

AUTO **Italia**

Issue 259 September 2017 £4.80 US\$9.99

ALFA GIULIA SPIDER

1960s racer rebooted



Ferrari V8 Guide



Affordable V8s!

Prototype Fiat Coupé driven



FERRARI 812 SUPERFAST

800hp V12 first road test

ALFASUD BUYERS' GUIDE

Alfa's handling champion

FERVES RANGER

Fun Fiat 500-based jeep

ABARTH 124 RALLY

Old and new racers compared

GOODWOOD FOS

Full Festival of Speed report



NEW 280HP ALFA VELOCE TEST: BEST GIULIA YET?

www.auto-italia.net



**Specialist vehicle
insurance from
people who share
your passion.**

rhspecialistinsurance.co.uk

0333 043 3911



From iconic models to future classics –
we've been providing specialist vehicle
insurance for over 40 years.

Editor Chris Rees
chrisrees@auto-italia.net
Events Director Phil Ward
philward@auto-italia.net
Photographic Editor Michael Ward
michaelward@auto-italia.net
Editor at Large Peter Collins

Contributors Keith Bluemel, Peter Collins, Elvio Deganello, Richard Heseltine, Richard Bremner, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Mike Rysiecki, Tim Pitt, James Wheeler, Matt Joy and Phil Ward

Art Editor Michael Ward

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.net

Advertisement Managers
David Lerpiniere
david@talkmediasales.co.uk
Simon Hyland
simon@talkmediasales.co.uk
Tel: 01732 445325

Classifieds email liz.solo@ntlworld.com

Managing Director Michael Ward
General Manager Claire Prior
claire@gingerbeerpromotions.com

Printed in England
Warners Midlands PLC; Tel: 01778 391000
Worldwide Retail Distribution
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by Ginger Beer Promotions Ltd, Morningside House, 1 High Avenue, Letchworth Garden City, SG6 3RL
Email: claire@gingerbeerpromotions.com
ISSN 1357 - 4515

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein. All rights reserved. Reproduction in whole or part, without written permission, is prohibited. © Ginger Beer Promotions Ltd, 2017

CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Richard Heseltine



Tim Pitt



Simon Park



James Wheeler



By complete coincidence, we have two features this month on blue Alfa Romeos called Giulia Veloce. They're separated by over 50 years: one is a 1964 Spider; the other is the brand new Giulia Veloce saloon.

I for one am very glad to see the Veloce badge back on an Alfa Romeo. It revives a name redolent of glorious Alfas of the past – Giulietta Sprint Veloce, Giulia GT Veloce, Spider Veloce, Alfasud Sprint Veloce and many more. But more than that, it sums up what Alfas have always been about: the joy of driving and the sensations that speed brings.

'Veloce' means 'fast' in Italian – and as you can read on page 24, the new 280hp petrol-engined Giulia Veloce is certainly that. But it's so much more than merely fast: it also marks the sweet spot in the new Giulia range. For those for whom a Quadrifoglio is either unaffordable or incompatible to their lives, the Veloce offers 90 per cent of its real-world pace at 60 per cent of its cost.

Another pairing separated by several decades in this issue is the rally Abarth 124 Spiders, featured on page 56. The new Abarth 124 Spider R-GT may be struggling to make an impact against front-wheel drive competitors in this year's championship, but it's a sensational car to drive, as we found out this month. It's very much a worthy inheritor of the Fiat 124 Abarth Spider's mantle – all it needs now is some competition success and it could become a new Abarth legend.

I hope so; for all the glories of the past – of which the Italian motor industry has more than its fair share – it's the glories of the future that we need to celebrate. On the evidence of the new Giulia Veloce and 124 Spider, I'd say both the Alfa Romeo and Abarth brands are very much heading in the right direction.

Chris Rees
Editor

chrisrees@auto-italia.net

Let us show you why we are different

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

Autofficina specialises in Ferrari, Lamborghini and Maserati products.

Autofficina provides a comprehensive portfolio of services including:

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

Important news for our customers

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

5 Ruxley Lane
Epsom
Surrey
KT19 0BJ

are you
totally
happy with
your
SERVICE
centre?



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

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

"Autofficina, driven with passion, judged by results"

ISSUE 259

SEPTEMBER 2017



16



24



36



30



42



56

FEATURES

- 16 **Ferrari 812 Superfast**
Driving the 800hp replacement for the F12
- 24 **Alfa Romeo Giulia Veloce**
Is the new Giulia Veloce a 'mini-Quadrifoglio'?
- 30 **Fiat Coupé 16v Turbo**
Probably the world's lowest mileage Fiat Coupé
- 36 **Ferves Ranger**
On board a hilariously weird Fiat 500 'jeep'
- 42 **Alfa Romeo Giulia Spider Veloce**
Reunited with a race-tuned 1964 Alfa Spider
- 48 **Alfa Romeo Alfasud Buying Guide**
All you need to know about this handling star
- 56 **Abarth 124 Spider**
Old and new rally cars – separated by 45 years
- 64 **Goodwood Festival of Speed**
Italian cars dominated proceedings this year
- 70 **Club Italia**
Celtic tales: Italian cars in Ireland and Wales
- 72 **Affordable Ferraris**
Your guide to accessible modern Ferrari V8s

SUBSCRIPTIONS
SAVE UP TO £10.40
SEE PAGE 54 FOR DETAILS

REGULARS

- 06 **News**
Ferraris star at this year's Monterey sales
- 82 **Classifieds**
Find your perfect Italian car here
- 92 **Back Issues**
Find every car we've ever featured
- 98 **Obscurati**
Rayton Fissore Gold Shadow from 1978

NEWS & VIEWS

On Sale: Rare Ferrari 275 GTB/C



Gooding & Company is auctioning one of only 12 Ferrari 275 GTB/Cs at its August Pebble Beach sale.

The 1966 275 GTB/C 'Competizione' was raced in Italy between 1966 and 1970. On its debut, it scored a first in class at the 1966 500km of Mugello with Renzo Sinibaldi driving. It was also entered in the 1969 Targa Florio and 1970 1000km of Monza.

Described as "an unusually correct and genuine example, retaining its original chassis, body and engine," it has been restored and maintained by Ferrari specialists, Motion Products.

Its specification includes a 3286cc 'Type 213' V12 engine with high-lift camshafts, 250 LM-type valves, competition pistons, special crankshaft and three Weber 40 DFI/3 carbs, making 333hp at 7800rpm. Its Scaglietti-built bodywork is in super-thin gauge aluminium, the windows are Perspex and the wheelarches are flared.

In 2006 it won the Nuvolari Award at the Reading Ferrari Concours d'Elegance and it was also second in class at the 2007 Pebble Beach Concours d'Elegance. Gooding says it's estimated to make between \$12 million and \$16 million when it's auctioned on 18-19 August.

Other Italian highlights of the sale include a

1959 Ferrari 250 GT Cabriolet (pic above – \$5m to \$7m estimate), a 1956 Maserati A6G/54 Berlinetta (pic below – \$4m to \$5m) and a 1954 Ferrari 500 Mondial (\$3m to \$3.8m).



Photos: Matt Howell

LOW-MILEAGE FERRARIS UP FOR AUCTION

The RM Sotheby's Monterey sale is to include the 'Ferrari Performance Collection' – 13 of Maranello's greatest road cars.

The collection is headlined by an award-winning 1961 250 GT SWB, a 1967 275 GTB/4, a low-mileage 1991 F40, a 481-mile 599 GTO and a 1984 512 BBi that has covered just 553 miles.

All 13 Ferraris come from a single owner, offered mostly without reserve. The RM Sotheby's Monterey sale takes place on 18-19 August. For full details, visit www.rmsothebys.com



MASERATI GRANTURISMO UPDATED

10 years after its debut, the Maserati GranTurismo has been facelifted. It made its dynamic debut at the Goodwood Festival of Speed in July, alongside the refreshed GranCabrio.

The pair of Pininfarina-designed four-seat grand tourers see aerodynamic tweaks, styling changes front and rear, and better interiors with new infotainment systems. A fresh 'sharknose' hexagonal grille is joined by lower air ducts, helping improve airflow and reduce aerodynamic drag from 0.33 to 0.32 (GranTurismo) and 0.35 to 0.33 (GranCabrio). The rear bumper has also been redesigned.

Inside, there is a new 8.4-inch touchscreen that's compatible with Apple CarPlay and Android Auto. The lower console has been redesigned to accommodate an aluminium rotary dial and a repositioned driving mode button cluster. A new Maserati double-dial clock and Harman Kardon audio system are also standard.

The range has been streamlined, so the MC Stradale has been axed from the range. Maserati's 'halo' cars now comprise Sport and MC versions of each body style. All retain an unchanged naturally aspirated Ferrari-designed 4.7-litre V8 engine, producing 460hp at 7000rpm, plus six-speed ZF automatic transmission.

Maserati has produced more than 37,000 GranTurismo and GranCabrio models at its factory in Modena since 2007. **NEXT MONTH: Read our road test of the 2018 Maseratis.**



NEW FIAT 500 ANNIVERSARIO

A new special edition celebrating the 60th birthday of the Fiat 500 has been launched: the Fiat 500 Anniversario.

It's available in two exclusive colours: Riviera Green and Sicilia Orange. The 1960s look is bolstered by chrome accents on the bonnet and door mirrors, vintage Fiat logos and 16-inch alloy wheels that echo the 1957 original. An 'Anniversario' logo on the boot completes the look.

Inside, new seats have horizontal striped fabric, contrast piping in body colour and an embroidered 500 logo, while there are 'Anniversario' embroidered floor mats. Automatic climate control, cruise control and rear parking sensors are standard.

Fitted with the 1.2-litre 69hp petrol engine only, it's offered in hatchback and 500C convertible forms, priced at £14,265 and £16,865 respectively. There's no limit on production numbers. **NEXT MONTH: We drive the 500 Anniversario.**

FIAT 500 BIRTHDAY STICKERS

To celebrate the 60th anniversary of the Fiat 500's launch in 1957, the Fiat 500 Enthusiasts Club has commissioned a special logo and car stickers. There's a big splash on the anniversary in the latest club magazine, plus news of 60th anniversary events. For more information, see www.fiat500enthusiasts.co.uk



'CITY CROSS' JOINS PANDA RANGE

A new Fiat Panda model, the City Cross, promises off-road looks at a budget price. The Panda City Cross has the off-road looks of the existing Cross 4x4 but comes with front-wheel drive only.

It has body-colour front and rear bumper inserts and side mouldings and contrasting black door mirror caps, roof bars and door handles, while its 15-inch alloy wheels are shared with the Panda Cross.

Two new paint colours are offered: Minimal Grey and Electronica Blue. An optional 'Style' pack adds 'ultrashine' roofbars,



side mouldings and skid plate, as well as body-colour mirrors, just like the Panda Cross.

Inside, the City Cross features a grey dashboard, matt black instrument panel inserts and black-and-grey fabric new seats with black 'eco-leather' inserts. A copper dashboard, panels and seat upholstery is optional.

The new City Cross is available now with the 69hp 1.2-litre petrol engine only; prices start from £12,995.

ABARTH 695 RIVALE 175

A new special edition from Abarth is now on sale: the 695 Rivale 175 Anniversary.

A collaboration with Riva, the boat builder, it features unique Blue and Riva Grey paint, separated by an Aquamarine 'water line'. At the back is a satin chrome moulding, coupled with a black glass sunroof. The wheels are 17-inch Supersport alloys with a grey finish.

Inside is blue and black leather trim with '175 Anniversary' logos. There's a silk-screened carbon dashboard and

carbon-finished steering wheel. Standard equipment includes a Uconnect sat nav system, Audio Beats hi-fi and rear parking sensors.

Mechanically the Rivale is an Abarth 695 with a 180hp 1.4-litre T-Jet engine, Akrapovi exhaust and BMC filter. There's a choice of either five-speed manual or robotised sequential transmission. Sport suspension and Koni FSD dampers are standard, as are Brembo brake callipers. The limited numbered edition will consist of 175 hatchbacks and 175 convertibles.



Goodwood Photos: Michael Ward

FIVE-STAR STELVIO

Alfa Romeo's Stelvio SUV has been awarded five stars in Euro NCAP safety tests. It includes a best-in-category rating for adult occupant protection of 97 per cent.

The five-star rating reflects standard comprehensive active safety systems such as Alfa's Integrated Brake System, which significantly reduces braking distances. Other standard systems include Lane Departure Warning, Blind Spot Monitoring, Forward Collision Warning and Autonomous Emergency Brake with pedestrian detection.

The Stelvio was also praised for its rigid body shell, which makes widespread use of carbonfibre, aluminium and aluminium composite. The 'Giorgio' platform architecture which underpins the Stelvio is the second to achieve a Euro NCAP five-star rating, after the Giulia.

Full UK Stelvio specifications are to be announced imminently, with the first cars scheduled to arrive in showrooms in October 2017.

PAGANIS PACK OUT GOODWOOD

A record number of Pagani hypercars – five – were seen at this year's Goodwood Festival of Speed. Going up the hill was a 764hp Pagani Huayra BC, making its world dynamic debut. It was joined by the one-off Zonda Oliver Evolution, made in 2016 and based on the 760 RS model but with a massive rear spoiler (pictured below).

A rare right-hand drive Pagani Zonda C12S was also present for the 'Hypercar' class of the Cartier Style et Luxe concours. A yellow Zonda C12S Roadster was on display, too, while a one-off Zonda PS completed Pagani's presence.



ALFA'S ALL-WEATHER SUIT

British tailor Hawes & Curtis has partnered with Alfa Romeo to create the first all-weather 'high-performance concept suit'.

Inspired by the Alfa Giulietta's DNA driving mode selector, the suit combines Italian wool with a water-resistant finish and a breathable mesh lining to regulate body temperature. The concept outfit, which also extends to a lady's shirt, takes style cues from the Alfa Giulietta's honeycomb grille and contrasting red stitching.



Save over 35% on your car insurance renewal...



That's right, you could reduce your insurance bill by well over a third when you use car enthusiast broker Chris Knott.

You'll gain access to a number of valuable broker benefits when you ask Chris Knott Insurance to quote for your car. However, the best benefit is our **premium flexibility**.

Of course, specific savings are dependent on your own individual circumstances but, on average, **drivers saved over 37%** by switching to Chris Knott last year.*

Instruct us as your broker and you'll also benefit from traditional **personal service** where you'll always be able to **speak to a qualified insurance professional** right here in the UK - we don't use call centres.

Your needs are put above all other considerations and, as we're truly independent, you can trust us to recommend the most suitable

policy. What's more, you'll receive all the ongoing support you need throughout your time with us.

- *Highly competitive premiums*
- *Personal service and attention from UK based staff*
- *Your needs properly assessed and met*
- *Sound, impartial insurance advice*
- *Wide choice of policies from a number of leading insurers*
- *Easy access by phone, email or social media*
- *All the ongoing support you need after purchase*

*Average saving 37.12% against customers' renewal premiums where disclosed (Source: OpenGI Management Information Jan-Oct 2016).

Call **CHRIS KNOTT INSURANCE** for your no-obligation quote
QUOTELINE: 0800 917 2274

All calls to Chris Knott Insurance are FREE - even for mobiles.

Chris Knott Insurance is authorised and regulated by the Financial Conduct Authority

NEW ABARTH CONCOURS EVENT

A new Abarth Special Class has been created for the Radnor Hunt Concours in Philadelphia, USA. Due to take place on 10 Sept 2017, it is promised to be a big gathering. Confirmed for attendance are cars such as an ex-Nurburgring Fiat Abarth 1000 GT Bialbero (pic below left), Fiat Abarth 1300/124 (pic below right), Abarth 124 Rally, Fiat 131 Abarth factory rally car, Lancia 037 Rally, Abarth Record Monza Bialbero, Double Bubbles (including an ex-Mille Miglia car), Porsche Abarth Carrera, Abarth SE010 sports racer and Abarth-Simca 1300.



BEST OF ITALY LINE-UP ANNOUNCED

A mouthwatering array of exotic Italian machinery and drivers is set to tackle the Best of Italy event in September.

Among the line-up of cars announced are the new Italdesign Zerouno (pic below), the Lamborghini Imperiale Racers, the Mazzanti supercar and the Giannini 350R, a 350hp mid-engined Fiat 500.

Taking to the wheel at the event will be rally driver Harri Toivonen, ex-Formula 1 driver David Piper and Maserati racer, model and TV presenter Jodie Kidd. Other motorsport legends in attendance include Giacomo Agostini and Valentino Balboni.

Set in Castel'Arquato-Morfaso in Emilia-Romagna, the centrepiece of the event is a hillclimb along 26km of closed public roads with a superfast 200m 'drag' section. Awards will be given to owners of stand-out vehicles in categories such as Best Supercar, Fastest Car and Exceptional Driver. The event takes place on 15-19 September 2017. For further information visit www.bestofitalyrace.com



JD CLASSICS EXPANDS INTO CALIFORNIA

Mayfair and Essex-based dealer, JD Classics, has opened a new classic and sports car dealership in Newport Beach, California.

JD Classics has joined forces with Morris & Welford, which has brokered over \$650m of deals in the last 10 years. The new dealership is located at 4040 Campus Drive, Newport Beach, California 92660.

Founded by Derek Hood in 1987, JD Classics is a classic car sales, restoration and motor racing business. For more information visit www.jdclassics.com and www.morrisandwelford.com



ITALIAN CONCOURS WINNERS

The third Salone dell'Auto at Parco Valentino in Turin closed in June having attracted a record 700,000 visitors. At the concours event, the winners were announced as follows:



Best of Show: Cisitalia 202 Coupé (1947, Gino Cohen)
ASI Prize: Triumph Italia 2000 Vignale (1959, Giacomo Olivieri)
Best Conserved: Fiat 500 Garavini (1939, Fulvio Birocchi)
Best Restored: Fiat 1500 Cabriolet (1940, Umberto Anerdi)
Class A 1922 - 1936: Lancia Dilambda (1930, Domenico Paterlini)
Class B 1937 - 1949: Cisitalia 202 Coupé (1947, Gino Cohen)
Class C 1950 - 1959: Alfa Romeo Giulietta Speciale Bertone (1957, Corrado Lopresto)
Class D 1960 - 1971: Abarth 1000 Record Pinin Farina (1960, Simone Bertolero)

Meanwhile at the recent Villa d'Este concours, the winners have been announced as:

Best in Show: Alfa Romeo Giulietta SS prototipo, Bertone, 1957
Ragazzi Giovani Trophy: Alfa Romeo 6C 1750 GT Cabriolet, Castagna, 1932
Class C: Alfa Romeo 6C 1750 GT Cabriolet, Castagna, 1932
Class D: Fiat 8V Supersonic, Ghia, 1953
Class E: Ferrari 250 Europa GT Speciale, Pinin Farina, 1955
Class F: Lamborghini Miura P 400, Bertone, 1968
Class G: Alfa Romeo Giulietta SS prototipo, Bertone, 1957
Class H: Maserati 300 S, Fantuzzi, 1958
ASI Trophy: Abarth 1000 Bialbero Record, Pinin Farina, 1960
Best Restoration: Bentley MkVI Cresta Coupé, Pinin Farina, 1948



NEW ENGINE PROTECTION

CodeClean has a new range of 'Vapour phase Corrosion Inhibitors'. VpCI inhibits rust via an air-borne vapour, as well as contact with the metal surface, so it's claimed to penetrate micro-cavities. A bottle is added to the fuel tank, coolant system or engine oil and a thin film of VpCI coatings is designed to protect internal surfaces. The range includes a formula designed to protect vehicles laid up for periods of time. Further details are available on 0800 048 8863 or at www.codeclean.co.uk

A PART OF THE DREAM



FERRARI PARTS SPECIALIST **SUPERFORMANCE**

01992 445 300 SUPERFORMANCE.CO.UK

CELEBRATING 34 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW



BOOKSHELF

REVIEWS OF THE LATEST TITLES

**Maserati -
The Family Silver**
by Nigel Trow
Plenum Press. £195



Nigel Trow has been very close to Maserati for many years, which has its dangers as well as its advantages, but he has put the last 15 years to good use, and his access to Maserati 'insiders' has produced the most thorough account of the company and its people.

It takes two volumes and 845 pages to achieve a comprehensive portrait of the Maserati and Orsi families and the company which they established and saw through in both good and bad times. Trow has managed to bring the personal histories and the social, cultural and political background together in a very readable manner. I like his 'academic' and detailed approach to history, and to do that in an Italian context is not easy.

The volumes are divided into two periods: 1881 to 1944 and 1945 to 2014. Road cars and moderns get fair treatment, though more in telling the developmental tale of the company, so this is not a detailed catalogue of every model (that would be another two volumes...). The text is augmented with superb photos, colour and black and white; the older shots are so atmospheric. What has been achieved is a genuine feeling for what Maserati has meant to racing, to the Italian car world. To me, a non-expert Maserati fan, it is the story of a real 'family', told in impressively fine detail.

The book costs £195 for the Tifosi edition in a box slip cover, or £595 for the Collectors edition. Ed McDonough

**Ferrari -
The Golden Years**
by Leonardo Acerbi
Giorgio Nada Editore.
£60

In case you'd missed the news: Ferrari is 70 years old this year. There's been a flurry of books



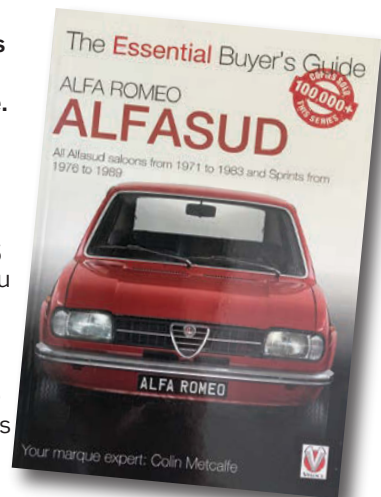
celebrating those seven decades but this one (as its 'Golden Years' subtitle hints) concentrates on the period up to 1988 when there was only one man at the helm: Enzo Ferrari.

