELLANEOUS**

Complete (less issues 4/9) collection of Auto Italia. 1995 to 2016 with 8 Auto Italia binders. Excellent collection, read once by me. To sell complete, £75 plus postage. Email: cdgthreesalmons@tiscali.co.uk (Chepstow). A245/005

'F488 SPY' registration. New Spider? Offers please over £20K, on retention. Email: christophercrawford@ btinternet.com. A245/024

**'8F' registration.** 1x1 UK number plate for private sale, £160,000. Email: vsdubb@hotmail.com. A245/025 **'F120WN' registration.** Great registration for a Ferrari owner. On retention and ready to complete your car, sensible offers considered, £1500 ono, private sale. Email:

jonjohill@icloud.com. A245/026
'F360 GTO' registration. This is one of a very few registrations to suit the 360 Challenge Stradale model. It was wrongly anticipated before its launch that this model was to be called a GTO. Number currently held on retention certificate that includes £80 transfer fee, £5750. Email: pcuthbert250@btinternet.com. A245/027



Alfa Romeo brochures. 1990, 1991. Full range cars, price list, style status, £25 lot. Tel: 020 8399 7541 (Surrey). A245/051





**Large Ferrari sign.** Stainless steel 3D letters mounted on wood base, red background edged in black, measuring 1695mm long x 450mm, £185, delivery cost extra. Further details tel: 07800 621534. A245/056



**Ferrari front (bar/cabinet).** Front of Ferrari F40 with lights (need attention). Shelving and grid with Ferrari badge, £145, all offers considered. Tel: 01708 450066. A245/050



#### Testarossa 5-piece luggage set.

Genuine unused Ferrari Testarossa luggage set, colour black. Good condition! Complete with all keys, locks and labels. No flacking or damage, all locks, buttons and zippers work. Shipment possible (from Holland), more pictures available, asking €3950. Email: elder.scheulderman@gmail.com. Tel: 31 6 21510699 mobile. A245/049

**'360 WXY' registration.** Great plate for your Ferrari 360. On retention certificate ready for immediate transfer, £3500 or near offer. Tel: Giles 07881 260192. Email: gilespalfreyman@gmail.com. A245/028



**Ferrari F40 couch.** Ferrari custom made couch, heavy item. Lights and upholstery, paint needs some attention, £245. Tel: 01708 450066. A245/052

**Alcantara GTO luggage.** New 3 piece GTO luggage set, black Alcantara with yellow stitching, cost £6500, open to realistic offers. Tel: 07710 497842. A245/043

#### WANTED

#### Ferrari 355 engine panel wanted.

Right hand side engine bay side protection panel. Also car cover. Tel: 07778 328348. Email:

stu@andersonracing.org.uk. A245/029
Ferrari F430 Coupe. Seeking nice car
with history, not red, prefer black
interior. 360 Spider owner been looking
for a while to add a 430. All ages/
options considered. Tel: 07773 321195.
Email: bob@robertwhall.co.uk. A245/030
Ferrari 512 BB carburettor. Looking for

512 BB carourector. Looking for 512 BB first registered in UK or Europe. Must have solid history to verify mileage and be in good to excellent condition. Tel: Greg Thompson 07968 450711. A245/031

#### Right wing (right hand side)

**Testarossa 1991.** I am currently trying to source a right wing for my Ferrari Testarossa, any information on where I purchase this part please contact me. Tel: 01291 626527. Email: jeremy@critchcraft.co.uk. A245/032

Ferrari F430 Coupe. Private buyer looking for a well maintained F430 coupe, under 20K miles, preferably with carbon brakes, colour not important. Please contact me on 07795 422874. A245/033

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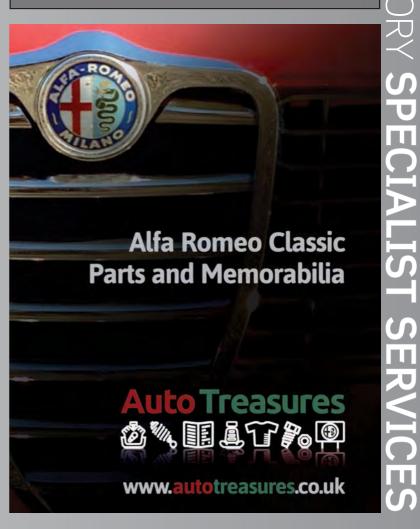
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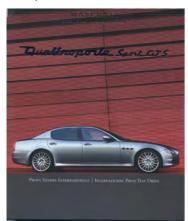




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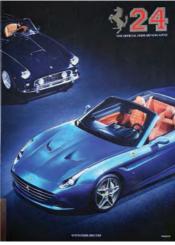
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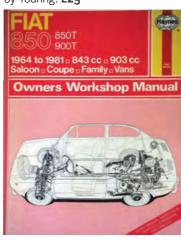
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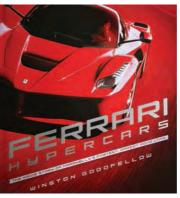
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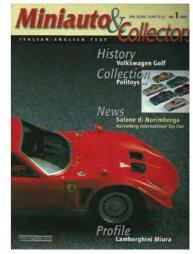
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# OBSCURATI

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

## **OSI SECURA**

Story by Richard Heseltine



here is a rich history of magazines and styling houses collaborating on projects, the Alfa Romeo Gran Sport Quattroruote Zagato being perhaps the most famous. But while that car was a pastiche of a pre-war classic, the follow up was anything but. Unveiled at the 1965 Turin Motor Show, the Quattoroute Secura was not an attractive car. Not even close. It was, however, touted as being a robust one. If you were going to crash, this was the car to do it in its makers claimed.