Over 320 pages, it encapsulates the aura of Ferrari's competition history with some truly amazing images, many previously unseen, from the collection of Franco Villani. The text, in both Italian and English, is sometimes a little abstruse but there's no denying the exceptional visual glory of this volume. It's a must-buy for fans of racing Ferraris, and good value too. Chris Rees

Mille Miglia Portraits
by Leonardo Acerbi
Giorgio Nada Editore.
£60

When you consider that fully 500 cars lined up for the 1955 Mille Miglia alone, you start to appreciate what an impossible job it would be to document the whole history of the famous race that ran from 1927 to 1957. But this book makes an excellent fist of concentrating on the people who were central to the Mille Miglia over that time: drivers, co-drivers, mechanics, organisers and even the general public.

This book tells their stories through a series of personal portraits - very much not a complete history, but more of a mosaic of fragments. The big names are all here - Ascari, Fangio, Enzo Ferrari, Moss, Nuvolari - but it's often the forgotten names that



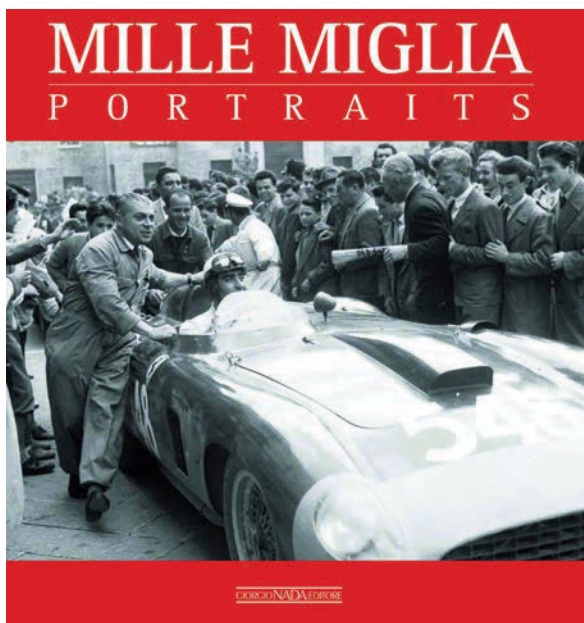
steal the show.

The translated text (in English as well as Italian) can be heavy going but the stunning and beautifully reproduced images are the real stars of the book - perfectly encapsulating the magic of the event. Chris Rees

**Alfa Romeo Alfasud -
The Essential Buyer's
Guide**
By Colin Metcalfe
Veloce Publishing.
£12.99

If you've read our Alfasud Buying Guide on page 48 and want to know more about the Alfasud, here's an affordable addition to your researches.

It covers all Alfasud saloon models as well as the Sprint (1976-1989). It's written very much from the perspective of a potential buyer, with advice on what to look for and how to assess a vehicle. This is a slender 64-page A5 size paperback with only 90 (mostly small) pictures - many of them showing bits of rust - but the advice is sound, coming from a marque expert who has owned Alfasuds and Sprints. Chris Rees





MASERATI

SERVICE



JOE MACARI

THE KIMBER CENTRE, 54 KIMBER ROAD
LONDON, SW18 4PP

Phone: +44 (0)20 8877 0157

E-mail: service@joemacari.com

E-mail: parts@joemacari.com

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



BLUE LIGHT ALERT

I have just received the August edition of *Auto Italia* magazine. Being an Alfa Romeo enthusiast, I eagerly went straight to the Alfa Romeo Police Cars article. The opening sentence states "Here we have every single variety of Alfa Romeo used by the Italian police force over the last 60 years." Unfortunately, this is not the case, as the following quote from *Alfa Romeo Coupes 1910-2000* published by Automobilia in 2000 states: "In 1964, 1000 2600 coupes were supplied to the Italian state police... because of the capability of achieving brilliant levels of performance while seating four people."

Also, the July edition had an excellent article on the Fiat 500. In the article it is claimed that the Isetta produced by Iso in 1953 "was arguably the first truly new post-war Italian car (as opposed to a reheated pre-war offering)." Following a review of its products, Alfa Romeo decided that it couldn't rely on its pre-war hand built cars, but needed a high volume medium-sized car at a moderate price. The result was revealed in 1950 as the 1900 saloon. This had a new four-cylinder engine. I am not sure about any other

Italian makes, but surely the Alfa Romeo 1900 which went into production during 1950 predates the Isetta?

Despite the above 'glitches' I really do enjoy reading *Auto Italia* each month. Keep up the good work.

Tony Bagnall

STANZANI TRIBUTE

Thank you for the generous and affectionate tribute article to the late Paolo Stanzani in the May 2017 issue, but it was sad to be reminded that his name is little known outside of Lamborghini enthusiasts, and will never be compared with



his greatest contemporaries in the supercar genre, like Gianpaolo Dallara or Gordon Murray.

I could wish that more people knew of his real importance, but I know you would never have heard that from him: he was modest to a fault, only admitting to a part in the team at Lamborghini, and although he stressed that a great team is the single most vital asset, he reduced himself still further to the unglamorous role of production engineer. He talked himself out of the history books because he generously gave way with the majority view that the Miura was the signature

car. Stanzani didn't invent the Miura all by himself, so he humbly stayed two steps behind – no Wallace vs Dallara or Giugiaro vs Gandini war of words, or sketches, for him.

He would have us leave him there, in the background, yet we have to credit him with more than just taking over from Gianpaolo Dallara as technical director for the second tranche of Lamborghini supercars. Your clue to Stanzani's real importance is to know that he was almost the first engineer inside the new car factory, remaining a lifelong friend to Ferruccio Lamborghini.

What Stanzani had to

create first off was a way for an unknown newcomer to convincingly build the impeccable, avant garde sports GT cars that the established makes did not think could be built economically. So, if you like supercars today it is not just because the Miura was invented, it was also because Paolo Stanzani worked out how to make it into a production reality that Mr Lamborghini could afford to sell.

He made sure that, in style and substance, in engineering and manufacture, every car to come off his Lamborghini assembly lines after the Miura would be a

supercar. No less impressively he convinced Ferruccio Lamborghini to believe in that costly vision and back it to the hilt.

Stanzani was therefore the first automotive engineer ever to put supercars into regular production without losing money on every car made, thus it was he who turned Lamborghini into something totally groundbreaking and unique - the factory of supercars.

He made Lamborghini believe, Bertone and Gandini were inspired, and the rest is history of industry, all because Paolo Stanzani had found out how to bring those stellar ephemera, the supercars, down here, making permanent an addition forever enriching the car lovers' world.

Now, post-Miura, we all of us know exactly what the word 'supercar' means – an extremely fast and expensive sporting car with exquisite yet cutting edge looks, GT appointments and advanced yet street-legal racing technology, but most of all an utterly incomparable engine, usually mid-located – but as definition of a type, an entire class of car that now exists in showrooms around the world, the supercar as we have come to understand it ever since, this is down to the individual who doggedly pioneered the pathway for Lamborghini and others since, Paolo Stanzani.

A supercar is a Lamborghiniesque kind of car, a Lamborghini is a supercar to greater or

lesser degree. His genius meant this would be no fad, the supercar sector stood the test of time. Thousands of sane and sensible people buy Stanzanian supercars every year. The more extreme you make a car, the more expensive, unobtainable and, eventually, unusable you make it; the more practical you make a performance car, the less focused and more compromised it becomes. Stanzani's supercar instead has the golden ratio: a modern car yet also a classy one, a fast car yet looking a million dollars when parked, a fantasy car yet also a realistic one – even, in its own way, a well rounded one.

Stanzani decided to leave the car in the 20th century and move on, improving his carbon footprint by dedicating the remainder of his working life to renewable energy efficiency. The companies he worked with are now among Europe's leaders in green energy generation and storage. From the first thing he did to the last, the world – some small parts of it anyway – has been moved forward thanks to his life and work. There can surely be no higher praise for an engineer, and none more fitting for a pioneer; and it's as the pioneer, making his way somewhere far away from all of us now, that I thank him in the words of his birthplace, the 'terra di motori', where it all started: a t'salut, dutur, e bon viaz.

Eliza Flaxen



LEGGENDA E PASSIONE

FERRARI

9 SEPTEMBER · MARANELLO, ITALY



1964 Ferrari 250 GT/L Berlinetta Lusso
Coachwork by Scaglietti. Chassis no. 5783
Ferrari Classiche certified

THE MOST SIGNIFICANT SINGLE-MARQUE SALE IN AUCTION HISTORY

REGISTER TO BID



Sotheby's

www.rmsothebys.com

Car collectors gather here.

UK +44 (0) 20 7851 7070 CORPORATE +1 519 352 4575 CALIFORNIA +1 310 559 4575

Free to Breathe

Turbos? Not in Ferrari's latest front-engined GT. As the 800hp replacement for the F12, the 812 Superfast mixes high tech with old-school magic to dramatic effect

Story by Matt Joy
Images by Ferrari





The whole motoring world is in the middle of a turbo revolution, just as it was in the 1980s. But this time around, turbochargers can be found on everything from

superminis to supercars. No surprise: they're a genuine replacement for displacement.

Turbos brought about the end of the road for the naturally aspirated Ferrari V8. But thankfully there remains a commitment deep within Maranello – for the time being, at least – to big-capacity atmospheric engines, in particular the V12 configuration that has been with the company since its founding in 1947. The 812 Superfast made its public debut at the 2017 Geneva Motor Show, and like its forebears, promises a big V12 up front. Now, in the searing heat of a Modense summer, we get to drive it.

Like any good Ferrari, there are some subtle and some not so subtle hints about what you're getting for your money, just by decrypting the 812 Superfast name. Keen scholars of the brand will recognise the Superfast tag from 1964 – a badge that set the template for Ferrari's big, comfortable and gloriously fast Grand Tourers. The 12 denotes the number of cylinders, just as with its predecessor, the F12 (and indeed its close relative, the tdf); but it is the first digit that is the most significant.

800 horsepower, without recourse to turbocharging or hybridisation, is no mean feat. It's also a psychological watershed. It's hard not to think about that figure over and over again as you climb into the driver's seat; while there is a big selection of electronic aids and modes to help you get to grips with it, ultimately it's still down to two bits of rubber to translate all that power to the road.

Let's start, though, with the 812's shape. The proportions are clearly similar to the F12, but like the trip from 458 to 488, the new car has more of a techno look and a greater



influence from the wind tunnel. There's plenty of drama, starting with that nose with its wide mouth feeding off into several vents – all very much packed with purpose. There's an elegant rise and fall of the bonnet line as it clears the mighty V12, the cabin sitting at the rear and flowing into high haunches and a truncated tail. Cleverly, though, the aero features are carefully integrated into the shape, so it's only with time and a close eye that you spot the ducts beside the headlights that draw hot air from the engine bay, or the similar devices wrapped around the C-pillars. Ferrari has managed to give the 812 as much downforce as the tdf but with less drag, largely thanks to the stallable diffuser that does 40 per cent of the pushing down. That it is instantly stunning and intriguing but also worthy of a second and third glance as the mark of a job well done.

Better still is that the body shape doesn't diminish the space inside. Although strictly a two-seater, the space behind the seats is impressive and comes with a foldable divider to separate the boot from the cabin, or boost carrying capacity. Sensibly there are sizeable straps for restraining your luggage – very useful when you start using the performance.

The front-mounted V12 is from the same F140 family that dates back to the Enzo, although Ferrari says 75 per cent of the engine is new. Already bored to the maximum that the block will allow in the F12, the stroke has been increased to 78mm to give a total capacity of 6496cc. Further changes include the adoption of an oil-powered variable inlet tract system, increased compression ratio and fuel injection pressures raised to 350bar, helping to boost both power and torque compared to its predecessor. Ferrari even

goes as far as to quote an improvement in fuel consumption and emissions performance, although it's hard to see many owners being overly concerned here.

The results are nothing short of spectacular. 800hp is delivered at a searing 8500rpm, with the redline set a further 400rpm higher. Maximum torque of 718Nm is delivered at 7000rpm, but 574Nm of that is available from just 3500rpm. To make the most of the power, Ferrari has shortened the ratios of the seven-speed DCT gearbox by an average of six per cent, while the shift time has been reduced by 30 per cent across the board.

Park yourself into the intimate driver's seat and there's much that is familiar from the current Ferrari range. The central spar and the chunky wheel dotted with major controls and the *manettino* are all present and

FERRARI 812 SUPERFAST





correct, while the instrument layout sees the traditional analogue rev counter sandwiched by a twin-screen set-up to control the infotainment and minor systems. Although a little busy on first glance, it does leave the area between the seats free from clutter, boosting the sense of space.

Firing up the 6.5-litre V12 brings a tangible tingle of excitement, the rapid whirr of the starter cut off by a flourish of revs and noise. In the likely default mode of 'Sport' on the steering wheel *manettino*, and the gearbox left to its own devices, the 812 is

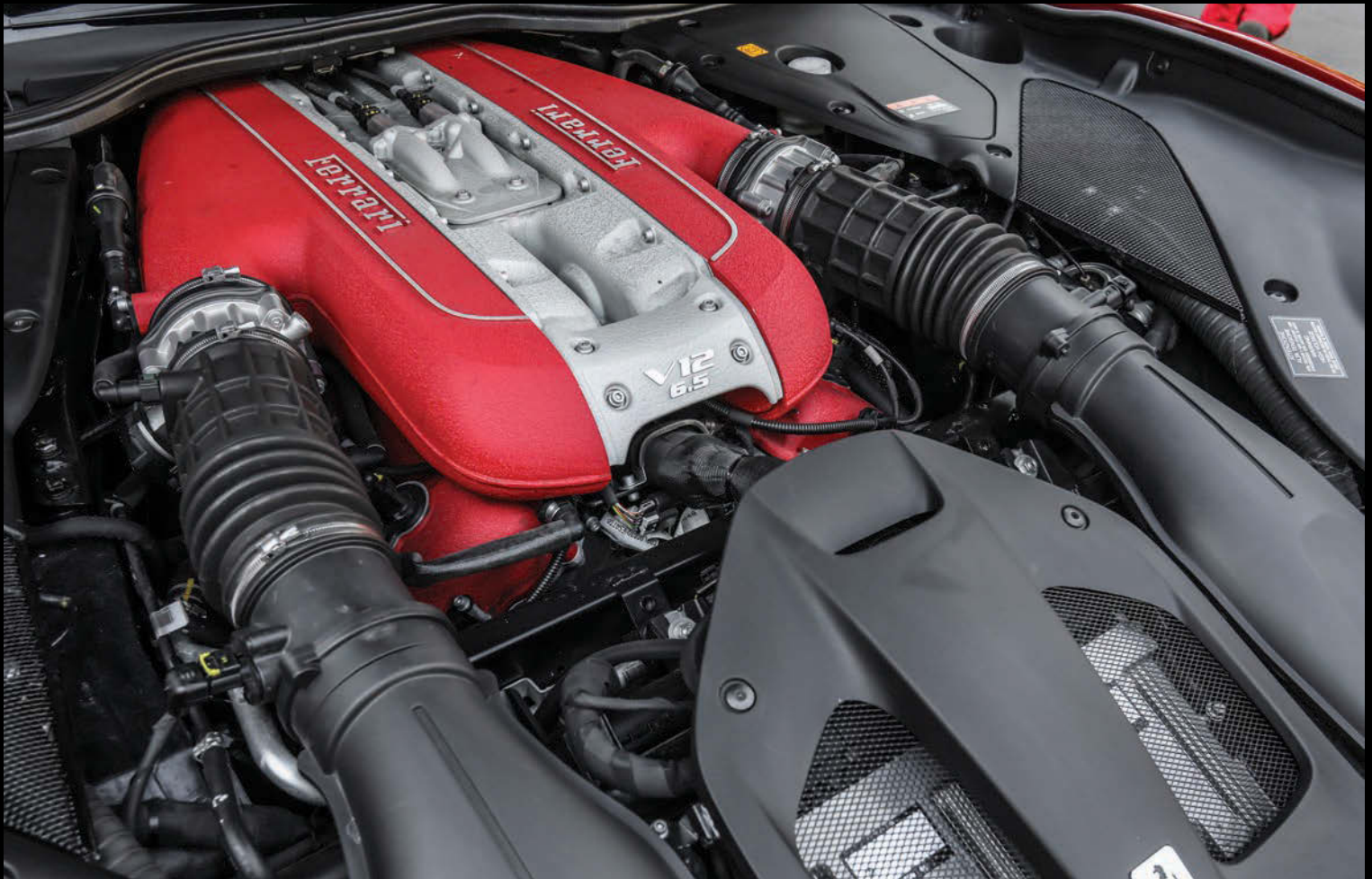
impressive for its refusal to intimidate the driver. Treating the throttle with a dash of circumspection, it behaves with surprising decorum, pulling away smoothly, shifting gears at sensibly low revs to keep noise and fuel consumption down. The ride is busy on urban roads and speeds, but not uncomfortably so; if anything, it encourages the driver to stay alert to the threat of alloy-killing potholes.

More of a surprise is the steering – electrically assisted for the first time on a Ferrari – in that it feels almost imperceptibly

different from that of the F12. At lower speeds it is fractionally lighter than is desirable and doesn't shout about the status of the front wheels, but this is also similar to the F12. Both cars work better and are more communicative at speed, but the electric assistance is less about saving droplets of fuel than it is about increasing the driver assistance tech.

The 812 is the first Ferrari to receive two new systems: Ferrari Peak Performance and Ferrari Power Oversteer. Both operate through the power steering system, but





neither actively intervenes in turning the wheel. Instead, they vary the torque of the steering's electric motor to guide the driver in making the correct inputs, for example making it easier to apply corrective lock during oversteer than to turn in the opposite direction. That sounds like something that works better on paper than in practice, but the reality is that the system is seamless to the point of barely being detectable. Only coming into effect when the car is near to, or over, the limit of grip, it means that the driver is likely to be concentrating hard and

relying on instinct. A nudge one way or the other from the car helps to you make the right decisions more than intervene on your behalf, which is exactly what you'd hope for from the Superfast.

As if the 800 horsepower headline figure wasn't a big enough clue, the 812 is a stupendously rapid machine to the point where the Superfast tag could be called false modesty. The V12 proves the argument that turbocharged engines will never match natural aspiration for response, thrill, sound and precision. The long travel of the throttle

allows you to send precise amounts of power to the rear wheels, which they accept with glee. In dry weather, at least, traction is not an issue, even with the *manettino* in one of its 'looser' settings. The main challenge for the 812 driver is gobbling up the available road too quickly – vast lunges of acceleration are always available, regardless of speed and almost regardless of gear. The 6.5-litre unit will lug happily if you're lazy, but it's a terrible shame not to use every last rev whenever possible. Hitting 8900rpm for the first time is an aural experience like no other: a chorus of



Significant new electronic aids don't dent the fun you can have: this is a car you still drive on instinct. Lives up to 'Superfast' billing too

mechanical noise and exhaust roar, beautiful and savage at the same time. Blitzing to 62mph from rest in 2.9 seconds is superfast indeed for a two-wheel drive car, but it's the 0 to 124mph time of just 7.9 seconds that illustrates how toweringly fast this car is.

Impressive as those numbers are, it's the Superfast's ability to make all that power somehow manageable. With 'CT Off' mode engaged on the *manettino*, there is the room for all the oversteer you could possibly want on the road, but only if the car deems it safe. Barrel into a bend too quickly and stomp down the right pedal and the traction control will intervene, if you edge up to the limits of grip and the room is there. Away from twisting mountain roads and on the expanses of the Fiorano test track, the 812 proved to be sensationally fast but also faithful and adjustable. It will happily lap neatly and with precision - an official lap time is yet to be quoted, by the way - or you can play the hooligan. It's massively capable in both modes. Any doubts that the Virtual Short Wheelbase system (wide front tyres and rear steer, inherited but refined from the tdf) would make the 812 a handful can be put to bed. No car with this much performance and grip has ever been so biddable whilst putting you at the heart of the action.

A worthy successor to the F12, with much of the tdf's know-how and magic but much more user-friendliness - the 812 Superfast is a spectacular achievement that deserves to be considered alongside Ferrari's greatest GTs. It fulfils the remit of being usable and reasonably practical whilst also delivering mind-scrambling performance and handling. If anything, the 812 has overachieved. 🇮🇹



TECHNICAL SPECIFICATIONS

FERRARI 812 SUPERFAST

ENGINE:	V12 naturally aspirated
CAPACITY:	6496cc
BORE AND STROKE:	94x78mm
COMPRESSION RATIO:	13.6:1
POWER:	800hp @ 8500rpm
TORQUE:	718Nm (530lb ft) @ 7000rpm
TRANSMISSION:	Seven-speed dual clutch, rear-wheel drive
BRAKES:	Ventilated carbon ceramic discs, 398mm (f), 360mm (r)
TYRES:	275/35 ZR20 (f), 315/35 ZR20 (r)
DIMENSIONS:	4657mm (L), 1971mm (W), 1276mm (H)
KERB WEIGHT:	1525kg (dry), 1630kg (with fluids)
ECONOMY:	18.9mpg
0-62MPH:	2.9sec
TOP SPEED:	211mph
PRICE:	£257,331



A PART OF THE DREAM



FERRARI PARTS SPECIALIST SUPERFORMANCE

01992 445 300 SUPERFORMANCE.CO.UK

CELEBRATING 34 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW



Fast Love

Is the new 280hp 'Veloce'-badged Giulia a junior Quadrifoglio? Or something subtler? We head to Milan and the lakes to find out

Story: Tim Pitt
Images: Olgun Kordal

Alfa apologist? Not me: my love for Italian cars doesn't make me blind to their faults. Fortunately, the latest Giulia has proved itself a car without caveats. It takes on the ubiquitous premium compact-exec Germans at their own game – and trumps them on design and desirability.



standard equipment also matches the top-spec Speciale, which means sports seats, the Alfa Connect media system, dual-zone air-con and parking sensors.

However, it's what's under the bonnet that should really pique your interest. Alfa has turned up the wick on its existing 2.0-litre turbo petrol engine. With 280hp, it's

Yet the Giulia range to date has been somewhat schizophrenic. At one end, you'll find the stoutly sensible 200hp petrol and 180hp diesel; at the other, the supercar-baiting 510hp Quadrifoglio. The 280hp Giulia Veloce aims to bridge that gap. Meet the new middle-ground.

Alfa Romeo has resurrected an evocative name from its past (the Veloce badge has adorned older Giulias, GTs and Spiders, among others), so it seems fitting to collect the keys from the wonderful Museo Storico: the marque's showcase museum in Arese. From here, we'll set the sat nav for Lake Como, taking in autostrade, strade regionali and sinuous mountain switchbacks along the way.

Our test car is painted Misano Blue metallic, a £695 option that's unique to the Veloce. Sparkling in the Italian sunshine, it looks sensational – and suits the curvaceous Giulia even better than the default Rosso Alfa. Sadly, the 19-inch Quadrifoglio alloys seen in our images aren't available in the UK; we have to make do with 18-inch 'Turbine' rims.

Other visual differences for the Veloce include the meatier bumpers and side skirts (shared with the Speciale trim level), black window surrounds and prominent 'Veloce' badges aft of the front wheels. Inside,

good for 0-62mph in 5.7 seconds and a top speed of 149mph. That's still a long way off the 3.9sec and 192mph of the full-fat Quadrifoglio, but then so is the fuel economy: 46.3mpg plays 34.4mpg.

Sadly the Veloce we're driving today isn't quite UK-spec. Aside from those 19-inch wheels, it's also fitted with Alfa's Q4 four-wheel-drive system: Brit-bound cars will all be rear-driven. However, as in the Stelvio SUV, Q4 directs 100% of torque to the rear tyres unless a loss of traction is detected – so, 60kg weight penalty aside, it shouldn't feel that much different.

What's immediately apparent is the increase in oomph. The Veloce feels eager and responsive, with a cultured snarl that hardens as the revs rise. It's usefully more powerful than most rivals, including the Audi A4 2.0 TFSI 252 and BMW 330i, and it feels it. We just wish Alfa had tuned those twin tailpipes a little: the sound is disappointingly muted.

All UK Veloces have the slick eight-speed ZF semi-auto gearbox, which comes with paddle shifters as standard (a £275 option in most other models). These long metal levers look and feel like those in a Lamborghini Huracán, and are a joy to use: a marked contrast to the thinly-disguised switches that pass for paddles in, say, an Audi A4.







After a brief drama at the toll booth involving a swallowed credit card, we hit the autostrada north. The Giulia feels assured, calm and comfortable, its forward collision warning scolding me when I get too close to an ageing Alfa 156 in front. Acceleration is pleasingly linear, although there's little reward in wringing the engine's neck; the Veloce is more about mid-range punch than high-rev drama.

Finally, we reach Como and the tarmac turns twisty. I switch the DNA dial to Dynamic (there's no oversteer-inducing Race mode, as in the Quadrifoglio) and stiffen the active dampers – part of the £1950 Performance

Package, which also includes a locking rear differential. Time to see if the Veloce lives up to its name.

My first impression is how direct and incisive the steering is, followed by the lack of body roll as we hurtle around a series of hairpins. The Giulia feels planted and confidence-inspiring, scything through corners with the alacrity of a well-sorted sports saloon. If you've just stepped out of a BMW 3 Series, you'll feel right at home.

Indeed, on tight mountain roads like these, peppered with errant Pandas and Piaggio Apes, it's hard to imagine going much quicker in the Quadrifoglio. The

Subtle 'Veloce' badges on the front wings resurrect a grand old Alfa name – and it's entirely justified



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA VELOCE

ENGINE:	1995cc 4-cyl petrol
POWER:	280hp at 5250rpm
TORQUE:	400Nm (295lb ft) at 2250rpm
TRANSMISSION:	8-speed semi-automatic, rear-wheel drive
BRAKES:	Vented discs all round
TYRES:	225/45 R18 (f), 255/40 R18 (r)
SUSPENSION:	Double wishbones (f), multi-link (r)
DIMENSIONS:	4643mm (L), 1860mm (W), 1436mm (H)
KERB WEIGHT:	1429kg
0-62MPH:	5.7 secs
FUEL CONSUMPTION:	46.3mpg (claimed)
CO ₂ :	141g/km
PRICE:	£37,935



Veloce has hints of Quadrifoglio to its look – but UK cars won't come with these QF 19in alloys

Veloce offers impressive 'real world' pace, thanks jointly to its accessible power and its dynamic prowess. But the clock is ticking and, after two blissful hours in the hills above Como, we join the dual carriageway back towards Milan.

Downsides? My only real criticisms of the Giulia relate to its interior, which feels a little low-rent in places. That swoopy profile also means it isn't particularly spacious in the back. Sadly, the Giulia estate version, which was initially part of the model plan, has been canned: Alfa Romeo was concerned it would cannibalise sales from the Stelvio.

As car makers compete in a horsepower race of ever-diminishing returns, lower-league sporting models like the Veloce seem increasingly relevant. And it's a consummate all-rounder: refined and relaxing when you have the family on board, red-blooded and racy when you don't.

Prices for the Veloce start at £37,935, which leaves you a couple of thousand to spend on options without exceeding the £40,000 VED tax threshold. Once again with the latest Giulia, Alfa has hit the mark – the Veloce is very much the sweet spot in the range. Middle-ground doesn't have to mean middle of the road. 🇮🇹



WIN
A trip to Tuscany
see website for details



BROUGHT TO YOU BY
MSV

SPONSORED BY



FESTIVAL ITALIA

BRANDS HATCH - SUN 13 AUGUST 2017

FORMULA ONE DEMOS ❖ PIRELLI FERRARI CLASSIC RACING ❖ ALFA ROMEO RACING ❖ LIVE MUSIC
ITALIANO VS. INGLESE RACING ❖ SUPERCAR DISPLAYS ❖ ITALIAN BIKE DISPLAYS ❖ ITALIAN FOOD & DRINK
ITALIAN TRACK PARADE ❖ ABARTH GP LOOP TEST DRIVES ❖ AUTO TESTING ❖ PIRELLI FI SIMULATOR

ADVANCE ADULT ONLINE £19 ❖ ADVANCE ADULT GATE £25 ❖ BAMBINOS UNDER 13 GO FREE

WWW.FESTIVALITALIA.COM - 0843 453 9000

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





THE ALL-NEW ALFA ROMEO GIULIA VELOCE. TEST ME.

The award-winning Alfa Romeo Giulia Veloce offers an exclusive version of the 2.0 litre Turbo Petrol engine, producing an impressive 280hp and 0-62 mph in just 5.7 seconds. Take a Test Drive before the end of July, and you can take advantage of an additional £2,250 contribution[^] towards your new car.

LIPSCOMB MAIDSTONE PERFORMANCE HOUSE, FORSTAL ROAD, AYLESFORD, KENT ME20 7XA.
TEL: 01622 238419 WWW.LIPSCOMB.CO.UK/ALFA-ROMEO

La meccanica delle emozioni



Model shown is the All-New Alfa Romeo Giulia 2.0 Turbo Petrol 280hp Veloce at £38,955 incl. Misano Blue paint at £695. Range of official fuel consumption figures for the Alfa Giulia range: Urban 33.6 - 53.3 mpg (8.4 - 5.3 l/100km); Extra Urban 57.7 - 80.7 mpg (4.9 - 3.5 l/100km); Combined 46.3 - 67.3 mpg (6.1 - 4.2 l/100km). CO₂ emissions 138 - 109 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. [^]£2,250 (inc VAT) test drive offer is available on New Alfa Romeo Giulia models excluding Quadrifoglio, ordered between 1st and 31st July 2017 and registered by 30th September 2017. Offer can be used in conjunction with other retail offers, excluding Personal Contract Hire. Retail customers only. Subject to availability. Participating dealers only. Test drives are subject to Dealer's discretion, terms and conditions and insurance requirements. We reserve the right to change any offer without prior notification.

Time Machine

Is this the world's lowest mileage Fiat Coupé 16v Turbo?

Story by Phil Ward
Images by Michael Ward





It is rare indeed for unregistered cars to surface that have been locked away for years, and this Fiat Coupé 16v Turbo is one of those gems. It is hard enough to research the history of any Italian classic and surprisingly, it sometimes happens that the newer the car is, the more difficult is the task.

First, let's travel back to the early 1990s when the Fiat Coupé was first conceived. The fact that the car emerged with Fiat branding is open to some speculation. There had not been a high performance coupé in the Fiat range since the 130 and 124 ranges ended in the mid 1970s. In effect, Fiat had become confined to producing small and medium-sized saloons and hatchbacks. Coupés were made into the 1980s by Lancia, whose Beta had been introduced in 1974 but was dropped 10 years later. Lancia production continued with the Delta range while Fiat management argued about the future of the whole Lancia brand (there are echoes of that today, with the Lancia marque now confined to the home market with the Ypsilon). Arguably the Fiat Coupé should have been a Lancia (or possibly Abarth) – after all, it did have the 2.0-litre twin-cam Lancia integrale power unit and shared the same Tipo chassis. Indeed, the later five-cylinder 20v engine was also sourced from a Lancia – the Kappa. To accompany the Fiat Coupé, Alfa Romeo was developing the 916 GTV, also on the same chassis.

By branding the Coupé as a Fiat, the company was in danger of recreating the same issues that affected sales of the Fiat Dino and 130 Coupé, where the car buying public were averse to paying luxury car prices for a perceived 'economy' label. Clearly the Lancia Beta had been a success for Fiat, a well priced car carrying a respected logo, they sold 425,000 cars. In contrast, the Fiat Coupé sold just 72,762 examples from 1993 to 2000.

The obvious choice of designer for the Fiat Coupé was Pininfarina. However the management was so impressed by its own in-house designer, Chris Bangle, that he got the job. However, Pininfarina's design for the interior was preferred – and the coachbuilder was also contracted to build the car. It is said that Pininfarina's own design proposal for the Coupé was eventually accepted by Peugeot, which adopted it as the 406 Coupé in 1996 – a rather sober-looking car by comparison.

The Fiat Coupé was presented at a special press



conference in Nice in November 1993, with the public getting a preview of the new car at the Bologna Show in December. The 'Fiat Coupé 2.0ie Turbo 16v cat' went on sale in Italy in February 1994 and was available in either Comfort or Plus trim levels. This was quickly followed by two naturally aspirated models: the 2.0ie 16v and the 1.8ie 16v. But the new car would not arrive in the UK until May 1995.

1995 TEST DRIVE

Auto Italia got to drive the Fiat Coupé 16v Turbo at the car's UK launch back in 1995. Roberto Giordanelli reported: "Will prospective buyers pay nearly £20,000 for a car with a Fiat badge? They might if they drive one. I'm not the first to call it a 'mini Ferrari' and I won't be the last.

"Unlike some coupés, the power and chassis dynamics under the skin of this calculating car are for go, not show. It feels fast; faster than the seven-second 0-60mph time would suggest. Launches from rest are tricky. Apart from front-wheel drive wheelspin, there is some turbo lag. But anywhere above 3000rpm, serious shove is instantaneous. Balancing the rush of torque against the available grip from the scabbling front rubber leaves you convinced you could do better. There is a viscous coupling in the drivetrain which is an attempt at traction control. Consider it a limited-slip device for sharing the torque to the driving wheels; thankfully it does not cut engine power. What it does do is transfer power to the

wheel with the most grip. Still, full power can overwhelm both front tyres and light them up simultaneously. In the wet, make sure there is plenty of room around you, spinning wheels don't steer!

"Zero to 100mph in 18 seconds puts it half way between fast car and supercar, as does its 143mph top speed. Below 3000rpm it behaves like a normal 2.0-litre motor. However, if that drilled pedal is to the metal at 3000rpm, hang on. When this baby is on boost, it's heads back and eyeballs in. Playing with the boost characteristics by snicking through the switch-like gearbox is all part of the fun. Fat-cat mega-torque V-monsters lack the nimbleness and cleverness of the Fiat Coupé. The motor is straight from the Lancia integrale Evoluzione parts bin. Sixteen valves, twin counter-rotating balancer shafts, cast-iron block (in fashion and de rigueur for turbos), water-cooled Garrett turbo, all perfectly controlled by the IAW management system and battle proven in countless World Rally Championships. The heavy of boot can expect no more than 20mpg. Treat the snake-faced beauty gently and 30mpg is available.

"To fault the handling is to be picky. OK, so it lacks the rear-wheel drive blast-off and power sliding capabilities but it makes up for it elsewhere. Directional stability and pin-point accuracy are there, pitch and roll are not. Torque steer..., what's that? You would be hard pushed to know which wheels are being driven.

"The steering wheel is a typical blend of art and engineering: leather covered yet strangely spongy, the



FIAT COUPÉ 16V TURBO



TECHNICAL SPECIFICATIONS

FIAT COUPÉ 16V TURBO (TYPE 175A1)

ENGINE:	1995cc 4-cyl petrol
POWER:	195hp at 5500rpm
TORQUE:	296Nm (218lb ft) at 3400rpm
TRANSMISSION:	Five-speed manual
BRAKES:	Vented discs all round
TYRES:	225/45 R18 (f), 255/40 R18 (r)
SUSPENSION:	MacPherson struts (f), trailing arms (r)
DIMENSIONS:	Dimensions: 4250mm (L), 1768mm (W), 1340mm (H)
KERB WEIGHT:	1320kg
MAX SPEED:	140mph
0-62MPH:	7.5 secs



With just 825 miles on the clock, this is effectively a new car. Prototype gear lever has a very odd shape

indented knobbly thumbrests undoubtedly add to control. Precise steering control is essential with such a sharp car. Well weighted and speed-sensitive, left-right flicks through chicanes and roundabouts can be performed to the millimetre. Unless at the limit, even the front-wheel drive tendency to turn-in on a trailing throttle is gone. There is little roll and little pendulum effect.

“Weighing in at 1320kg, it is hard to detect its front-heavy weight distribution. 66 per cent of its weight sits over the front tyres but the chassis engineers have designed the rear suspension to work hard in the turns, thereby reducing the load that the steering and driving wheels have to contend with. Some rear steering is built in to help the front wheels further. Clever suspension geometry and anti-dive configurations have been painstakingly developed by the enthusiastic engineers. The suspension is efficient by dint of the Coupé’s bodyshell being one of the most torsionally rigid in its class; three times that of the Tipo.

“In the past some Fiats have been criticised for over-servoed brakes, the new Coupé’s ABS system imparts feel and enables smooth, accurate stopping in all circumstances. Ride is firm without discomfort, bump thump and rattles are negligible.

“The cabin is well insulated from road noise, engine noise and wind noise. City or intercity, the Coupé is comfy and roomy. The seating position is spot-on with the column adjusting for height and reach. Access to the very usable rear seats is gained by tilting the front seats which then slide forwards automatically and return to their mechanically memorised positions.”

2017 TEST DRIVE

Wind forwards to 2017 and we’re reconnecting with the Coupé 16v Turbo – but a very special one. It’s currently part of the Patrick Hurst collection and is a pre-production car, very probably unique in right-hand drive, and has some unusual features. The first thing you notice is the strange-shaped gear lever and the later-shape 20v front grille. It is thought that this car was retained by Pininfarina itself until 2002 as part of its ‘Pininfarina Experience Centre’, after which it was sold to an employee. It has never been registered for the road and is unlikely to have been driven on the road in Italy, although it has managed to accumulate 830 miles on the speedometer.

It was a surreal experience being allowed to drive the car to and from our Northern Ireland photo shoot location. It is almost identical to M709 CLM, the press car I drove back in 1995. There are precious few 16v Coupés left on the road, as the model was only in production for three years. Most of the survivors are the 20v version, which is the ultimate model for enthusiasts.

The bodywork is superb and even though the car is 23 years old, it feels and smells new, (which it should do given the mileage). Driving this car was slightly intimidating, more than if it was a car that was actually brand new. It has survived so long in pristine condition that it would be devastating to be the driver who damages it. In fact, it could be argued that it should be kept as an exhibit in a collection or design museum.

Having owned numerous 20v Turbos myself, it was

refreshing to return to the original 16v model. Time dulls the senses and I had forgotten how different the two engine versions are. The four-cylinder 16v engine is unmistakably Lancia integrale, with none of the five-cylinder's throb being present. The turning circle is much better too, so it's easier to manoeuvre than the larger-engined version, and overall the 16v feels more nimble and better balanced to drive.

Our thanks to Patrick Hurst for allowing us to drive the car, which he is considering parting with, preferably so that it can become part of a collection. What a great find – a real time machine. 🇮🇹



THE KNOWLEDGE: WHAT TO LOOK FOR

The Fiat Coupé is a breathtaking performance car for Punto servicing costs: a full service on a 20v or 20vt will set you back £190, a clutch £400 and a timing belt £300. If well maintained, we are seeing cars approach 300,000 miles on the original factory engine, and contrary to popular opinion, the electrics are actually bombproof.

All post-1995 models were galvanised, so corrosion was kept at bay for many years. A lot of early 16v coupes unfortunately missed this process and can suffer with corrosion in the floorpan, bulkhead, strut tops, roof and A-pillars.

Even on later cars, check the boot floor and front inner wheelarches. The sill edges and rear arch lips also take a battering, wide tyres and many show signs of corrosion.

The single suspension wishbones are less troublesome than the Alfa GTV's more complicated double wishbones and rear subframe. Wear will be felt in a vague steering feel and torque steer.

A common age-related fault is the rear engine coolant hose ("the hose of death") which can rupture causing a huge loss of coolant which isn't monitored by the gauge. Oil cooler pipework bursting due to corrosion will also purge all five litres of oil in a matter of seconds, causing near-instant failure. Turbos can emit smoke on cold starts, indicating a seal issue but I'm seeing original turbos 20 years on. Poor boost can be a split intake pipe or faulty electronic boost valve.

Tickling on idle or screeching on acceleration is down to the exhaust

manifold. Early manifolds used to crack beyond repair; the solution was to engineer a cut in between the branches but these can loosen after many years of expansion and contraction, bringing on the same symptoms.

Corroded brake lines, seized rear compensator and sticking Brembo callipers are common, too. Clutch operation is hydraulic so a firm pedal indicates an aged pressure plate.

Finally, if your Fiat Coupé does go wrong, then don't fear: most parts can still be sourced through a specialist, with many items being reproduced. **John Cartlidge, Midlands Car Servicing**

CONTACT Tel: 07905 143578
Web: www.midlandscarservicing.co.uk

Midlands Car Servicing

Fiat Coupe Specialists - 07905 143 578



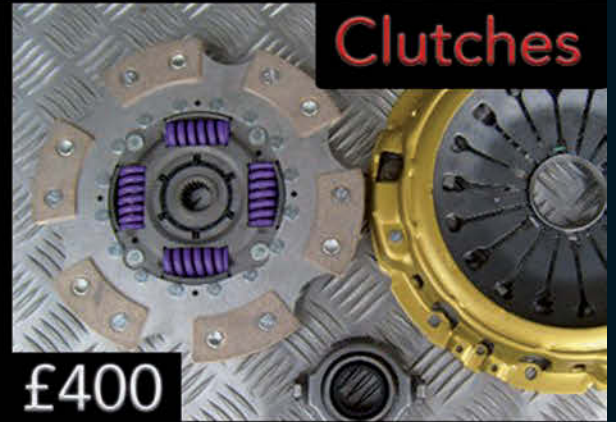
Timing Belts



£300

Servicing & Maintaining your Coupe has never been cheaper!

Clutches



£400



As featured in Auto Italia - 3 Coupes fully restored!

Silicone Hose Kits



Only supplier of 13 piece kit

Oil Cooler Kits



Only supplier of full kit

Modified Pulleys



Only supplier

Over 17 years experience with Fiat Coupes

Contact Us - 07905 143 578

www.midlandscarservicing.co.uk



Wacky Ranger

It may look like it belongs in Wacky Races, but this Fiat 500-based funster is a total hoot to drive

Story by Chris Rees
Images by Michael Ward

Join *Auto Italia*, they said. Drive all sorts of exotic machinery, they said. How about a 1960s open-topped rear-engined Italian classic built by Ferrari? Oh yes, say I – that does sound exotic. So why am I sat here with the distinct impression that I'm one of the cavemen in the 'Boulder Mobile' Wacky Races car? All I need is my wooden cosh and I'm straight out of something by Hanna-Barbera.

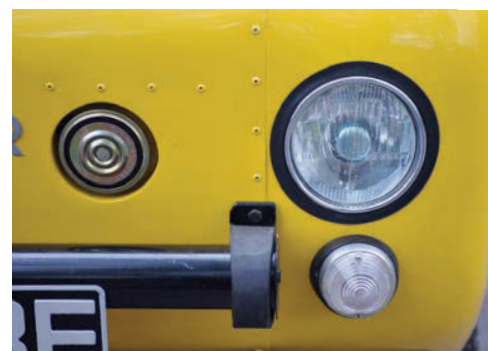
Signore and signori, meet the Ferves Ranger. This bizarre micro-jeep was indeed made by Ferrari, it's just that it isn't *that* Ferrari. No, the Ferves Ranger was built by a completely different Turin-based outfit called Ferrari Veicoli Speciali (hence Ferves). Look here on the nose, there's even a

cheeky prancing horse badge stuck on it. Look a bit closer, though, and you'll see that the horse is facing the other way round than it does on one of Maranello's productions. Oh, and it looks more like a rutting cow than a rampant stallion...

Well, that's kind of fitting because one of main advertised roles for the Ranger, which debuted at the 1966 Turin Salon, was farm transport. The Ranger was equally at home with the Italian fire services that commonly bought one – there was even publicity material displaying a car with long ladders on board. No doubt the Ranger also found favour with the odd Torinese hippy looking for something a bit more home-grown than a VW Beetle-based beach buggy.

Close inspection reveals that the Ranger does boast a few genuinely exotic parts: the indicator stalk is from a Ferrari 250 LM, no less; one of the light switches comes from a Maserati; and the rear number plate light is also a Ferrari item.

That's where any sense of the exotic firmly ends. Underneath, most of the mechanical side is pure Fiat 500, including the rear-mounted 499cc two-cylinder engine (with all of 18hp). Charmingly, Ferves rotated the carburettor by 90 degrees to prevent the float tank from emptying when the car went up the steep slopes it was intended to tackle, and conking out. The all-independent suspension and drum brakes come directly from the Fiat 600D. Everything is mounted in



a specially made but very basic rectangular steel tube backbone chassis. The steel bodywork, such as it is, is best described as rudimentary in style and almost symmetrical front to rear.

The rear-mounted engine naturally sent its power to the rear wheels in the normal version, but from 1968, the Ranger was also offered in four-wheel drive form. This employed an extra propshaft going to the front end, attaching to the front-drive components of an Autobianchi Primula, and driving through a special five-speed gearbox. And as well as the four-seater passenger model that you can see here, Ferves offered a two-seater Cargo version with a carrying capacity of 300kg.