The Secura was conceived in 1965 by *Quattroroute* magazine, with OSI (Officine Stampaggi Industriali) taking care of the build. Founded in 1960 by Arrigo Olivetti (of typewriter fame) and Luigi Segre, then president of Ghia, it was financed by the FERGAT wheel manufacturer and metal stamping concern. Speaking in 2008, former studio chief Sergio Sartorelli, recalled that it was meant to act as a

'...parallel structure with the intention of producing small-series Ghia designs – today you would call them niche vehicles – in much the same way as Bertone and Pininfarina did. But it was a separate business. Ing Segre anticipated that competition from other carrozzerie would only become greater, so he needed to act. OSI was largely his idea.'

In this particular instance, there was never any suggestion of a production run, but the Secura was a serious project; one that *Quattroroute* and OSI hoped would prove influential. The brochure trumpeted: 'Developed as a public service, the Secura is the second and latest design study offered by Quattroroute, the motor magazine. Unlike other publicised designs, the Secura is a fully operative car utilising a Fiat 1500 engine and running gear. It incorporates features that may well become standard equipment on cars of tomorrow.'

It went on to add: 'To increase

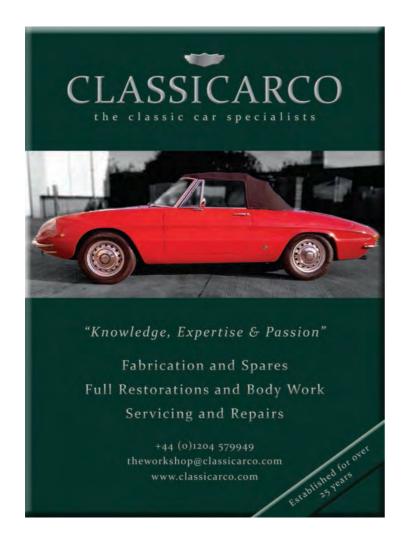
safety, the car has a rigid passenger compartment protected by front and back structures designed to offer multi-stage resistance to collision. Part of the protective body sections extend beyond or overhang the frame. These reinforced extended sections absorb considerable shock energy, then the impact force meets the additional resistance of the frame and body section. The use of a separate chassis frame, which has a wide

perimeter-type centre section, provides added protection from side impact. Also, sliding doors bridge the frame sides to the reinforced roof.

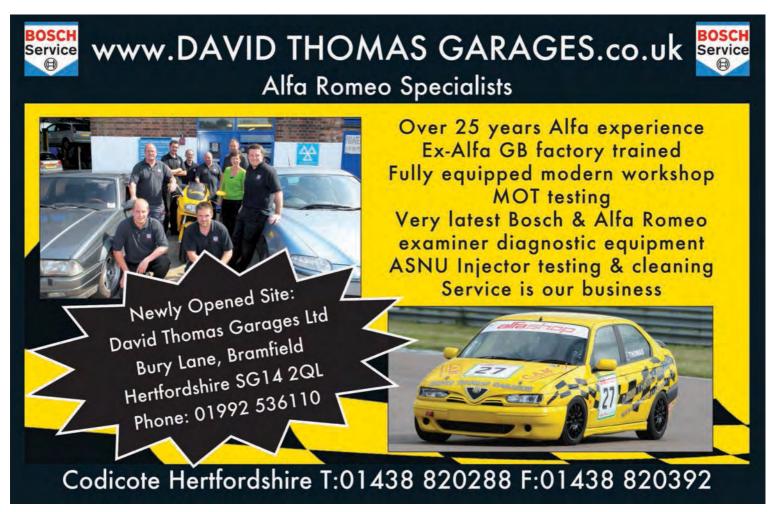
Featured in a vivid shade of lobster red over ivory, the car featured reinforced bulkheads front and rear and a windscreen designed to pop-out on impact. That, and a mercury switch that automatically turned off the 83bhp four-banger in the event of a collision. Inside, there were four heavily-bolstered seats, with just about every square inch of the cabin featuring thick padding. The steering column was deformable.

The Secura was not met with hoopla, Road & Track's review being perhaps the sniffiest.
Henry N. Manney derided it for being: '...one of those, an extremely ugly safety car brought forth in company with some Italian magazine. I am almost as tired of safety cars with sliding doors and I am with titchy little Buck Rogers town cars'. The Secura subsequently disappeared into the ether, just another time-expired show car forgotten by history.









# COMING SOON

## **ISSUE 246 ON SALE JULY 7TH 2016**



Some features may appear in a later issue

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