The Ranger remained in production until 1971, by which time about 600 cars had been made in all. Just two examples are known in the UK – one of which is the yellow one you see here.

It's owned by Julian Pennell who is best described as an eccentric, albeit one with impeccable taste. For instance, he once ran an ex-Stirling Moss Frazer-Nash Le Mans as an everyday car. More pertinently to our story, in 1967 Julian also bought the very first Radbourne Abarth, a UK-modified version of the achingly beautiful Abarth-Simca coupe. While he was visiting Radbourne, he happened to spy a Ferves Ranger there. Radbourne's owner, Lincoln Small, explained that he was considering acquiring the franchise to sell the Ranger in the UK as a kind of alternative to the beach buggies which were booming at the time. Julian expressed an interest and Lincoln gave him a lift in his demo car.

However Julian didn't buy one – and nor did anyone else in Britain; just the one car was ever imported officially.

But the bug never left Julian. When he chanced to see that a green Ferves Ranger was coming up for sale at an RM Sotheby's auction in 2015, he was dead set on bidding. But since the car had once been owned by the celebrated designer, Philippe Starck, it ended up selling for way more than its normal value – a very substantial £29,120, too rich for Julian.

Completely at random, however, this 1967 yellow example came his way a short time later. "A friend of mine found it in a barn in Italy," he says. "From the photos, it looked immaculate and it did indeed turn out to be very clean underneath."

Julian did a deal and asked the UK-based transport company CARS to import it to Britain. By an amazing coincidence, CARS had recently brought in another Ferves, a red one. Getting it registered in the UK was pretty straightforward and the Italian 'libretto' papers proved its age so a correct age-related plate was issued.

GETTING FERVENT

So now it's the moment I've been waiting for: my turn to become a Wacky Races 'Slag Brother' and climb aboard the boulder-mobile. This is an unbearably cute-looking vehicle, albeit with decidedly rustic overtones. The entirely flat doors are hinged at the rear and can be pegged fully open or simply removed completely in about two seconds.

Ensnconced in the driver's seat I feel more like I'm sitting *on* the car, rather than *in* it – a bit like a chick hatching from a yellow egg.



Roly-poly handling, the performance of a rubber band and all the style of a haemorrhoid on wheels – but we absolutely love it!

TECHNICAL SPECIFICATIONS

FERVES RANGER

ENGINE:	499cc 2-cyl
POWER:	18hp at 4600rpm
TORQUE:	30Nm (22lb ft) at 3000rpm
TRANSMISSION:	4-speed manual
SUSPENSION:	Independent by wishbones and coil springs (front/rear)
BRAKES:	Drums (front/rear)
TYRES:	6.7-10
DIMENSIONS:	2630mm (L), 1450mm (W), 1660mm (H)
KERB WEIGHT:	530kg
TOP SPEED:	45mph
0-62MPH:	Never



Nothing here is what you'd remotely call sophisticated: the floor-mounted pedals are uncomfortably offset, the seat is flat and uncomfortable and the dashboard contains almost no switches or gauges.

Speaking of which, the speedo may be marked to 80km/h (50mph) but the car maxes out at barely 40mph. And such heady heights take forever to reach. Progress is painfully slow on modern roads, which is why Julian has added bike flashers to boost conspicuousness. Even slight inclines present a major obstacle to progress – which for a supposed off-roader is bemusing. It's a second-gear slug just to reach the summit of a sleeping policeman – OK, not quite, but not far off. As any Fiat 500 owner will know, the non-synchro gears are at best crunchy, both up and down the gate, and at worst impossible to engage.

The Bridgestone Rectangle 10-inch tyres

(very hard to find these days, Julian tells me) are very wide and their shape is flat-topped to cope with off-roading. It comes as no surprise to hear Julian describe the handling as "like a blancmange." The little Ranger rolls like a boat on its 11.5psi balloon tyres and I find myself instinctively leaning over to counteract the motion. The steering set-up (a Fiat 500 box with a stem to 600 bits, all operated by a bus-like steering wheel) copes well but the car's roadholding limits are as hilariously low as its top speed.

No question, this is basic motoring at its most rudimentary. There's just a single windscreen wiper, for example. You can fold the windscreen forwards so that you end up completely exposed to the elements. And with no seatbelts fitted, that sense of exposure is even keener. There is a full hood and sidescreens but the canvasware has been removed for our test drive. The rear

luggage rack is a useful place to mount the spare wheel but you have to remove it to be able to access the engine. A more useful luggage area is the lockable box beside the rear seats, where the battery is stored.

One last thing I ask about is the two mysterious levers down by the gear stick. Julian explains that these are designed to operate the rear brakes independently, thereby allowing the car to turn in its own length – in theory, at any rate, since he has never actually tried them.

So the Ferves Ranger is ugly, slow, crude and tries to turn you into a 1960s cartoon character. Why is it, then, that I've had more fun in this car than virtually anything else this year? It's been impossible for me to resist the smile-a-mile charms of this Fiat 500-based farmyard funmobile. It's ridiculous in every way. All I need now is to find where Penelope Pitstop has got to. 🇮🇹



DTR

SPORTS CARS
28th Anniversary 2017

DTR Sports Cars Established 1989.
Service, sales and restoration of
Classic and modern Italian cars.



DTR Sports Cars are Italian marque restoration specialists. We have restored many 101 and 750 spiders to the very highest standards and specialise in all aspects of their ownership, whether a simple service or a full 'Concours' restoration.

FOR SALE

Alfa Giulietta SS 1960. Project.

12 month DTR restoration to completion.

Will be one of the very best! POA

Pininfarina Spider. 1985. Original, excellent throughout £18,000

Ferrari 308 GTSi 24,500 miles, original paint, books, tools. DTR serviced £75,000



28 Breakfield, Ullswater Business Park, Coulsdon, Surrey, CR5 2HS

www.dtrsports.com 0208 645 5050

Friends Reunited

Enjoying a blast from the past in a race-tuned Alfa Spider – one that our man Park campaigned back in the 1980s

Story by Simon Park
Images by Michael Ward





Right, now I must tread carefully here. Did you ever bump, unexpectedly, into an old flame you'd once – ahem – shared with a mate? Not a problem in itself, of course, but I doubt you'd have called up your buddy and suggested getting together for a threesome, for old times' sake. Oh, you would? Thank heavens I'm not the only one.

THEN . . .

Back in the late 1980s, and already far too old, I finally went motor racing – specifically, a Lancia Fulvia 1.6HF in the HSCC Novice Championship. In Class D (1300-1600cc) I was up against, amongst others, a particularly tasty 1964 Alfa Giulia Spider owned and driven by Farnham vet Bill Croxson – who was even older than me. We had some fine tussles on the track, did Bill and I, becoming good friends in the process. He had originally acquired the Alfa, in partnership with renowned Porsche pedaller Nick Faure, to compete in the Coppa d'Italia 'autostoriche' (not to be confused with the identically named footie-fest).

Having attended the third Coppa, in 1987, as spectators, both Bill and Nick decided it was a 'must do' and set about finding a suitable steed. "Over the next few months", Bill recalls, "we worked out what would be involved and decided on a possible variety of cars that would fill the bill, be competitive, capable of being road driven to and from northern Italy, stand up to four days' gruelling competition and be sufficiently intact to drive home again. Oh, and the overall 'bill' should not break the bank."

When Nick found 7799 FM, the Giulia Spider seemed to tick all the boxes, and it was duly purchased the day after the 'Great Storm', in October 1987. Nick collected her from Sussex and somehow found his way there and back despite the general mayhem and tree-blocked roads. Like all of the 400 101-series Giulia Spiders built with RHD, it was a single-carburettor





ALFA ROMEO GIULIA SPIDER VELOCE



'Normale' – but not for long. They had already decided to entrust preparation of the car to that doyen of post-war Alfa racers, Jon Dooley – also proprietor of Brookside Garage, in Bedfordshire – including conversion to twin-carb 'Veloce' spec.

This was not the work of a moment, as Jon explained: "It is hard enough having twin Webers on a left-hand drive Veloce. Alfa rearranged quite a few things: the sump angle, the engine mountings and a special exhaust manifold. On 1300s, the carbs and air box just cleared the inner wing structure. On 1600s, the taller engine with the Veloce bits cleared by a fraction more. But with right-hand drive, the steering column was in danger of interference. Every fraction of angle and space had to be won at the price of skinned knuckles and bad language."

Fortunately, the factory had produced a formal technical bulletin in 1964 giving detailed, officially approved instructions for converting a RHD Spider Normale into a Veloce. "This made what we were setting out to do completely legitimate in the rules of that period," says Jon, "though at the beginning we didn't know that." Any mutterings about 'real' and 'fake' Veloces are undoubtedly trumped by the factory's sanction, so 7799 FM can wear its boot badge with pride. Foremost amongst sundry other modifications, which included a finned Giulia SS sump, was a limited-slip diff (from a 2000 Berlina), plus, of course, the normal race items – bonnet and boot straps, ignition cut-off switch, fire extinguisher, race harness and grippy bucket seats.

So with the Spider fully fettled and behaving like an Alfa should, Bill and Nick set off for Italy. The Coppa, of blessed memory, was the brainchild of coffee mogul Giulio Dubini, of Caffè Diemme fame. It started and finished in Padova and attracted a heart-warming mix of classic machinery, from the haughty to the humble, for a mouth-watering series of hillclimbs and circuit races (at Mugello, Misano or Magione) over four hectic days in April.

For raw novice Bill, it was something of a baptism of fire: "At Magione, I had my first race. Grid position selected by ballot, I was on the front row with the one-time Formula One driver Rupert Keegan in the other front slot. Ten laps later, I finished in 20th position..."

After the 1988 event, Bill bought out Nick's share and returned the following year with Jon Dooley sitting alongside him. On that occasion, I went along to drive the support car; but for 1990, Bill invited me to share the Spider with him on what was to be the last ever Coppa. Prepared as it was to HSCC regulations – in other words, virtually standard – it was then probably around 40hp down on its purported output, so a final placing of 55th out of 80, without an established ace on board, was none too shabby.

Two years later, we set off south again to contest the similar, two-day Giro dell'Umbria, as team 'Little Blue Car'. But this was a far more parochial affair – we were the only non-Italian crew and our welcome was lukewarm, at best. As Bill remembers it: "Confusion ruled – no translators, no provision for foreign invaders and some barely concealed hostility!" But Brit grit saw us through to a final 16th out of 21 finishers – which was no disgrace.

Back home, Bill raced on in the HSCC Standard Roadsports Championship and subsequently took the

Alfa on the Isle of Man Classic and the Rallye of the Pyrenees. Then, in 1994, both he and I transferred our allegiances from Italian metal to English plastic and plywood, propelled by Swedish iron (but we won't go there). Two years later, Bill sold the Spider – and its halcyon days were about to dawn.

SINCE . . .

For a year or two, it went to ground; but in 1998 it was back with a bang, dominating Class D in the HSCC Historic Roadsports series in the hands of new owner Justin Murphy. Class wins in '98 and '99 were topped by outright Championship success in 2000. But with Class D now extended upwards to 2.0 litres, its days as a potential winner were numbered when, controversially, the HSCC granted Roadsports eligibility to the Porsche fraternity. "When they let the 911s in, that was the end of the party, frankly," declares Justin. During that time the Alfa was looked after by Chris Robinson of RM Restorations of Chiswick. "The only mods were a set of Minilite-style wheels, a larger oil cooler and new springs and shocks," Justin told me. "She never let me down and didn't need an engine rebuild till the end of the 2000 season."

With new high-compression pistons, full race GTA cams and a larger, freer-flowing exhaust system, the motor clocked 155hp on the rolling road in June 2001. But the next year, Justin sold the car to Rollo Beale, who continued to campaign it in the HSCC, as well as events as diverse as the formidable Spa Six Hours classic, in 2006, where he and co-driver R. Cook finished in 36th place, and the Tour Britannia (2008). More recently, its activities have been pretty sparse; but that may well be about to change, in the hands of a new owner.

NOW . . .

They used to say that if you stood for long enough in Piccadilly Circus, sooner or later you'd bump into everyone you knew. In our globalised 21st-century world you can substitute Google for Eros, and it was whilst loitering recently on the interweb that, quite by chance, I once again bumped into 7799 FM – for sale just down the road from me. A reunion was a no-brainer, and Bill was keen to take part. Sadly, neither Nick nor Jon could join us – but their shadows loomed large.

It may still look very much as it did 25 years ago, but the Alfa was definitely harder to get into (and harder still to get out of). Advancing years, do I hear you say? No, a full rollcage and high-sided Sparco seats, I reply indignantly. Aside from these commendable improvements, and various high-tech rally-orientated timing gismos, there are some new instruments and a cluster of clearly marked toggle switches mounted on a box protruding from the centre of the dash. It's comprehensively equipped and beautifully thought out. I'd forgotten about the offset driving position – the steering wheel boss lines up nicely with your left nipple – but the seats are snugly comfortable, the essential sensations all comfortingly familiar.

As are the characteristics of Dr Puglia's immortal twin-cam, now exaggerated here by the race tuning. His 1600s are all greedy for revs, but the pursuit of power has turned this one into a real screamer, with little to offer below about 4500rpm. After that, it's



Cabin has pure competition focus; race-tuned engine has most of its power at the top end; Avon CR6ZZ tyres provide superb grip





gloriously muscular, the extra horses readily apparent. But the lack of low-speed torque makes it difficult to get off the line, in what seems like a high-ish bottom gear. Conversely, *overall* gearing seems quite low; but the erratic speedo wasn't much help here.

What does soon become abundantly clear is that the faster the Spider goes, the better it gets – the sure sign of a grown-up racer. It behaves beautifully on the road – good turn-in, very little roll, very neutral with just a trace of drift-out understeer through one fast left-hander, but terrific grip from the Avon CR6ZZ rubber. The steering is heavy at parking pace, but lightens up and becomes beautifully precise at speed – very direct, with no slack to take up. The disc-drum brake mix inspires confidence – on the road, at least – and only the gearbox raised an eyebrow, being not quite as precise as we remembered, with some signs of synchromesh wear. And it's noisy – *very* noisy. Engine and transmission both contribute here, and you'd want some serious earmuffs for a two-to-three-hour road stage such as we encountered on the Coppa.

That event, sadly, is long gone. But 7799 FM has what it takes to tackle any current equivalent, and to acquit itself with distinction. It was like meeting an old friend who'd taken up body-building. So what did Bill make of it? "Very lively. Needs to be driven right 'up on the cam'. Still has excellent roadholding, and apart from being a lot noisier than it used to be, it's rather fun!" Spot-on. Let's hope the next owner enjoys it as much as we have. 🇮🇹



Our thanks to Cotswold Collectors Cars, which currently has the Alfa for sale.
Tel: 01242 821600.
Web: www.cotswoldcars.com





Southwood
CAR COMPANY



Alfa Romeo 1900 CSS Touring 1954



Alfa Romeo Giulia GTA 1300 Junior 1968



Alfa Romeo Giulietta Spider 1958



Alfa Romeo Giulietta Sprint 1955



Alfa Romeo 2000 GTV 1972



Please see our website for other interesting Alfa Romeo cars

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

Super Sud

One of the best-handling front-wheel drive cars of all time, the Alfasud also had notorious problems with rust. What do you need to know when buying one of the surprisingly rare survivors?

Story: Richard Heseltine
Images: Michael Ward





A great concept, poorly executed. The Alfa Romeo Alfasud has long been tarnished with an 'almost but not quite' reputation, which is understandable but not necessarily fair. Buy a good, needs-nothing example and you will be rewarded with one of the most endearing small cars ever made; one which will invariably put a smile on your face. It's just that such cars are rather hard to find.

Why? Well, there was the small matter of rust. Alfasuds became synonymous with corrosion, to the point that it's the one thing non-Alfa types continue to joke about. It certainly wasn't alone in dissolving – plenty of British and German cars did the same in period. Nevertheless, its propensity for erupting in pox left behind a lasting legacy.

In order to fully understand the 'Sud's place in the world, first you need to appreciate the thinking behind it. This was as much a product born out of the desire to add an entry-level small car to the line-up as it was to create employment opportunities in southern Italy (hence the 'Alfa South' moniker). Ideas for such a car had been kicking around for much of the 1960s, and a new company was created to build it: Industria Napoletana Costruzioni Autoveicoli Alfa Romeo-Alfasud Spa. Some 90 per cent of the shares were owned by Alfa Romeo, the remainder by Finmeccanica, a state-owned financial institution. Work began in early 1968 on constructing a new factory in Pomigliano d'Arco, near Naples, on the site of a former aircraft engine manufacturing facility.

Quite aside from political motivations, the assumption was that labour was much more readily available in the south than the north, with more than 90 per cent of the 5000 people initially employed in the new plant living close by. All that was needed now was a product to be made there. The man responsible for overseeing the Alfasud's creation had an enviable résumé. Former Porsche and Cisitalia man, Rudolph Hruska, had prior form with Alfa Romeo, having played a part in the creation of the 1900 and Giulietta models, prior to stints at Simca and Fiat where he helped midwife the 128.

The Alfasud was very much his baby; a compact front-wheel drive car powered by a flat-four engine. It emerged some 450lb lighter than the 105-series Giulia saloon, but was blessed with comparable interior space. Italdesign's Giorgetto Giugiaro, the man tasked with styling the car, recalled recently that Hruska was a tough taskmaster when it came to making sure the car was spacious, not least its luggage capacity. "He used to bring these suitcases with him when he came to look at what we were doing. They had to fit comfortably, otherwise we had to do it again. I used to have nightmares about Hruska and his suitcases!"

Hruska and Giugiaro created a mini-masterpiece in terms of packaging, while there were safety benefits from the rigid framework which surrounded the passenger compartment, reinforced by sturdy side-members and an additional central backbone. The rack-and-pinion steering box, meanwhile, was connected to



the dished, height-adjustable steering wheel via a universally-jointed column. One notable element was the spare wheel, which was mounted flat behind the rear axle and, if Alfa's period press bumb is to be believed, acted as an auxiliary bumper.

The horizontally-opposed 'boxer' engine was a water-cooled, over-square unit with a cast-iron block and a three-bearing crank. The aluminium cylinder heads had in-line valves operated by a single camshaft, each of which had a separate toothed belt. In original 1186cc form, it developed 63hp at 6000rpm with a single 32mm Solex downdraught carburettor, and was allied to a longitudinally-mounted, in-line four-speed gearbox and differential. The front end was suspended by Macpherson struts, while at the rear, a beam axle was located on two Watt's linkages, while disc brakes featured all round.

RAPTUROUS RECEPTION

It's worth remembering that the Alfasud received a rapturous reception when unveiled at the 1971 Turin Motor Show, but production didn't start until the following year, and only in four-door configuration. Cars didn't go on sale in the UK until July 1973. *Autocar* reported in its maiden test: "The steering is free from kickback and pleasantly light at all times. Unlike most other front-wheel drive cars, effort does not rise much with cornering speed, and response to the wheel is always prompt... The Alfasud engine is like a little sewing machine the way it spins up to well over 7000rpm without a trace of vibration and with very little induction or exhaust noise."

In May 1974, the two-door Ti model arrived, which packed 68hp and was good for 99mph and 0-60mph in 12.9sec. It was distinguishable by its front and rear spoilers, racy steering wheel and additional gauges among other items. In May 1977, the first Sprint coupé

variant arrived in the UK, the regular two-door saloon near concurrently receiving a 1.3-litre, 75hp unit which meant the 0-60mph time was slashed to 12.1sec. In August 1977, Britain received the option of 1286cc four-door Series II edition with a much-improved interior, plus the 1351cc 1.3ti and 1490cc 1.5ti (85hp, 101mph) versions. Cosmetic updates included a revised bootlid-mounted spoiler and black wheelarch extensions.

In September 1980, the Series III edition arrived with a styling makeover that stretched to squared headlights, wraparound plastic bumpers, while the 1.5Ti Veloce addition packed twin carbs and was allegedly capable of 107mph outright. The following year, however, the two-door Alfasud received the major upgrade that it always needed: a hatchback. The four-door edition received a fifth door in 1982, while the ti Quadrifoglio Verde (Green Cloverleaf) boasted a useful 105hp. The latter edition tapped into the burgeoning hot hatch market, and was also equipped with low-profile Michelin TRX rubber and suitably sporty interior trim.

Unfortunately, the Alfasud was by now fighting a losing battle. Despite its many, *many* plus points, not least its styling, engineering and sheer thrashability, rust resistance wasn't in its armoury. Cars were constructed from poor quality reclaimed Russian steel, and completed bodysells were often left outside between the assembly line and paint booth stages, regardless of the weather. As such, the Alfasud received a kicking from the British media as the rust scandal reached crisis proportions and the UK concessionaire lost a fortune on warranty claims.



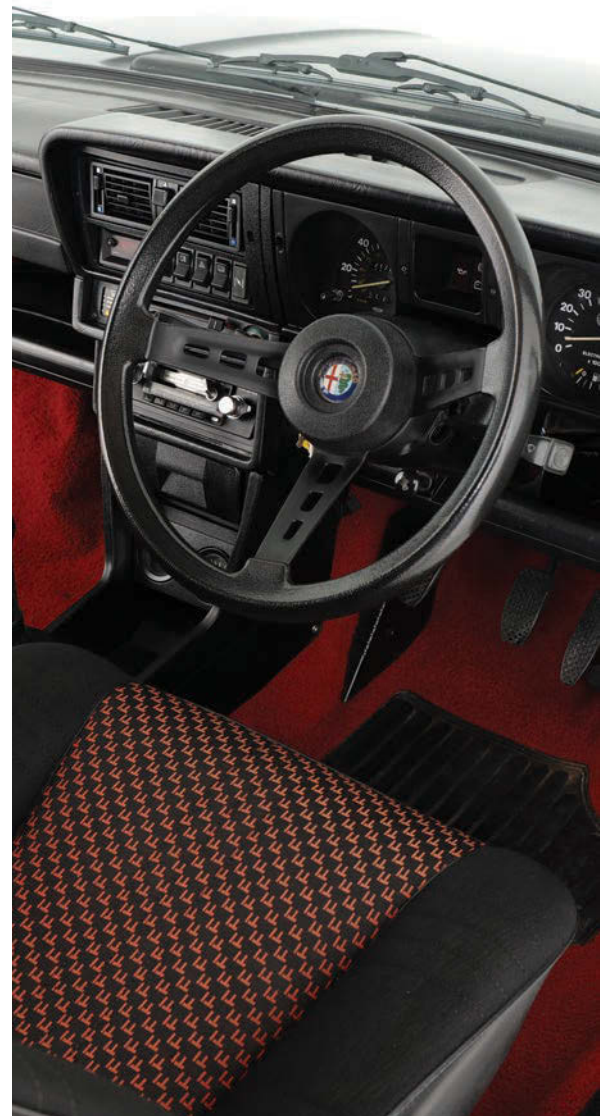


This 1982 Alfasud 1.5 Ti is a fine example of a usable, affordable classic. Check with care for rust, even if it's already been treated

Series III cars received at least token anti-corrosion protection, but the damage had been done. The closely related 33 came on-line in 1983 and the final Alfasud came off the production line a year later. The Sprint version, meanwhile continued as late as 1989 although, tellingly, the Alfasud part of the title had been dropped five years prior. All told, 893,719 'Suds were made (not including Sprints), of which 5899 were Giardinetta estate cars that never made it to Blighty. This may sound like an impressive overall figure, but it was somewhat short of the three million cars the suits at Alfa Romeo once envisaged.

SOUTHERN CLASSIC

Which brings us to today. Survivors are now, sadly, rather thin on the ground but a good one is worth its weight in gold. For starters, the flat-four engine in any of its various displacements sounds unlike any other car of the period, and in a good way. Like any true Alfa, the 'Sud thrives on revs.



The steering is a joy at speed, being perfectly weighted and always responsive although, contrary to the *Autocar* launch report, it is rather heavy when manoeuvring. While not particularly fast by modern standards, any Alfasud is at ease being driven with gusto. Yes, the driving position takes a little getting used to because of a few ergonomic quirks, such as the offset pedals which are close-coupled, but you soon acclimatise. Anyone unfamiliar with the model will be amazed at how airy the cabin feels. On the debit side, the brakes are adequate but nothing more, and the ride quality can feel a bit choppy at high speed but it's still better than most of its British contemporaries.

The Alfasud is a truly practical classic. It has plenty of cabin room, a reasonably commodious boot and an eager-to-please character. As to the dreaded 'R' word, unfortunately Alfasuds rot just about everywhere. The front and rear valances can become very frilly, the black plastic mouldings on later cars ensuring that rust can go undetected for some time. Replacement panels are no longer available. The wings rot along their top edges, around the wheelarches and, most worrying of all, around the windscreen. Early cars featured laminated screens, the metalwork being exposed to the elements before they were bonded into place, which ensured that rust spread exponentially, and quickly. The rear quarter panels are also prone to rot, as are the door-skins and roof.

As such, be sure to check very thoroughly when inspecting a car. Take a magnet with you or, better still, someone who is familiar with the model. A professional inspection will pay off in the long run. The author owned a '78 Ti which was ostensibly in great shape, but featured a fair amount of filler and a glassfibre repair which just goes to prove that that journalists usually don't heed their own advice. These issues only

came to light after the car was stripped for a repaint. As a complete aside, a hammer and sickle had been stencilled on the inside of the door, something that was discovered after removing the driver's side door card – a pointer to the political proclivities of those making the cars, if nothing else.

Mechanically, Alfasuds are pretty reliable. It helps that there is a degree of parts interchangeability with other models. It isn't uncommon to find cars that have fitted with, say, a 1.7-litre engine out of a 33, or received a gearbox and differential swap. These will count against a car if originality is your thing, but can make for a more enjoyable car if done well. Engines should be checked for smoking and knocks when accelerating. Oil leaks from crankshaft seals aren't uncommon. The same is true of noisy gearboxes, not least because synchromesh on second gear is a known weak point. Excessive movement in the gear lever may indicate that new bushes are required. Loose or vague steering could be down to bolts vibrating loose at the UJ on the steering column.

WHAT PRICE?

As for the vexed question of values, it depends on what you're after. It's hard to pinpoint what the going rate is, as early cars are now very rare indeed. We have seen restored cars with asking prices in the high teens and it would cost more than that to restore one properly. You could conceivably buy a nice 1.5ti for around the £6500-£8000 mark, while there are cars on the market for less. We envisage prices heading only one way: up. As with Giulia Supers, which weren't deemed particularly valuable until only a few were left, prices appear to be heading north. One drive of a sorted example and it won't take you long to comprehend why. 🇮🇹

Many thanks to Tony Harrison for providing this ex-'Wheeler Dealers' Alfasud for photography



COTSWOLD COLLECTORS CARS



1964 Alfa Romeo Giulia Spider Competition - As Featured in this issue
£69,995 ONO



1990 Ferrari Testarossa - RHD
£105,000 ONO



1972 Alfa Romeo Montreal
£75,000 ONO



1994 Lancia Delta Integrale Evo II
£75,000 ONO



1994 Lancia Delta Integrale Evo II
£75,000 ONO

****STOCK REQUIRED - If you have a car you wish to sell, please get in touch****



STYLISH DELIVERY...

SUBSCRIBE TODAY

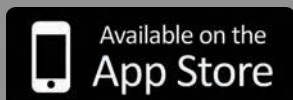
SAVE ! SAVE ! SAVE !

Save up to £10.40 for 12 issues

ONLINE DIGITAL
'TURNPAGE'
EDITION £2.99 FROM
www.auto-italia.net

SMART PHONE or TABLET ACCESS

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



MAGZTER by GDDP

MAGAZINES ARTICLES MAGZTER GOLD OFFERS HELP

Home / Seymour Distribution Ltd / Auto Italia / July 2017

Auto Italia - July 2017

Publisher: Seymour Distribution Ltd Category: Automotive, Men's interest
Language: English Frequency: Monthly

DURATION	AMOUNT	SAVINGS
Single Issue	GBP 2.99	
1 Year	GBP 28.99	Save 20%

Just GBP 2.42 per issue

Magazine Description Issue Description

Auto Italia magazine was created in 1995 as the World's first specialist publication to celebrate the excellence of Italian automotive design and engineering. Auto Italia is essential reading for the owner, collector and enthusiast who is passionate about Italy and its motoring heritage. Complemented with top quality photography, Auto Italia's informative features are produced by a dedicated group of UK and Italian writers, who all own, restore or race Italian cars.

Recent Issues

- June 2017
- May 2017
- April 2017
- March 2017
- February 2017



SUBSCRIPTION OFFER

Yes, I would like to subscribe for 12 issues

- Quarterly Direct Debit £11.50 (£46 per year) **UK ONLY**
- Annual Credit/Debit Card/Cheque £48
- Europe £65
- USA £75
- Rest of World £78

Your details

Name:

Address:

Postcode:

Telephone:

Email:

The Direct Debit Guarantee

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

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



Service User Number

Account Name

Account Number

Sort Code

Name and postal address of your Bank or Building Society

Postcode

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

Signature

Date

Cento Venti Quattro

We climb aboard two works rally cars – Hannu Mikkola's 1974 car and today's R-GT. They share the same Abarth 124 Spider title and the same livery but how have 45 years changed the game?

Story by Phil Ward & Martin Holmes
Images by Michael Ward





Fiat's 'works' introduction to the international rally scene began in 1971 when it acquired the Abarth brand. Previously it had only provided support to private teams running in Group 1 and 2, with the 1438cc Fiat 124 and 1608cc 125 saloons. The 1608cc Fiat 124 Sport Spider also became popular, especially after Paganelli and Russo won the Italian Championship in one in 1970. When Pinto and Macaluso won the European Championship in 1972, Fiat decided to build an updated version.

Abarth adopted the Fiat 132-based 1756cc twin-cam engine, added twin carbs, fitted independent rear suspension adapted from the Tipo 241 van, reduced the weight by using glassfibre and alloy body panels and fitted a hard top. At the end of 1972, the Fiat 124 Abarth Rally (Abarth designation 'SE 026') was approved for homologation in Group 4. The type 257 engine in road trim was rated at 128hp but Abarth Corse's competition tuning kit was said to develop 165hp, which became the basis for the rally car.

In spring 1974, Abarth Squadra Corse increased the capacity of works cars engines to 1839cc (type 258) which, with a new four-valves-per-cylinder head, provided 180hp. In 1975, mechanical fuel injection was introduced and power went up again to a substantial 210hp.



RARE SURVIVORS

According to UK enthusiast Mick Wood's research, at least 39 official 124 Abarths were built. He owns one of them, TOK 81050. An unknown number of Stradales were also converted to works specification for privateers and Mick also owns one of these – the white-and-red car that featured in the July 2017 issue, when editor Chris Rees drove it on the Targa Florio.

Very few works cars have survived intact. Several 16-valve engines found their way into development 131s. However, 30-odd missing 124s is an extraordinary number to be unaccounted for. Where did they go? Presumably some were crashed and others were broken up for parts.

Mick's latest acquisition was built at the factory in 1974, driven by Sergio Barbasio in that year's WRC. It was originally built as an eight-valve car with grille-mounted spotlights, 100mm wing extensions, but no air ducts. Later, it was one of the first cars to appear with the 'wide body' (incorporating front and rear ducts) and a 16-valve engine with carbs and a block-mounted distributor, as well as a revised dash and aluminium fuel tank. It debuted at Portugal, then at the 1000 Lakes in modified form Barbasio finished 18th. The Canadian Press On Regardless Rally was probably Barbasio's last drive for Fiat.

In 1975 the car was designated for Hannu Mikkola and Jean Todt. The car was fitted with extra ducting under the bonnet to channel warm air into the cockpit. It finished second in the Monte Carlo, behind Munari's Stratos, but retired in Sweden after an accident. In Portugal Hannu again finished second, behind Markku Alen, using the 16V engine fitted with a head-mounted distributor (but still carbs) and the bonnet had the



scoops as well (homologated in July '75). It would also have had the stronger rear uprights fitted.

Portugal was Hannu's last event for Fiat and the 124 became one of two cars assigned to Bobo Cambiaghi for his campaign in the 1975 Italian championship. He won the Alpi Orientale rally to clinch the championship. Cambiaghi's co-driver was Emmanuele Sanfront who remembers that the car one was one of about five that the factory fitted with a heated front screen.

The car was sold in early 1976 when Abarth withdrew the 124s to concentrate on developing the 131. The 16-valve engine was removed and replaced with an early works eight-valve unit. The car went to a Swiss team in Neuchatel, then passed through a number of private French collections. In early 2015 the car had some work done – unfortunately – as the front was repaired badly, the body repainted and another eight-valve engine fitted. Mick Wood intends to restore the car to its original configuration and already has a rebuilt 16-valve unit ready to install.

Mick Wood's ex-Mikkola car is sensational but does need quite a bit of work to return it to its former glory







NEW ABARTH 124 RALLY

Announced at the 2016 Geneva Show, the SE 139 Abarth 124 Rally is seeing plenty of action in the Italy-only Trofeo Abarth 124 series. Based on the new 124 Spider, the SE 139 benefits from a 1.8-litre, 300hp power unit developed from the Alfa Romeo 4C. While the road going Abarth 124 is pretty quick with its 170hp 1.4 turbo (easily remapped to 200hp), an 'Esseesse' version with the 1.8 engine would really put a smile on your face.

I was fortunate to have a ride in an SE 139 at the recent Abarth Day at Rockingham Speedway. Team Bernini was over from Italy with two Trofeo cars, including Fabrizio Andolfi Jr's car that scored 8th place out of 37 finishers on the Rally del Ciocco e Valle del Serchio in March. The other car was a rally-worn example with a peeling red and yellow wrap (all Trofeo cars are white with team wraps applied). My driver for the demo was Fabrizio Andolfi Jr himself!

The complicated rollcage leaves precious little headroom to spare. The tall, wide Sabelt seats hug you with their thick bolsters, compounded by six-point harnesses. The gear change is by paddle shift and the huge lever is an easy reach. The switchgear is mounted on the steering wheel F1-style, while instrumentation is minimal; the co-driver has a readout mounted on the passenger door.

Time for business. Andolfi bangs into first gear.

The engine is smoother and quieter than I was expecting; it's the clonky gearbox and pistol-shot gearchange that makes the noise. I can feel a tingling sensation through the seat that's bolted directly to the chassis. Power delivery is linear, the gear changes ultra-brisk. We run quickly through a series of S-bends, rolling over the kerbs, then at the first serious corner, he brakes later than I thought possible. The g-force kicks in, round we go and out goes the tail in a superb power slide.

TROFEO ABARTH 124 RALLY

The SE 139 may struggle in a mixed-model rally (see our R-GT report on the following page), but that doesn't matter in the one-make Trofeo Abarth 124 series. This began in March; we've had four rounds to date with a further three to go.

Each modern Abarth 124 R-GT costs €150,000. The Trofeo is supported with a rich prize fund: €5000 for the rally winner, €4000 for the team and €2000 for the Under 23 winner – plus an overall final team prize of €30,000. The winner of the Under 23 ranking is expected to participate in the Rally of Monza 2017 with the 124 Abarth Official Rally, while the overall winner of the series will win a new Abarth 124 Spider road car.

As it organises the Trofeo directly, Abarth offers a full spare parts service and technicians to provide assistance during the races. For more info, check out the racing.abarth.com website.

Current rally star Fabrizio Andolfi Jr pilots us in the new 300hp Abarth rally car. It's very rapid but front-drive rivals have more grip





Steering wheel houses loads of switches, F1-style. 1800 'Bialbero' engine has 300hp. Tight squeeze to get in over the rollcage



WRC R-GT

Back again on the rally which he won 24 years ago, Francois Delecour returned to Corsica in 2017 in an Abarth 124. He said: "For me the Abarth is a new challenge. Last year I was here with a Porsche, winning the R-GT championship. Now the page is turned and I had the opportunity this year to drive the Abarth in Monte Carlo. There we were not competitive because these cars are only two-wheel drive, the conditions were absolutely terrible and we retired because of a problem with the diff.

"The Abarth is interesting because it is a very light car, under 1100kg. We have a modern six-speed gearbox. The Abarth is fun. Except for the spirit of the car, it does not feel like a retro car at all. It is a very efficient, competitive car, very light with sequential gearshift on the steering wheel, big Brembo brakes, good 1.8-litre turbo with more than 320hp, an interesting car. It is a very modern car, and Milano Racing has done a lot of development work since Monte Carlo."

1970S TRACK RECORD

We asked historian Martin Holmes to summarise the Fiat 124 Abarth rally story. With the arrival of the 124 Abarth, Fiat's rally cars started to look better. The original 124 Spiders had been painted in a dull red and black colour scheme, but when the 124 Abarths came along they were painted a much brighter red and yellow. However, in 1976 this changed when the official team had to carry the colours of their sponsor, Olio Fiat, in dark blue and yellow. 1975 saw the end of the 124 Abarth tale, the rally cars only being used occasionally in 1976 while the replacement car, the 131, was being developed.

A lot of famous drivers piloted 124s. Bjorn Waldegard and Rauno Aaltonen drove 124 Abarths in 1973 (the latter coming second on the Acropolis) while Achim Warmbold won the amazing Polish Rally that year, a disastrously foggy event where only three cars finished. Hannu Mikkola joined in 1975 and on his first outing came second in Monte Carlo.

One person above all popularised the car internationally: Markku Alen, who said: "In 1973 we were asked to sit in a Fiat and see if we fitted. We thought nothing of it and went on holiday. Then we got an urgent call to go to Turin and as soon as the rally season opened and we were in the team!"

Demoted to second in the USA because of a traffic offence by a mechanic, he was then excluded for going too quickly in Corsica. "The team told me Corsica was helmets-on from start to finish, and the radar got me in the town!" By mid-1975 he was an undisputed winner.

Disappointingly, the 124 Abarth only ever won three world rallies outright: Poland in 1973, Portugal (with Pinto) in 1974, and then Alen, again in Portugal in 1975. Five times their drivers finished second overall in the three seasons that the 124 Abarth was fully active. Fiat was runner-up in the championship, firstly behind Renault Alpine, then twice, and ignominiously, behind Lancia.




DRIVING A WORKS FIAT 124 ABARTH

We drove a restored 'Olio Fiat' blue 16-valve 124 Abarth back in 2002. The induction roar really competes with the noisy straight-cut Colotti gears. The suspension is hard and its travel is short, making it hard work on rough stages – not ideal for a rally car. Also, sitting so near to the ground is not ideal for spotting surface irregularities unfolding before you.

The non-synchro gears are very close together. Combine that with a torquey motor and you have a very

lively car. The power really begins at 4500rpm. With the non-synchro competition 'box you have to be cruel to be kind, find the right revs and slam the gears in to avoid grating.

The handling is a treat: understeer, oversteer, neutrality, whatever you want is available – dead easy to set up for corners. The 124 Abarth's independent rear end is far superior to the production car's live axle but while predictable handling is good, poor traction isn't. 





GENUINE STYLE FOR YOUR FIAT 500

ORIGINAL
ACCESSORIES

STYLE PACK 500 ITALIA

500 Italian Roof Stripes: £215

White Mirror Covers: £78

Italian Flag Badge: £52

FULLY FITTED PACK PRICE: £346

**EXCLUSIVE AUTO ITALIA READER
PACK PRICE: £300**

Visit your local Retailer now with this edition of Auto Italia in hand to benefit from the special pack price and 10% off all Genuine Fiat, Alfa Romeo, Jeep, Abarth and Fiat professional accessories.

MOPAR is the Official Service, Parts and Customer Care global provider for FCA brand vehicles. We offer authentic Parts, Accessories and Services. For the full accessory range please visit: www.fiat-accessories.com



At your service

Italians at Goodwood

Italian cars dominated proceedings at Goodwood this year – not too surprising given that 2017 marks Ferrari's 70th anniversary

Story by Richard Heseltine
Images by Michael Ward / Goodwood





The Goodwood Festival of Speed has morphed out of all recognition since the first-ever event was staged back in 1992. What started out as a small hillclimb meeting has become as much a social must-attend as a weekend of motor sport. As such, there is inevitably a degree of friction between veteran Festival-goers and those who are rather more interested in the many side attractions (mostly the ones involving quaffing vast quantities of Veuve Clicquot). But for all the grumbings among the old guard, this remains one of the most amazing motoring spectacles on the planet.

For the first time in the event's 25-year history, a manufacturer has not been the principal honouree in the central feature. Instead, it was themed around the recently ousted Formula One czar, Bernie Ecclestone. It featured cars from all five stages of Bernie's life - including his stints as a driver, team manager, and cough, 'legend'. Despite what some race fans might think of him, Bernie's influence on motor racing's top tier over the past 40 years is beyond question, and the Gerry Judah sculpture outside Goodwood House

played host to five cars associated with his career. Several cars from his collection also took to the hill over the weekend, including the fabulous Brabham-Alfa Romeo BT46B 'Fan Car' which represented his time as Brabham principal. This extraordinary device won on its debut in the 1978 Swedish Grand Prix, only to be banned on spurious grounds before the next round.

Away from Formula One, Duncan Pittaway's 1911 Fiat S76 'Beast of Turin' (pic left) was the undoubted fan favourite, its owner having driven the 28.5-litre Land Speed Record challenger to the event. James Woods had Alfisti salivating as he guided Hugh Taylor's 1935 Tipo B monoposto with verve. Moving ahead by almost half-a-century, Festival regular Stefano Macaluso returned in his 1982 Lancia LC1 as part of the 'Modern Endurance Racers' class, the turbocharged 1.4-litre Group 6 device having enjoyed a brief but distinguished racing career in period. Its replacement, the LC2, was represented by the Fiat Heritage Collection example driven by Maurizio Zarnolli. Resplendent in Martini warpaint, it sadly made only a few passes up the hill before retiring back to the paddock. Touring car racing was also represented, with





the Alfa Romeo factory museum bringing along a glorious 1750 GTAm and a 155 V6 Ti DTM weapon, the latter being driven up the hill by *Auto Italia* editor, Chris Rees.

Modern-day road cars are now a major draw for Festival visitors, and they are the only machines to run on the Thursday before the main event. As such, manufacturers take matters seriously, to put it mildly: this is their shop window. That said, witnessing a Dacia Duster take a corner at walking pace is enough to render anyone comatose. While Ferrari brought eight cars along for the Michelin Supercar Runs, Lamborghini matched them for noise and tyre-frying drama with the latest Aventador S, Huracán Performante LP640-4 and outré Centenario. Maserati, meanwhile, debuted the new 2018 GranCabrio and GranTurismo, while Pagani mustered a Huayra BC and Zonda 760RS, the latter prompting jaws to slacken each time it was fired up within earshot (which, to be fair, was most of West Sussex).

Upstaging them all, however, was the new Fittipaldi RF7 Vision Gran Turismo by Pininfarina. While the name might be unwieldy, this is a serious project by two-time F1 World Champion and Indy 500 winner, Emerson Fittipaldi. This Brazilian-German-Italo hypercar is set for production, too, although precise details of when that might be remain

shaky, as does the full technical spec. Nevertheless, 'Emmo' was all smiles over the weekend and clearly determined to take the fight to the supercar elite. Pininfarina wasn't the only styling house to get a look in, either, as Italdesign showcased the not altogether happy-looking Zerouno, of which only five will be made at \$1m a pop.

The ever-popular Forest Stage also returned in 2017 with more than 40 rally cars heading off piste, in addition to those performing on the hill. Max Girardo was chief among them in his ex-works Martini Lancia 037, with Eduardo Schon – son of former Lancia works driver Giorgio – putting on a show in a Delta S4. Roberto Giolito was also on hand to demonstrate the factory-entered Fiat 131 Abarth.

The standalone Cartier Style et Luxe concours was a particular standout for fans of Italian exotica and general weirdness. The Ferrari 250GT class was host to several landmark classics including the one-of-a-kind Bertone 250GT SWB, while the cringeworthy-named 'Trident Tested' category was worth a look if only to drink in the details of Matteo Panini's 1953 Maserati A6GCS by Pinin Farina. Then there was the 'Cheeky Cinquecento' class, complete with a 1967 Ferves Ranger (see page 36) and super-rare Zanzara Zagato sports car-cum-buggy.

Brabham Alfa marked Bernie Ecclestone's F1 career. From top: FCA Heritage brought along Alfa 33/3, Lancia LC2, 131 Abarth and integrale



Ferrari Festivities



Ferrari's 70th anniversary wasn't about to be ignored by Goodwood, naturally, and the array of (mostly) scarlet cars from Maranello gathered at Festival was of the unrepeatable variety. The sight of two 156 'Sharknose' Grand Prix cars running under their own power had marque fans gasping, even if they were recreations (the originals were famously scrapped). Former works driver Arturo Merzario was on hand to drive Jason Wright's car powered by the earlier 65-degree V6, while Former F3000

driver, Derek Hill, demonstrated Wright's other car (powered by the more powerful 120-degree variation). The latter clones the car driven to the 1961 F1 World Championship by Phil Hill, and is built around an ex-Hill block and period gearbox. Hill Jr said later: "The experience has given me the motivation to complete a film project [about his father's title win] which I have been working on for years. I've seen all the footage, hundreds of photographs, interviewed many people, and now driven

the car. It's a very special moment for me; just awesome."

The evolution of the Scuderia's Grand Prix hardware was represented by the likes of the 125/166, aboard which Alberto Ascari finished second in the 1950 Monaco Grand Prix; while the 2009 F60 was steered by factory test driver, Marc Gené. Fellow F1 old boy Oliver Beretta also demonstrated the lovely ex-Alain Prost 641. Non-F1 single-seaters included the jewel-like 246 Dino which competed in the 1969 Tasman series,

guided up the hill with gusto by its original driver, Derek Bell. Rather more imposing was the wondrous 375 'Grant Piston Ring Special' in which Johnny Parsons attempted to qualify for the 1952 Indy 500 – it had to be heard to be believed.

Then there were the many, many sports-racers and GTs that were either on static display or performing on the hill. Of these, perhaps the most enthusiastically driven was Anthony Bamford's 250 GT/64 which was steered by historic ace, Andrew Newall. Former British Hillclimb Champion, David

Franklin, also flew aboard Dennis Singleton's sublime 275 GTB/C. Lawrence Stroll, meanwhile, brought along several cars including the delicious 1967 P3/4 and ex-Penske/Donohue 512 M, resplendent in Sunoco colours. The billionaire clothing mogul and father of F1 midfielder, Lance Stroll, handed over the reins of the P3/4 to Sir Jackie Stewart for one run. This was the first time the Scot had driven such a car since his sole outing for Scuderia Ferrari in the 1967 BOAC 500 at Brands Hatch. Multiple Le Mans winner and Goodwood regular, Emanuele

Pirro, enjoyed his runs in Alexander Rittweger's more youthful 1994 333 SP, while Alessandro Pier Guidi brought things full circle with spirited outings in last year's AF Corse 488 GT3 racer.

With Ferrari dominating the Michelin Supercar Runs, if only by dint of the sheer number of cars fielded by the factory, the 2017 Goodwood Festival of Speed was a Ferrari benefit in all but name.



NEXT MONTH: The full story of Alfa Romeo's 155 V6 Ti DTM racer – and what it was like to drive it up the hill at Goodwood



UP THE HILL IN A LAMBORGHINI AVENTADOR S

Given the chance to run up Goodwood's hill in a bright yellow Lamborghini Aventador S, you'd say "By the brawn of bulls, yes!" wouldn't you? Especially when your pilot is Simone Campedelli, whose day job is tearing up the stages in the Italian Rally Championship. He's clearly in the same mood in the Aventador S: he first task is to play to the crowd with incessant and spine-tingling explorations of the rev-limiter – 8350rpm for the record, at which point the V12 sounds like a raging banshee.

The drama continues in the hillclimb start turnaround area, where Simone performs three perfect doughnuts, emitting so much tyre smoke that it wafts through the cabin air vents like dry ice. Nor is he remotely averse to hanging the tail out at every corner up the hill, to the delight of the crowds – and me. The latest Aventador S may have four-wheel drive and four-wheel steer, but it's still more than happy to lay the rubber down in 'Race' mode. Perhaps that's got something to do with the fact it has 740hp on tap (40 more than the previous Aventador).

The only time Simone becomes circumspect is when we touch 120mph on the main straight approaching Molecomb corner, when he feathers the throttle. No one wants to be the one who stuffs a car into the hay bales at the notorious curve that itches to punish the overconfident. Thankfully we make it to the top not just swiftly, but safely and highly entertainingly. This has been the perfect demo of Lambo's latest slice of ludicrousness. Grazie mille! **Chris Rees**





APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND NOW FIAT



APPROVED SERVICING MEANS:

- FIAT Trained Technicians
- FIAT Diagnostic Equipment
- FIAT Recalls Undertaken
- FIAT Genuine Parts
- FIAT Software Upgrades
- FIAT Warranty Work

COURTESY CARS AVAILABLE

SERVICE



2017 Alfa Romeo Giulia 2.2 JTD 180BHP

Speciale Performance pack fitted with Q2 limited slip differential for incredible handling and traction. 2,964 miles.

Price £32,995



2017 Alfa Romeo Giulia Tb Veloce

Alfa red with black sports leather upholstery. Performance pack fitted with Q2 mechanical limited slip diff. it also includes aluminium gearshift paddles and SDC adjustable suspension Price £39,995



Alfa Giulietta Jtdm-2 Qv Line TCT

Alfa red. Leather + alcantara. Great spec includes Alloy wheels, Air con, Price: £14,995



2015 Fiat 500 Lounge 3dr

15429 miles. Latest spec in Volare Blue. Air conditioning, Bluetooth, Panoramic roof. Price: £7,995



2016 Abarth 500 595C Turismo

17,652 miles. Scorpione Black with tan leather. Air Conditioning Price: £14,995



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

- *No.1 out of 49 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, July - Sept '11
- *No.1 out of 48 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, May - June '11
- *No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

All Ireland Italian Motor Event

Auto Italia made a return visit to Lisburn near Belfast for the keenly awaited annual Italian car show

Report by Phil Ward
Photography by Michael Ward



The Emerald Isle is a goldmine of Italian classics and many owners made the trip to Lisburn's Lagan Valley Island to show off their cars.

An anomaly of the UK registration system is that Northern Ireland's cars carry dateless registration numbers, however cars 'imported' from the mainland can retain their plates. The cars from the south carry

European-style plates so the mixture of styles gives the Lisburn event a truly international appearance.

Auto Italia reader and local serial Italian car collector, Patrick Hurst, provided us with a couple of cars from his stable and we were able to arrive at the event in style. Michael Ward drove the newly restored Stratton Lancia Beta Volumex, while I drove the

Lancia Thema 8.32 and Patrick showed off his 56th Alfa Romeo – a new Giulia Quadrifoglio. Number 57 in his collection will be a Stelvio 280.

The Mayor of Lisburn and Castlereagh, Brian Bloomfield MBE, officially opened the show and he and his wife were escorted by Club Chairman Alastair McIlroy around the display to meet the car owners and look at





Italy's finest. With the arrival of over a dozen cars driven by members of the Alfa Romeo Owners' Club Southern Section, the line-up was complete.

During the course of the day there were in excess of 150 cars and motorbikes present at the show. There was a variety of Ferraris – 348, F355, 360M Challenge Stradale, F430, 488 and a California – as well as a selection of Maseratis, but not

surprisingly their numbers did not match the range of Fiats and Alfa Romeos. Lancias and Abarths were relatively few in number this year but the quality and rarity of the cars on display was very evident.

A number of prizes in various categories were awarded and the overall Best in Show award, as selected by *Auto Italia* magazine, went to Richard Busted for his superb 1972 Alfa Romeo Giulia Saloon.



ITALIAN PASSION FOR SPEED, CARDIFF

The Italian Passion for Speed show was held beside the iconic National Assembly for Wales building in Cardiff on Sunday 18 June. Superb weather ensured a magnificent turnout of performance cars – including rarities like a De Tomaso Pantera – and a large number of visitors swarmed in to view and admire them. The event was supported by the local Motorline Maserati dealer. Many thanks must go to the Italian Auto Moto Club (www.ItalianAutoMotoClub.co.uk) members Paul Talbot, David Morris and their helpers for the organising and smooth running of the event. Paul Hanmore





BUYERS' GUIDE

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

Rising Stallions

In part one of a two-part review of accessible modern Ferraris, we celebrate Maranello's most affordable V8 cars. But which ones are the best buys?

Story by Chris Rees & James Wheeler
Photography by Michael Ward



DINO 308 GT4
Price: £40,000-£70,000
Future value: ★★ ★
Driving: ★★ ★ ★
Parts: ★★ ★ ★
Best model: Any



For so many years the 308 GT4 was the unloved Ferrari, but the ugly duckling has turned into a swan: buyers are finally recognising the beauty of the beast, and that it's actually super-sweet to drive.

The 308 GT4 predated the GTB by two years, arriving in 1973. It was Ferrari's first ever production V8; its first mid-engined 2+2; and its first designed by Bertone. Launched as a Dino, it used a 246 tubular chassis stretched by 21cm.

The 3.0-litre V8 all-alloy engine was all-new, mounted transversely with the five-speed manual gearbox. With four carbs, its power output was 255hp (230hp in the US), good for 155mph and 0-60mph in 6.4 seconds.

There's a groundswell of opinion now that the wedgy GT4 looks pretty good, in a retro '70s kind of way. Unlike some mid-engined rivals, the GT4 could genuinely seat four people, too. It sold well: when production ended in 1980, it was the third most popular Ferrari ever. 2826 were made, 547 of which were RHD.

DRIVING

The driving position is a little offset and the steering wheel is a bit low-set but the aluminium-and-chrome dash looks fabulous. When the carbs are on song, there's so much pep and rev-happiness, with a fabulously guttural sound. Mid-range pull (3500-5500rpm) is excellent so you don't need to approach the 7600rpm redline to get the best out of it.

The GT4 is the sweetest handling and best balanced of all the 308s, with handling that's easily adjustable on the throttle. High-profile tyres mean some 'wobble' on turn-in, but once into a corner the steering feedback is excellent. Yes, it's cumbersome at low speeds, but the 308 GT4 does enjoy the best visibility of virtually any mid-engined coupe.

OWNING

It's better to buy a really good example than a poor car cheaply, as refurbishment costs are very high. The bonnet and bootlid are aluminium, but everything else is steel. Rust can be a big problem – check the A-posts, wheelarches, front wings, sills and valances. Make sure the pop-up headlamps do pop up. Rusty fuel tanks (two of them) are pricey to replace, while the chassis is also prone to corrosion.

The mechanical side is pretty much the same as the 308 GTB – see page 74. Like the GTB, fuseboxes cause problems and are commonly replaced with an upgraded item. Spare parts supplies are surprisingly good. Don't discount a left-hooker, which is ergonomically better.

PRICES

Badging the 308 GT4 as a Dino was never good for values. For years, the GT4 was felt by some not to be a Ferrari; the other hindrance was apparently having too many seats. However, in recent years prices have been appreciating steadily: they are now between



£40,000 and £70,000 – quite a leap considering that five years ago £15,000 to £20,000 would have bought you one of the best cars. The GT4 has now experienced its major value increases; going forwards we're likely to see more gradual rises.

TECHNICAL SPECIFICATIONS

DINO 308 GT4

ENGINE:	2927cc V8
MAX POWER:	255hp at 7600rpm
MAX TORQUE:	210lb ft (285Nm) at 5000rpm
0-62MPH:	6.4sec
MAX SPEED:	155mph



FERRARI 308/328 GTB & GTS
Price: £70,000-£120,000
Future value: ★★★
Driving: ★★★★★
Parts: ★★★★★
Best model: 308 carb/328 GTB



Graceful lines and a glorious V8 engine: the 308 and 328 are all-time classics. It's a superb entry-level Ferrari that's easy to own, inexpensive to run and richly rewarding to drive.

The Pininfarina-designed 308 GTB followed the 308 GT4 as the two-seater of the family, with a 21cm shorter wheelbase (the same as the old Dino 246, which the GTB directly replaced).

The 3.0-litre V8 engine, shared with the GT4, had up to 255hp in carb-fed form. In 1977 came the targa-roofed 308 GTS model; in 1980, both 308 GTB and GTS switched from carbs to fuel injection (GTBi and GTSi), but power dropped to 214hp. That was addressed in 1982 with the QV's 240hp output.

The 328 succeeded the 308 in 1985. It drives better, is easier to live with and doesn't suffer the 308's rust issues. It used a bored and stroked version of the V8 engine, taking it up to 3185cc and 270hp. As ever, there were GTB coupe and GTS targa versions. There's a wide choice of examples, since around 12,000 308s and 328s were built between 1975 and 1989.

DRIVING

Sitting in the laid-back leather seats, you instantly feel 'right'. That V8 loves to rev (as high as 8000rpm) and sounds superb. While the performance is hardly stellar, its mid-range pull is great. Carb-fed models definitely have more character than later injected V8s, but the 328's V8 is torquier and higher-performing.

The gearchange benefits from a positive approach, while the clutch and brake pedals are light. High-profile tyres mean the ride is surprisingly comfortable, but the turn-in can feel a little hesitant. The 308 is well balanced, with mild understeer, and the steering is direct and responsive. The 328 is superior to drive, with excellent grip, confident cornering and an even more comfortable ride.

OWNING

The V8 engine is pretty robust as long as you look after it – but if you don't, a full rebuild can cost £10,000-plus. Proper maintenance is essential, with cambelts renewed at least every 25,000 miles or three years (around £500 fitted). Piston rings should be changed before 80,000 miles. It's vital that the engine has good oil pressure and no blue smoke or oil leaks. Weber carbs need time to set up; Bosch K-Jetronic fuel injection is robust but Marelli ignition can cause problems. Overheating can be an issue, too.

The gearbox can be notchy but there should be no crunching. A rebuild is pricey (up to £5000), and while the clutch can last a long time, it takes up to two days to change.

Rust is the big worry with 308s: check the sills, bulkheads, A-posts, doors, lower panels, wheelarches, headlamp nacelles, spare wheel well and chassis outriggers. The pop-up headlamps are temperamental too – part of a wider array of electrical issues

(improved if a modern fusebox is fitted). Rust is far less of an issue with the 328, thanks to its galvanised steel panels, while the electrics are more reliable, too.

Rubber suspension bushes are commonly replaced with polyurethane ones. Also check for worn hub bearings (a pricey fix at £2000 all round).

PRICES

Today is a far cry from five years ago when a 308 was worth £25,000. The steel-bodied 308 now starts at £55,000 but it's best to spend between £70,000 and £100,000. If you can't find an early carb-fed car, the QV is a great option. 328 values start at around £65,000, with the best worth up to £120,000 and more. Examples with very low miles are not uncommon. GTBs are rarer but the GTS is more in demand so the values are similar. That these cars are genuinely beautiful will always keep them in demand, and despite the softer market conditions we are now experiencing, the very best examples should retain their value.



TECHNICAL SPECIFICATIONS

FERRARI 308 CARB

328

ENGINE:	2927cc	3185cc V8
MAX POWER:	255hp at 7700rpm	270hp at 7800rpm
MAX TORQUE:	210lb ft (285Nm) at 5000rpm	213lb ft (289Nm) at 5500rpm
0-62MPH:	7.3sec	5.6sec
MAX SPEED:	145mph	153mph



FERRARI MONDIAL
Price: £30,000-£50,000
Future value: ★★★★★
Driving: ★★★★★
Parts: ★★★★★
Best model: Mondial T



Stylistically challenged and dynamically wanting, or a practical classic like no other? Perhaps a bit of both; whatever, the Mondial is the undisputed entry-level Ferrari, undercutting all other models by some margin.

The Mondial 8 was a Pininfarina-designed mid-engined four-seater that replaced the 308 GT4 in 1980. The mid-engined, four-seat layout meant a long wheelbase and a forward-sited passenger cabin – not an entirely happy look. Its 214hp transverse-mounted 2927cc quad-cam V8 engine was upped to 240hp in 1982 with the Mondial QV, which also boasted a meatier steering feel.

One year later came the convertible, then in 1985 a facelifted Mondial 3.2 upped the power to 270hp and a better cabin was thrown in. In 1989 came a significant change: the Mondial T with its 3.4-litre 300hp engine (shared with the 348) mounted longitudinally to sharpen the handling. A small number of Valeo semi-automatic versions were also made. By the time Mondial production ended in 1993, a total of around 6100 examples had been built.

DRIVING

Not everyone likes how the Mondial drives. The pedals are offset, the gear lever is long and the steering wheel is large and its feel heavy at low speeds (alleviated in the 'T' with its power steering).

Thankfully, though, the clutch is light by Ferrari standards and the ride is exemplary. The handling is sharper than the 308 GTB's, too, and is especially well resolved in later 'T' form.

Despite being high-revving, early V8 engines feel sluggish by modern standards. The rule of thumb is: the newer the generation of Mondial is, the more power and drivability you get.

OWNING

The V8 engines are pretty robust; look out for perished coolant hoses, failed sensors and poor camshaft oil sealing. Expect difficulty engaging second gear when the car is cold but if other gears are awkward, there could be big problems lurking.

Other issues include failed air conditioning, faded paintwork, fusebox problems on early models, jammed headlights, perished leather and electrical issues. Convertible rear screens often become cloudy.

Mondials do rust. Check the front wings, door bottoms, wheelarches, boot, bonnet, floor and bulkhead, as well as looking for accident damage.

PRICES

As recently as five years ago, early Mondial 8s were selling for £10,000. Today, Mondial prices start at £25,000 but it's wise if you aim to spend at least £35,000. Early '8's are cheapest; the later 'T' is more costly to maintain but it's a far superior car all round. There is little difference in value between coupe and folding roof versions.

TECHNICAL SPECIFICATIONS

	FERRARI MONDIAL 8	3.2	3.4T
ENGINE:	2927cc	3186cc	3405cc V8
MAX POWER:	214hp at 6600rpm	270hp at 7000rpm	300hp at 7200rpm
MAX TORQUE:	179lb ft at 4600rpm	224lb ft at 5500rpm	239lb ft at 4200rpm
0-62MPH:	7.0sec	6.3sec	5.6sec
MAX SPEED:	143mph	155mph	158mph



FERRARI 348
Price: £50,000-£65,000
Future value: ★★★
Driving: ★★★
Parts: ★★★★★
Best model: Spider



With a reputation for unresolved handling, the 348 has been unloved for a while but views are changing: with correct fettling the 348 can be a great car.

The 328's successor was launched in 1989 with a new semi-monocoque pressed steel chassis that was four inches longer than the 328's. It was offered in tb coupe and ts targa-topped guises. The 't' stood for 'transverse': Ferrari had learnt its lesson from the Mondial and rotated the V8 so that the gearbox sat transversely in the chassis.

But it was clearly lacking in dynamic cohesion and the 348 quickly gained a reputation for snap oversteer. Ferrari eventually sorted things out with changes to the suspension geometry and weight distribution.

The familiar all-alloy V8 was bored out to make 3405cc, with a new cylinder head, manifold and intake, plus dry-sump lubrication, so it made a healthy 300hp.

Pininfarina's design looked butch, with hints of Testarossa. In 1993 a new Spider model arrived with a fully convertible roof. In late 1993, the coupe and targa were renamed GTB and GTS and the V8 received an extra 20hp, the interior was revised and the suspension was tweaked with a wider rear track, revised geometry and extra chassis rigidity, sharpening the handling.

The 348 GTB and GTS were replaced in 1994 by the F355, while the 348 Spider carried on until 1995. Out of a production run of 8654, fewer than 500 were imported to the UK in right-hand drive. Spiders are rare (1090, of which only 68 came to the UK).

DRIVING

The laid-back seating position is a little awkward, and the seats are hard and narrow. The V8 engine is an absolute cracker all the way to the top end (8000rpm). It isn't super-fast by modern standards, but it's always lively, with plenty of low-down torque – but the gearchange is best described as 'notchy'.

The steering is direct but a bit wooden in feel, and the handling can be nervous if you're anything other than precise with your steering, braking and throttle; later cars are less twitchy. The ride is choppy, though, and open-topped models suffer from scuttle shake.

OWNING

Early V8s have a known problem with chain tensioner wear, but most have been replaced with later-spec items. The engine must be taken out for certain jobs, but many specialists have developed techniques to do these with the engine in situ.

TECHNICAL SPECIFICATIONS

FERRARI 348

ENGINE:	3405cc V8
MAX POWER:	300hp at 7200rpm (320hp from 1993)
MAX TORQUE:	239lb ft (324Nm) at 4200rpm
0-62MPH:	5.4sec
MAX SPEED:	171mph

The gearbox has weak internals so listen for nasty noises; rebuild costs can exceed £4000. The cable linkage usually needs constant adjustment. Clutches can be short-lived (as little as 10,000 miles).

Suspension platforms are prone to cracking, and the whole suspension system is rather sensitive to set-up. Many owners switch to polybushes. Rear tyre wear can be severe, so factor this into overall running costs.

Rust isn't common but check the sills, wheelarches and lower doors. The tubular steel rear subframe can corrode, too, while the undertray is easily damaged. The air con ECU suffers issues and the cabin plastics tend to deteriorate with age.

PRICES

Long underappreciated, the 348 has aged well and is now seen more as a valuable sum of its parts rather than an ugly duckling. Before big price rises in 2012, the 348 tb/GTB and ts/GTS were available in the low £20,000s; now good examples cost £50,000 to £65,000. Values are unlikely to go up or down significantly in the near future. More importance is applied to mileage and provenance than body style.



FERRARI 355
Price: £65,000-£90,000
Future value: ★★★★★
Driving: ★★★★★
Parts: ★★★★★
Best model: F355 manual



Fantastic to drive, fabulous to look at and finally being appreciated for what it is, the Ferrari 355 is a true modern classic. The 348's 1994 replacement got it pretty much spot-on from the outset.

The magic starts with the engine: an expanded V8 engine with 3496cc and 380hp. You could choose between a classic exposed-gate six-speed manual gearbox, or from 1997, an F1 semi-automatic. Manual cars are called 'F355' but semi-autos 355 F1 (with no 'F' in front of the name).

Three body styles were made: coupe (Berlinetta), targa (GTS) and convertible (Spider). Total UK sales were 496, 434 and 454 respectively, and overall the 355 was a huge success, selling 11,206 units.

DRIVING

The sensational V8 is docile below 4000rpm, furious above 6000rpm and super-smooth throughout. There's fantastic handling balance and stability, too. The suspension has two modes: Sport and Comfort. The latter isn't exactly what you'd call comfortable, but it does soften things on bumpy roads. Switch to Sport mode and the 355 finds its focus, with ultra-communicative steering.

This is a car from an era when driving was unadulterated by artificial aids, and the 355 still feels raw and rewarding today. So while ABS is standard, for example, you can switch it off.

OWNING

The V8 is robust but sensitive to oil overfilling, while coolant leaks from the radiators and pipes are common. Lambda sensors are prone to failure, risking overheated exhausts, distorted manifolds, burnt valves and damaged catalyts. Misfires are often caused by water getting into the engine management system, while cracked manifolds are an issue. Cambelts must be changed every three years/30,000 miles (£1700 for an engine-out replacement).

The F1 electro-hydraulic semi-auto has a rather short clutch life if used in urban traffic a lot. Rear tyre wear



TECHNICAL SPECIFICATIONS

FERRARI 355

ENGINE:	3496cc V8
MAX POWER:	380hp at 8250rpm
MAX TORQUE:	268lb ft (363Nm) at 6000rpm
0-62MPH:	4.7sec
MAX SPEED:	183mph

can be severe (as little as 5000 miles a pair).

The rear subframe can rust (a serious issue as it's structural) and the rear buttresses often corrode, as do the sills. Look for signs of accident damage and crunched undertrays. The GTS's roof often leaks, while centre console plastics do deteriorate.

PRICES

Values in the £65k to £90k range reflect that the 355 family is extraordinarily capable. The most desirable are Berlinettas with three pedals in the right-hand foot well: they're the best to drive and also the rarest. Future values look good, expected to follow an even, gradual rise in the future.



FERRARI 360
Price: £65,000-£100,000
Future value: ★★★★★
Driving: ★★★★★
Parts: ★★★★★
Best model: Modena manual



The 360 Modena was the first Ferrari designed entirely under Luca di Montezemolo's command. Launched in 1999, it was nine inches longer and one inch wider than the F355 it replaced. The chassis, body, engine and suspension were all made of aluminium, reducing weight. A convertible 360 Spider arrived in 2000.

Ferrari's V8 was expanded to 3.6 litres and 400hp. You could choose between two transmissions, a conventional manual or an F1 automated manual.

In 2003 came the Challenge Stradale road-legal track car with plenty of carbon to make it 110kg lighter, plus 425hp. Production ended in 2005, by which time 8800 Modenas and 7565 Spiders had been made.

DRIVING

The V8 sounds fabulous and makes light work of straights. Many drivers prefer the six-speed manual gearbox over the F1 gearchange, which isn't the smoothest at low speeds.

The handling balance is sharp, the grip prodigious in the dry, and the power steering has plenty of feel. Choose between normal and Sport modes, the latter delaying the traction control's intervention and firming up the dampers – or turn the systems completely off for 'advanced' action.

OWNING

Build quality is solid and high mileages can happily be reached. 360s undoubtedly benefit from regular use. When starting from cold, engines sometimes sound rattly, but if this doesn't disappear once warm, beware. Check for oil leaks from the cam covers and crank oil seal. Thankfully the engine doesn't need to be removed for cambelt changes.

About one third of 360s have manual transmission – a robust, reliable unit. The F1 automated manual eats clutches, especially with frequent urban use, a pricey fix (around £3000).

The aluminium body panels should have tight gaps. Corrosion can occur around the wheelarches, front indicators, front bulkhead, windscreen and door handles. Beware damaged Spider soft tops, which cost £10,000 to replace.

Suspension ball joints and track rod ends are heavy wear items, typically needing attention every 10,000 miles and costing £1000. Beware of cars that wander or shudder under braking; new pads are recommended every 12,500 miles.

Look for signs of a rollcage or racing harnesses

TECHNICAL SPECIFICATIONS

FERRARI 360

ENGINE:	3586cc V8
MAX POWER:	400hp at 8500rpm
MAX TORQUE:	275lb ft (373Nm) at 4750rpm
0-62MPH:	4.5sec
MAX SPEED:	184mph



having been fitted, indicating track use. Leaks in the front boot are common. Ensure the car has two black key fobs and one red one.

PRICES

360 values are now around the same level as the 355's. Mileage and provenance are more important than body style, but drop-tops are slightly more valuable than coupes, despite more Spiders being made than Modenas. As for the F1 transmission, the same comments apply as with the 355: everyone wanted it then, few do now. It's possible to find cars as low as £50,000 but it's best to spend more for top examples, which will always have a following. 🇮🇹



USEFUL CONTACTS

SALES & SERVICE:

Autofficina, 5 Ruxley Lane, Epsom, Surrey KT19 0JB. Tel: 020 8391 0002.

Web: www.autofficina.co.uk

DK Engineering, Little Green Street Farm, Green Street, Chorleywood, Herts WD3 6EA. Tel: 01923 287 687. Web: www.dkeng.co.uk

Foskers, Unit 5 Brands Hatch Park, Scratchers Lane, Fawkham, Longfield, Kent DA3 8PU. Tel: 01474 874777. Web: www.foskers.com

Hoyle-Fox Classics, Unit 9, Wycke Hill Business Park, Maldon, Essex CM9 6UZ. Tel: 01621 841444. Web: www.hoylefoxclassics.co.uk

Joe Macari, 249-251 Merton Road, London SW18 5EB. Tel: 020 8870 9007. Web: www.joemacari.com

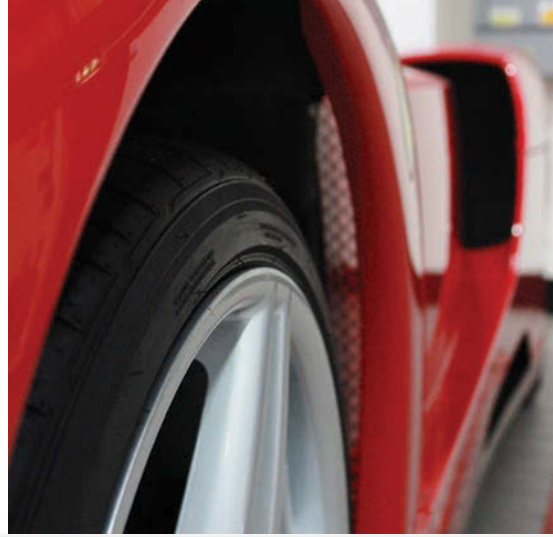
Rardley Motors, Headley Rd, Grayshott, Hindhead, Surrey GU26 6LB. Tel: 01428 606616. Web: www.rardleymotors.com

PARTS:

Maranello Concessionaires, Unit B8 Crabtree Road, Egham, Surrey TW20 8RN. Tel: 01784 436222. Web: www.ferrariparts.co.uk

Superformance, Unit G1, R D Park, Stephenson Close, Hoddesdon, Herts EN11 0BW. Tel: 01992 445 300. Web: www.superformance.co.uk

NEXT MONTH: AFFORDABLE V12S – 400, 412, 456, 550 & 612



Maranello

CLASSIC PARTS

THE **ONLY** AUTHORISED WORLDWIDE FERRARI CLASSIC PARTS DISTRIBUTOR

- More than **35,000**, and still increasing product lines in stock
- Unrivalled **knowledge** and **experience** in identifying your parts requirements
- Over **£38 million** of parts inventory and detailed information for over **385,000** lines
- **Licensed** to remanufacture a huge range of parts for older models
- **We buy** old genuine stock - contact us for details
- We will **price match** on all genuine Ferrari parts
- Parts for road cars from **1950** to the supercars of today
- Delivery **anywhere** in the world

+44 (0) 1784 559102 parts@ferrari.parts.co.uk www.ferrari.parts.co.uk

@Maranelloclassicparts @Maranelloclassicparts @Maranelloparts

PRESERVING THE PAST, PRESENT & FUTURE.





SERVICING • REPAIRS • BODYWORK • SALES

Kent's specialist Ferrari, Lamborghini and Maserati service centre



- Leading with over 60 years performance car experience



- Specialising in routine service to complete engine & gearbox overhauls



- Diagnostic tools: SD3 for Ferrari and LDAS and LARAS for Lamborghini

- Expert Italian supercar bodyshop facility

- Outstanding customer service

- Competitive prices



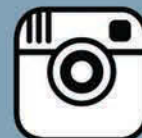
COME AND SEE US AT BIGGIN HILL AIRPORT OR CALL US TO BOOK A QUOTE

ADDRESS

Unit 12, Airport Trading Estate
Biggin Hill
TN16 3BW

CONTACT US

T - 01959 928 277
E - info@supercaritalia.co.uk
W - www.supercaritalia.co.uk



SCORPION *GTA*

RED POWER

LIGHTWEIGHT PERFORMANCE EXHAUST

147 GTA - 156 GTA - GT 3.2 V6
GREAT SOUND GREAT POWER



CAT BACK SYSTEMS

Stainless steel centre pipe with silencer and twin pipe back box. Direct replacement for O.E exhaust

FROM
£399.99 inc VAT

IN STOCK NOW FOR UK NEXT DAY DELIVERY



DECAT SECTION

Twin Pipe Decat Section. Direct replacement for the restrictive O.E catalyst section. Fits GT 3.2 V6 and 147/156 GTA

£129.99 inc VAT



FRONT FLEXI DOWN PIPES

We have now designed and built replacement front down pipes in stainless steel to complement the Scorpion exhaust. They are 57mm O.D tube with a 50mm flex joint. These are a direct replacement for the original O.E pipes.

£269.99 inc VAT



VISIT OUR NEW SITE

WWW.SCORPIONGTA.CO.UK

ALL EXHAUSTS COME WITH A SCORPION LIFETIME GUARANTEE



AUTHORISED DEALER



WORLDWIDE DELIVERY AVAILABLE

ALL PRICES CORRECT AT TIME OF PUBLISHING AND INCLUSIVE OF VAT. P&P CHARGES DEPEND ON YOUR COUNTRY AND ARE NOT INCLUDED

AUTO ITALIA CLASSIFIEDS

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

ALFA ROMEO



1976 Alfa Romeo Spider Kammtail 2.0 Veloce. 98,000 miles, RHD from new, offers over £8000. Silver with black interior, brand new hood, new carpets, engine rebuild in last ten years, fully restored in the 1990s, when scarcely a panel or part seems to have been untouched. First registered in Cyprus, owned by my cousin in Dublin since 1989, imported to England and re-registered here in 2014. Please call for full details, I have detailed files and photos, AROC member. Tel: 07733 307263. A259/018



1977 Alfa Romeo Alfetta 1.8. Giallo Piper, this amazing car has had one owner since new in August 1977. It has always been garaged and well looked after. Very low genuine mileage, 25,000 miles, with all MOT documentation as proof. Engine runs like a dream, totally original bodywork which is in excellent condition with some minor dents and the odd spot of rust which has been treated, £13,000, must be seen to be fully appreciated. Tel: 07880 688069. A259/010



1981 Alfesud Super. 75,000 miles, Bianco. Four door saloon, stored in garage last 20 years, heavy rust to front lower screen area and wings, repair or spares, buyer collects, £400. Email: agarnett60@gmail.com. A259/041



1971 Alfa 105 1750 Spider Veloce. 122,500 miles, white (Bianca Pininfarina) with red interior. Rare model, only 138 RHD 1750 Kamm-tails produced. Good bodywork chrome and hood, extensive refurbishment of mechanical components including reconditioned gearbox, differential, brakes, steering etc, carried out under present ownership. Detailed history file with MOTs back to 1975, owned by AROC member since 2003, £12,500. For full details contact: Ian, 01492 544539 (North Wales). A259/039



1990 Alfa Romeo Spider Veloce 2000 Pininfarina. 70,000 miles, green, built for the American market, then converted to R/H drive by Bell and Colville. First registered 20.05.1993, substantial history file available. Acquired by present owner in 2015 but kept in storage owing to illness. The vehicle is equipped with automatic transmission, during the late '70s I drove a 2000 Berlina Auto. What fun that was! £11,500. Tel: 01452 770055. Email: juniperslad@gmail.com (Juniper Slad, Bisley, Glos). A259/038



1981 Alfa Giulietta 1.8. In outstanding condition throughout and complete with history file. Previous show winning car, comes with large selection of spare parts, please contact for full extensive history of this vehicle, sale price £6000. Tel: Euan Colbron, 01382 775494 or 07774 672757. A259/042



1991 Alfa Romeo Spider S4 2.0. 110,000km, black. A stunning example, imported from Germany in 1997, and converted to RHD. Full German service history stamped in book, lots of invoices of work done in UK, stored under cover over the winter by previous owners and myself. Under body treated with rust protection, recent oil filters and plugs change. Recent upgraded alloys and brake calipers, roof in excellent condition which also comes with tan roof tonneau, new matching windshield and Nardi steering wheel, which look stunning together. Stainless steel exhaust from the cat back which gives a lovely tone, bodywork is excellent with some light scratches and marks, with no rust, seats have a few marks with no splits etc, MOT July 2017, all UK MOTs to verify mileage, £10,250, an excellent investment, AROC member. Tel: 07791 509613. A259/037

Alfa Romeo 145 for sale. 92,200 miles, well serviced and looked after desirable sports hatch. Runs fantastic, sounds great, best gearbox on an Alfa ever, tyres in good order, bodywork has a couple of dings but no rust. Have a large amount of spare wheels, side skirts, Eibach sport springs, doors etc, cambelts done one year ago. Please note that the private number plate is not included in sale, car is a 2000, one of the last, please contact for further details, £1750. Tel: 07808 962609. Email: jason@hunteraray.co.uk (Ayr). A259/005

2007 Alfa Romeo 147 1.6 Collezione Limited Edition. 76,000 miles, red, black leather interior. Full history with large folder of bills, new MOT with a couple of advisories, 1 previous owner. Approximately £2000 recently spent, £1950, new car coming soon. Tel: 01626 363876 evenings (Devon). A259/046



1991 Alfa Romeo 147 2.0 TS. 68,500 miles, red. Track day prepped car, heaps of fun and very capable according to instructors. Many modifications, contact for more info, £2099 ono. Tel: 07855 996434. Email: timguest40@gmail.com. A259/040



2004 Alfa Romeo 147 1600. 84,794 miles, silver. Twin spark 5 door hatchback, petrol, 10 months' MOT, good condition, drives well, reluctant sale due to ill health, £950 ono. Tel: 01543 425900 or 07947 776361 (Cannock area). A259/045



2003 Alfa Romeo 147 GTA. 115,000 miles, red. MOT November, comprehensive history file with recent history as follows: new Q2 diff fitted @ 113k £900, new front wiper assembly and coil pack £350, new grooved and drilled discs and pads all round. Full exterior rosso red respray, chrome shadow wheel refurb, cambelt service at 103K. Full service history with latest at 110K, all handbooks and fully stamped service history, Bilstein shocks and springs and top mounts replaced at 103K, full handbooks, £6999. Any inspection welcome, sale due to looking for a Brera or Spider. Tel: Carl, 07758 951725 (Coalville, Leicestershire). A259/044



Alfa Romeo 156 2.5 V6 Sportronic. 2000, low mileage at 99,500 miles, MOT May 2018, silver with red Momo leather, beautiful V6 engine, smooth auto gearbox, fully serviced, many new parts, getting rare - only 35 of this model left! £1750. All enquiries to Steve on 07720 349239. Email: stephen.mclean@sky.com (located Leeds). A259/031

CLASSIFIEDS ITALIAN CARS FOR SALE



1996 Alfa Romeo 155 Twin Spark 1.8. 126,000 miles, red, not cambelt, chain. MOT passed in Oct 2016, £4500. Email: babsymalone@hotmail.com. A259/043



1998 Alfa Romeo 156 2.0 Twin Spark Lusso 4 door. 70,384 miles, red, MOT in Oct, both top and bottom front suspension arms replaced, polyurethane bushes to rear suspension arms, brake discs replaced with better ones, all brakes have steel braided Teflon brake hoses. Secondary air box removed and an air intake fitted, air filter is an Autodelta one, Lambda sensor fitted. Cambelts have been done recently, a new thermostat was fitted, air con was fitted with a new tube and was serviced, air flow sensor was fitted, £1350 ono. Tel: 01527 524634. A259/035



2001 Alfa Romeo 156 2.5 V6. 107,000 miles, black 156 2.5 V6 Q-system. 6 months' MOT, FSH. Custom made bodykit, custom exhaust system, carbon fibre diffuser at rest, 18-inch alloys. Hydro-dipped interior and engine bay, ex show car. Great condition, £1300 for quick sale. Tel: James, 07895 987605. A259/034



2008 Alfa Romeo 159 1.9 16v JTDM Lusso Sportwagon. 113,300 miles, Stromboli Grey, dark grey leather. Registered 28/03/2008, MOT May 2018, FSH. Excellent condition throughout, current owner (AROC member) since May 2009. Gearbox rebuilt 2016, new clutch (Alfa Workshop), recent OE upper suspension arms, front brakes, handbrake cables, 2 keys, recent Clarion VX402E multi-media head unit (will reduce price if prefer standard), £3950 ono. Tel: 07539 379707. Email: phil.gotts@btconnect.com. A259/036



2003 Alfa Romeo 156 GTA. 146,000 miles, red. Full service history, 2 owners, water pump and cambelt changed at 140,000, MOT till 23/04/2018, £7500, reluctant sale. Email: mgrabo812@aol.com. A259/032



2006 Alfa Romeo 159 2.4 Lusso. 87,500 miles, Stromboli Grey, red leather. Feb '17 oil service, cambelt and waterpump, MOT 28 April 2018. With Tri-zone a/c, BiXenon, front parking sensors, split folding seat, chrome mirror caps, rear lip spoiler, Alfa mudflaps, remap (over 240bhp and 415 f/lbs) uprated dampers, BMC filter. For right price includes roof bars, a spare set of 17" Alfa alloys, laptop with MultiecuscanScan leads, workshop manual disc, £3000. Email: richard.a.shaw@hotmail.co.uk. A259/012



2009 Alfa Romeo 159 1.9 JTDM 16V TI. 79,000 miles, red. Excellent condition, maintained by Sunnyside Garage, one previous owner, purchased from Alfa dealer as approved used with 23K miles on clock, new tyres 3K miles ago, new timing belt last year and full service, next full service due in 20K miles, unmarked leather upholstery and excellent interior, very carefully driven by a 50 something. The car is a stunning eye catching example, reluctant sale, £4950. Tel: Paul 07736 922863. Email: p.a.saggers@btinternet.com. A259/017



2007 Alfa Romeo 159 2.4 JTDM. 72,000 miles, Stromboli Grey. Very good condition inside and out, upgrades fitted by Veloces of London, £4950. Tel: 07790 518806. A259/033



Mrspeedlux



1971 Citroen SM EFI
Perfect paint, very fast example,
£5k new maintenance
£34,995



1961 Alfa Romeo Giulietta Sprint
Nicely mellowed older restoration, never rusty,
matching numbers
£44,995



1966 Fiat 2300S Coupe
1 owner 42 years
rare factory black, quite superb
£44,995



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



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



1973 Lancia Fulvia 1.3S Coupe
2nd Series, excellent body,
new floors
£17,995

COMING SOON
1969 Fiat 124 Coupe 1 owner
1959 Alfa Romeo Giulietta Sprint Veloce
1967 Lancia Fulvia Rallye 1 owner
1972 Lancia Fulvia 1.3S coupe HF style
1972 De Tomaso Mangusta

We are Italian car specialists, more vehicles online and arriving, please see our website
T +44 (0) 1424 893362 E hello@mrspeedlux.com W www.mrspeedlux.com

ITALIAN CARS FOR SALE CLASSIFIEDS



AVANTI MOTORSPORT
ABARTH / ALFA / FIAT / LANCIA
 1000s of used parts in stock
 Performance Engine Parts
 Engine & Gearbox Rebuilds
 5 & 6 Speed Close Ratio Gearkits
 LSD Units, Final Drives
 Tel.: 01458 446517
 Email: avantimotors@btconnect.com

Alfanatic

The Alfanatic team specialise in service, maintenance and repair of all Alfa Romeo Cars

- Highly skilled technicians
- Modern & classic models of Alfa Romeo
- Latest Diagnostic testing
- Repairs to the highest standards
- MOTs
- Free courtesy cars available
- Family run business
- Unrivalled local reputation

Alfa Service & Repairs, St James Road, Fleet, Hampshire, GU51 3QH
 t: 01252 629159 www.alfanatic.co.uk

Gonnella Brothers

Which? Trusted trader

'Established 1979'
 Servicing, Repairing and MOT test station
 – covering classes 4, 5 & 7




Unit 5a Catford Hill, London SE6 4NU
 020 8690 0060 | 020 3302 2303
www.gonnellabrothers.co.uk

NEXT STOP!
TURIN MOTORS Ltd



- FIAT •
- ALFA ROMEO •
- ABARTH •
- CARS FOR SALE •
- SERVICING •
- CAMBELTS •
- DIAGNOSTICS •
- AIR CONDITIONING •

Sheepscair Street South, Leeds LS7 1AD
 Tel: 0113 245 8787 | Web: www.turinmotors.co.uk
 www.turinmotors.co.uk
 Tel: 0113 245 8787

General Servicing & Restoration
 Engine & Gearbox rebuilds
 Performance Upgrades


Alfa Romeo and Fiat Dino Specialists:
 Giulia 105 Series
 Giulietta / Alfetta / GTV6 / 75 / SZ
 3.5 / 3.7 litre engine conversions
 'Quick-shift' gear linkages
 RS Racing Handling Kits
 Fiat Dino Coupe / Spider / 2000 / 2400





alex jupé motorsport .co.uk
 Tel: 01243 575760
alex@alexjupemotorsport.co.uk

CLASSICARCO
 the classic car specialists



"Knowledge, Expertise & Passion"

Fabrication and Spares
 Full Restorations and Body Work
 Servicing and Repairs

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

Established for over 25 years

Alfa Workshop Services
www.alfaworkshop.co.uk



- Servicing, all Alfa Romeo models
- Modification.
- Restoration of classic Alfas.
- Race car preparation
- Part sourcing and supply.
- Machine shop on site
- Fully equipped with Alfa Romeo Special Tools
- Alfa Romeo Examiner HD
- Alfa Romeo WiTech Plus

t: 01763 244441 or 245481

Unit 15 Orchard Road, Royston, Hertfordshire, SG8 5HD, UK
 e: jamie@alfaworkshop.co.uk
 e: sheyne@alfaworkshop.co.uk

THE DIRECTORY SPECIALIST SERVICES



2004 Ferrari Challenge Stradale. Challenge Stradale for sale by Club member and original owner. Registered and garaged in Monaco. LHD, Rossa Corsa, 18,885km, no accidents. Last service 02/17, new Pirelli Corsa tyres (okm). Expertise report dated 01/17 available upon request, estimate €225,000-€250,000. Email: pjdewez@gmail.com. A259/024



Ferrari 355 Spider manual 1997. Rosso Corsa with Nero leather in stunning condition. Only 24,000 miles with comprehensive and photographic service history. I have owned this car for 12 years and always kept in heated garage, full Capristo exhaust system and performance wheels, I have the original exhaust and wheels to go with the car, priced to sell at £105,000. Tel: 07834 571734. A259/058



Ferrari 355 GTB. Ferrari Owners Club member has a 1998 355 F1 GTB for sale, I have owned this car for over 15 years, I am the 3rd owner and the mileage is only 31,000. It has a full service history file from the Ferrari Centre and no expense has been spared, all original books, leather wallets, spare keys fobs and the original tool kit. Always kept in a heated garage this is one of the best useable 355s on the market and I have priced to sell, Giallo Modena with dark blue hide, LHD, £59,750. Email: joe.sacco@talk21.com. A259/057

Ferrari 308 GTB fibreglass. Fibreglass race car for sale, 1977, red. Known club car raced for many years in Marenello Challenge. Very powerful modified dry sump engine, period brake upgrade, roll cage, plumbed extinguisher, cut off etc, race exhaust manifold/exhaust. This is a front running car in the right hands, road registered, £125,000. Please phone 07594 186560 for further details. A259/051

Ferrari 599 GTB F1 LHD 2008. Owned and maintained by FOC UK member since 2013, this is an exceptional example of the 599. The first owner was a member of the Qatar royal family and the car condition and specification is second to none. Having covered only 12,000 miles to date and with UK servicing by Graypaul (Edinburgh) and JHM Automotive, the car is in outstanding condition. The car is being advertised elsewhere, full details and specifications can be seen on www.theoctanecollection. Tel: Ross, 07899 271599. A259/052

FIAT



Fiat Seicento Sporting MPI. 2003, silver, black and grey interior, sunroof, new tyres and exhaust, FSH, long test. Only 11,000 miles from new! Virtually as new underneath and underbonnet, £2195. Tel: 01684 892906. A259/026



Gorgeous Fiat Barchetta. 11 months' MOT. Perfect Italian leather heated seats with orange stitching, fog free headlights, new tyres and unmarked alloy wheels, lovely clean rust free bodywork, perfect roof. Recently serviced, ready for spring summer months. Tel: Aldo, 07841 777155 (Edenbridge, Kent). A259/025



allitalia
Independent Italian Auto Specialist



www.italianspecialist.com

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

01978 75 75 88

f **AllitaliaLtd**



Fiat Abarth 500c. 2014, bought as a retirement present, 135hp, plus black Coverleaf wheels, Xenon lights over standard features, rarely used, 9700 miles, garaged, no winter use, £10,500. Tel: Kate, 01276 470970 (Surrey). A259/059

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

LANCIA



Lancia Delta Integrale Evo 1 (Waterspray version) 1991. Owned since 2002 (at 76,000km/47,000 miles), currently on 97,000km (60,000 miles), imported by previous owner from Italy in 1998. Modifications include: Techno 2 tubular manifold, Supersprint SS exhaust, front mounted intercooler, roller bearing T38 turbo, Auto Integrale 'Fast Road' cams, 630cc fuel injectors and uprated fuel pump, rebored cylinders to 84.6mm, custom remap by FC Performance: boost pressure increased to 1.45 bar, BC coilover suspension kit with adjustable top mounts. The car underwent the majority of the modification work in 2010, while the work was carried out all mechanical and electrical components, electrical sensors, bolts, washers etc, were refurbished or replaced with OEM parts or uprated items. The car is in exceptional condition, unfortunately due to a serious knee injury, I have to consider selling this car, to say I am saddened is an understatement! £35,000 ono. Tel: 01981 580068. A259/002

PARTS




Fiat Coupe 20V Turbo. For sale for £100 is the rear window with green tint, in perfect condition, there are other parts available, please message, for collection only. Tel: 07935 830055 (Carmarthenshire). A259/029



Ferrari F430 wheels for sale. Having acquired set of Scuderia wheels for my car I have 4 original wheels for Ferrari F430 for sale in good condition, without tyres but centres included as shown, £1200 ovno. Tel: Peter Jerram, 07980 991205. A259/030



Original Abarth end silencer (NOS) for Fiat 1500 C Berlina 1965 and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com (Netherlands). A259/004



FIAT COUPE SPECIALIST SPARES
SPARES, SERVICING, RESTORATION & SALES
WWW.FIATCOUPESPECIALIST.CO.UK
01684 593187 f **@fiatcoupes**

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



Ferrari left hand drive headlights. Only used for couple of months, 599 GTB headlights, LHD, 599 163539, £2750. Tel: 07768 028471. A259/006



One of one Ferrari themed coffee table. This is a two tier coffee table. The top has a red perspex surface edged in black upon which the word Ferrari in polished stainless steel letters has been recessed into the perspex top. The lower shelf is frosted glass, the legs are polished black gloss, the table top measures 1005mm long x 605mm wide x 460mm high, £345 plus shipping. Tel: 07564 637636 for further information. A259/061



Ferrari 360 Modena sales book. Dealer supplied, dated 06/99, 48 unmarked pages, rare book, excellent S/H condition, £22. Tel: 07399 359072. A259/003

2600 parts. 2600 Berlina twin point Marelli distributor all complete, £150 ono incl p&p; 2600 original set of 6 plug leads and 6 spark plug caps, brand new still in original sealed bags and 24" hand made metal tube to hold them in, tapered along its length with holes for leads to exit at intervals attaches to carb mounts, £180 ono incl p&p. Tel: Dave Shead, 07977 144147. A259/020

Exhaust parts from Alfa 164. Powerflow rear box, £30; front pipe, £15; catalytic converter, £30; centre section, £25. Tel: Alun, 07836 643237 or 0151 327 2711. A259/021

Spares: Fiat 1500 cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A259/028

MISCELLANEOUS



'Ferrari 360 Spider'. Signed by artist Juan Carlos Ferrigno for Ferrari UK. For launch in 2000, number 420 of 1000, framed 635mm x 460mm, £200 post free. Email: vinceg2909@yahoo.co.uk. A259/060



Automobile Club d'Italia FIA. Blue chrome enamel, 1960-1975, size 70mm x 81mm, bar fixing, £48, post free. Tel: 07968 659967 (Surrey). A259/002



Alfa Romeo Club badge 20. Grille fixing with logo, chrome finish, inc fixing kit, size 3-inch dia, £45. Tel: 020 8399 7541 (Surrey). A259/001

WANTED

Wanted: Lamborghini Espada S3 LHD. Also Miura type 8" wheels and fix kit. Swap 4 Merc 230 estate 1988 v.low mileage, many new parts, extras and or pro camera items and collection, and or new Snap-On tools and collection etc, also other items, please help ex Lambo fitter. Tel: 01277 200530. Email: dcian@fastemail.us. A259/007

Wanted anything Lamborghini. Also car books/mags etc, any country, swap 4 car mag articles and books, Italian and UK sportscars, wildlife, USA truck, muscle cars, Mustang, hearse/limo, guns, bikes + other items. Tel: 01277 200530. Email: dcian@fastemail.us. A259/008



Wanted: for Lancia Dedra automatic. Automatic gear selector T-handle with push button and gate (RHD), or information to assist in acquiring such, new or used. Also for sale cheaply good bodysell for manual Dedra with some parts removed available soon. Tel: 01684 892906. A259/027

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

* PRIVATE ADS ONLY. FOR TRADE RATES CALL 01732 445325

Colour photographs are free for PRIVATE advertisers! You can include up to 30 words free, too; thereafter it's 30p per word. Advertisements can be submitted by email, or posted using this form. Send your advert together with your remittance if applicable to: **Auto Italia Private Classifieds, Morningside House, 1 High Avenue, Letchworth SG6 3RL, United Kingdom, (email: liz.solo@ntlworld.com)** to arrive no later than **16th August** for inclusion in the **October issue**. **November issue deadline: 13th September.** All adverts received after the deadline will be inserted in the following issue. Private adverts cannot be submitted by telephone. For **TRADE RATES** please email: david@talkmediasales.co.uk or call: 01732 445325.

PLEASE USE BLOCK CAPITALS

NAME: _____

ADDRESS: _____

POSTCODE: _____ EMAIL: _____

TEL NO: _____

VISA/MASTERCARD/EUROCARD/DELTA No: _____

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

WORDING FOR ADVERT:

CLASSIFICATION REQUIRED:

TICK AS APPLICABLE PICTURE ENC: TRADE IDENTIFICATION:

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

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

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

Adverts received before 16th August will go into October issue

NOVEMBER DEADLINE: 13th SEPTEMBER

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

ITALIAN CARS FOR SALE CLASSIFIEDS

Art Defender Motori: keep and drive your classic car in the heart of Italy.



Prices from € 350+VAT

Fully secure, alarmed and discreet service
 Central position, close to major Italian specialists
 Maintenance and exercise programs | Long or short term storage
 Worldwide collection and delivery | 10 minutes from Bologna Airport
 Private tests at Modena racetrack | Assistance for races/events | All Risks insurance
 Restoration, buying&selling consultancy | Car detailing | Photo and video services



www.artdefender.it
 sales@artdefender.it
 ph. +39 (0)51-0988068

Sytec
 Engineering

Competition MOTORSPORT

THROTTLE LINKAGE KIT

Pt No. **STLK 100**
£58.00
 +VAT

WEBER DCOE
 40 ~ 45 ~ 48 ~ 50

INCLUDES: • SPHERICAL JOINT THROTTLE LINKAGE
 • ALUMINIUM PEDAL BLOCK • 2 PCS X THROTTLE CABLE

Tel: +44 (0)1784 493 555
 PRICES EXCLUDE VAT @ 20%

www.glencoeltd.co.uk

Facet
 FUEL PUMPS

Glencoe Ltd - Facet UK Concessionaire

Military standard: MIL-STD-461F
 Test life cycle: 6,000 hrs

Made in the USA

Tel: 01784 493 555
 Email: sales@glencoeltd.co.uk
www.glencoeltd.co.uk

Better Braking Stops Here

Choose from 3 stages of brake system upgrade to suit any vehicle and budget:

STAGE
one

Sport Discs & Pads

Improve braking by up to 30% from stock.

- 4 brake disc and 5 pad options to choose from.
- Pads are 100% UK made and range from our entry-level street upgrade Greenstuff™, to our flagship sport road material Yellowstuff™, to our highest performing track material Orangestuff™.
- Sold as separates or save 15% if bought as a Pad+Disc kit.



STAGE
two



PERFORMANCE PACKS (YellowStuff™ Pads & Lines)



TRACK PACKS (OrangeStuff™ Pads & Lines)

Pad+Line Kits

Maximise the performance of your vehicle's stock braking system.

- Braided lines give firmer pedal coupled with fade resistant sport pads front and rear.
- Choose 'Performance Packs' with Yellowstuff™ pads for road use or 'Track Packs' with Orangestuff™ race pads for track use.
- Kit includes free Super Dot 4 brake fluid and saves 10% on buying as separates.

STAGE
three

NEW Balanced Brake Kits™

The ultimate full vehicle braking upgrade, delivering massively improved braking performance and feel whether used on road or on track.

- 100% UK made lightweight aluminium 4-piston brake calipers.
- Oversize fully-floating brake discs available in 300/330/355mm sizes.
- Kit includes: Calipers, 2-piece floating discs, braided lines (front and rear), Yellowstuff™ pads (front and rear), brackets, brake fluid and all mounting hardware.
- Every EBC kit includes rear pads and rear lines at zero extra cost to you, ensuring every kit results in a fully balanced brake upgrade for maximum braking performance.
- Available soon, contact kits@ebcbrakes.com for details.



from £1,395 inc. VAT.

Auto Italia Gift Ideas

The range of quality clothing, available in a full range of sizes (S, M, L, XL, XXL), includes a tee-shirt, a polo shirt, a fleece and a hoody. The tee-shirt and polo shirt are available in black, royal blue, navy, red or white. The fleece and hoody are available in royal blue, navy or black. Customers will have a choice of embroidered logos, either Scuderia Auto Italia or Auto Italia.



STICKERS

Scuderia Auto Italia logo

Round internal windscreen, 75mm, £1.50 (post free)

Scuderia Auto Italia logo

'Flags' external windscreen, 130mm x 60mm, £2.50 (post free)

Auto Italia logo

External windscreen, 135mm x 45mm, £1.50 (post free)

All new subscribers will receive a FREE Scuderia Auto Italia round internal windscreen. Existing subscribers can claim their FREE sticker by emailing us with their current address details.

All orders and enquiries to:
claire@gingerbeerpromotions.com



NEW IN!



Auto Italia Beanie Hat
 Top quality in dark blue.
 One size fits all £9.99 + P&P





2



1



2



3



State choice of Logo



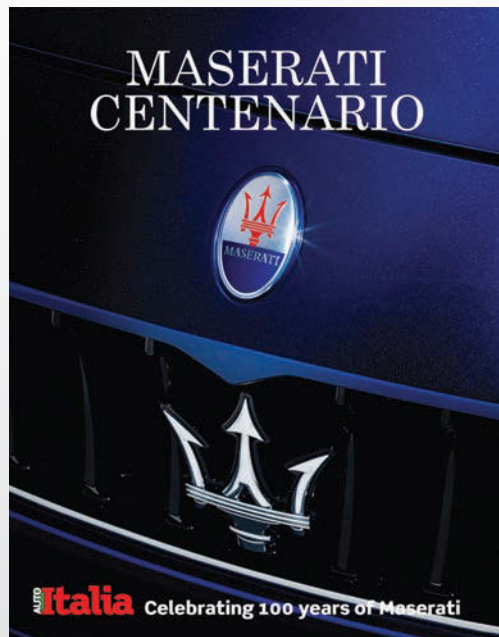


4

CLOTHING (SIZES S, M, L, XL, XXL)

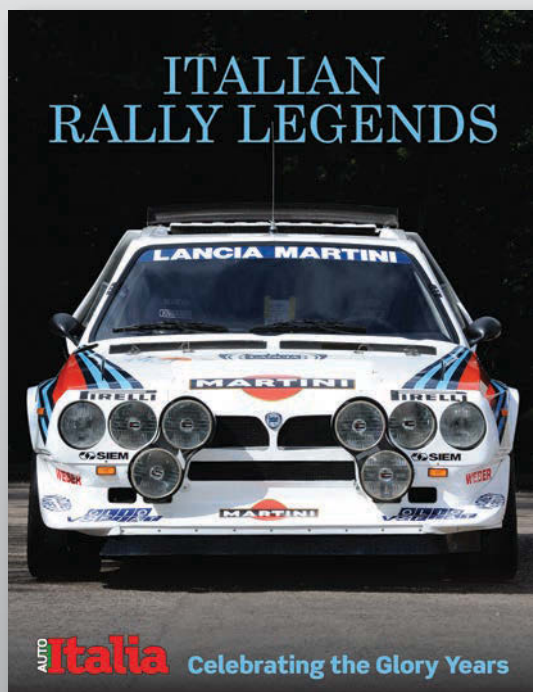
- | | |
|-------------------------------------|--------------------------------------|
| 1 Tee shirt £14.99 (+ £1.50 p&p) UK | 2 Polo shirt £21.99 (+ £1.50 p&p) UK |
| 3 Hoody £29.99 (+ £3.00 p&p) UK | 4 Fleece £35.99 (+ £3.00 p&p) UK |
- Overseas orders at cost – apply for details: claire@gingerbeerpromotions.com

AUTO ITALIA SPECIAL EDITIONS



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

NEW PRICE: £7.95. FOR P&P SEE BELOW



CONTENTS

- ◆ Lancia Fulvia
- ◆ Fiat 124 Abarth
- ◆ Fiat X1/9 Abarth
- ◆ Fiat 131 Abarth
- ◆ Fiat Ritmo Abarth
- ◆ 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.

£9.95 (+ £1.50 p&p) UK

£9.95 (+ £2.75 p&p) EU & USA

£9.95 (+ £3.75 p&p) World

Payment accepted by PayPal, credit and debit cards.

To order Email: claire@gingerbeerpromotions.com or via www.auto-italia.net



Auto Italia Back Issues and Binders



SPECIAL OFFER

Email* us with the make and model of your car and we will search our archives for THREE back issues containing key features that include buyers' guides, road tests and model launches. Postage included

PACKAGE PRICES (3 issues)

£12 UK - £14 Europe - £18 Rest of World

*Offer not available through the website

claire@gingerbeerpromotions.com



COMING SOON

ISSUE 260 ON SALE 6TH SEPTEMBER 2017

Alfa Romeo 155 DTM

Behind the wheel of Larini's racer



Driving a
587hp Stage 1
tuned Giulia
Quadrifoglio



Some features may appear in a later issue

If you are having trouble finding your favourite magazine, call us on 01462 811115. Auto Italia is available at [WHSmith](#). If you cannot find the magazine remember that you can reserve your copy under the Just Ask! scheme so, well, just ask!



WWW.FIAT500.CC

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

AUTO ELECTRICS
DIAGNOSTICS
TUNING
PERFORMANCE
CONVERSIONS
MOT PREPARATION
WELDING

BUY PARTS ONLINE

SPECIALISTS IN ALL ITALIAN MARQUES
ALFA ROMEO FIAT LANCIA

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



R. PROIETTI LTD
ITALIAN CAR SPECIALISTS EST. 1965

Rardley Motors
FERRARI · SPECIALIST

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



"Probably and proudly, the smallest but longest established
Ferrari specialist in the UK"

1972 Ferrari 365 GTC/4



One of 31 UK cars. Comprehensive history.
£279,990

1971 Ferrari 365 GTB/4



Three owners, 27,500 miles.
Ferrari Classiche certified. £750,000

1998 Ferrari 355 Spider



One of four in this specification.
22,100 miles. 6-speed manual. £99,990

2002 Ferrari 456 M Auto



21,500 miles. Full service history.
One of 139. £59,990

View ALL our current stock at rardleymotors.com

Omicron

Lancia spares and restorations



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



Omicron Engineering Ltd.,

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

Sytec

Engineering

Competition MOTORSPORT

THROTTLE LINKAGE KIT



Pt No.
STLK 100
£58.00
+VAT

WEBER DCOE

40 ~ 45 ~ 48 ~ 50

INCLUDES: • SPHERICAL JOINT THROTTLE LINKAGE
• ALUMINIUM PEDAL BLOCK • 2 PCS X THROTTLE CABLE

Tel: +44 (0)1784 493 555

PRICES EXCLUDE VAT @ 20%

www.glencoeltd.co.uk

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Rayton Fissore Gold Shadow

This elegant little coupe was reputedly scheduled to be made by Fiat – but it remained in the wilderness

Story by Chris Rees



Fissore is a fairly well-known coachbuilding name – among its most celebrated projects were special bodies for the OSCA 1600 and the construction of Monteverdi sports cars. However, the Rayton Fissore name is much more obscure – just the sort of thing you'd expect of a column called Obscurati, in fact.

There is a connection between the two names but it's mired in the financial troubles of the main Fissore brand in the mid-1970s. Rayton Fissore was a new brand conjured up in 1976 by Fernanda Fissore (the daughter of the celebrated coachbuilder Bernardo Fissore), together with her husband, Giulio Malvino. The enterprise was based in the same place (Savigliano in the province of Cuneo) as Fissore.

The late designer, Tom Tjaarda, who would eventually join the Rayton Fissore empire himself, makes reference to the

sometimes murky workings: "Malvino was a wheeler and dealer and often found himself in legal trouble, but he also had some rather ingenious automotive ideas. Why the name Rayton? It was just made up."

The very first product of the Rayton Fissore enterprise was the Gold Shadow three-door hatchback coupe that you see here. Unveiled at the April 1978 Turin Motor Show, it was described as "The Coupe of the 1980s."

It wasn't a bad-looking car, with smooth styling that echoed the front half of an Alfasud and the rear half of a Porsche 928 – or as some more unkindly pointed out, perhaps an AMC Pacer. Befitting its name, it was painted in a rather unsubtle shade of metallic gold.

The mechanical basis was the Autobianchi A112. This was a model never sold in the UK but it was an important product in Fiat's history, providing as it did the platform for the best-selling

Fiat 127. The A112 donated its oily bits to the Gold Shadow, too – not just the engine and gearbox but also the front-wheel drive system, all-round independent suspension and brakes (discs up front, drums to the rear).

The Gold Shadow could be powered by either a 965cc 48hp engine or, more excitingly, the 70hp 1049cc engine from the A112 Abarth, in which case a top speed of 106mph was quoted.

It had a longer wheelbase than the A112 and was quite a bit bigger, measuring 3520mm long. But that gave room for four passengers and 320 litres of luggage – which was loaded via a practical hatchback. The A112 dashboard was retained entirely intact. The car weighed a featherweight 760kg.

Rayton Fissore told the press than its plan was for the Gold Shadow to go into production, and there were reports this would be under the aegis of the Fiat group. In the event, nothing ever came of it – or of reports that the design would be made in Spain under the name 'Guapa'.

Instead Rayton Fissore made a bit of money crafting bodykits for the Lancia Beta range. Its real claim to fame, though, was the Tom Tjaarda-designed Magnum, an SUV rival for the Range Rover, which was produced from 1985 right into the 1990s. Even the Italian police force bought quite a few. In the mid-1990s, Giulio Malvino bounced back with an attempt to resurrect the Isotta Fraschini brand, but this also had scant success.





Longstone

CLASSIC TYRES



*Attention to detail makes
all the difference...*

*Tyres from Longstone
Bi-metal wheels by Borrani
Underwear by 'What Katie did'*



AVON

We stock two choices of tyre for the Lancia Aurelia and many more for other marques



www.OAKLEYdesign.eu



email: parts@oakleydesign.eu