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- *No.1 out of 63 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar'08



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Sergio Marchionne has completely turned Fiat Chrysler Automobiles around in his 14 years at the helm of the company. From near bankruptcy back in 2004, he appeared at the June 2018 'Five-Year Plan' conference wearing – shock, horror – a tie. That's a first for the famously neckwear-averse boss. The significance is that he was fulfilling a promise to don a tie as soon as FCA became debt-free. That moment is now, and that certainly bodes very well for the FCA's future.

Marchionne then served up for Italian car enthusiasts a delicious menu of news that qualifies as 'excellent' in anyone's book. There'll be a new Alfa Romeo 8C supercar. The GTV badge will return on a two-door Alfa Giulia coupe that will have up to 640hp. And the new Maserati Alfieri supercar, due in 2020, will reach 62mph from rest in two seconds flat. Wows all round from me.

If you're a Fiat fan, the news is perhaps less exciting. The brand will shrink in size and importance; in its place, the new volume brand at FCA will be Jeep (since the world just loves SUVs). Fiat will offer fewer model ranges and concentrate on small cars, which have always been the brand's strength. We have the full and fascinating story of FCA's plans for the next five years starting on page 12.

Overlooked by many at the recent conference was the announcement of a new Fiat 500 Giardiniera estate. In the wake of huge disappointment – from me and many others – over the cancellation of the Alfa Giulia Station Wagon project, this is a real fillip for Italian car fans. Few estate cars have ever looked so cute as the original 500 Giardiniera (pictured above) and I for one can't wait to see what the new one will look like. There's one fly in the ointment, though: we'll have to wait until 2020 for it.

Chris Rees
Editor

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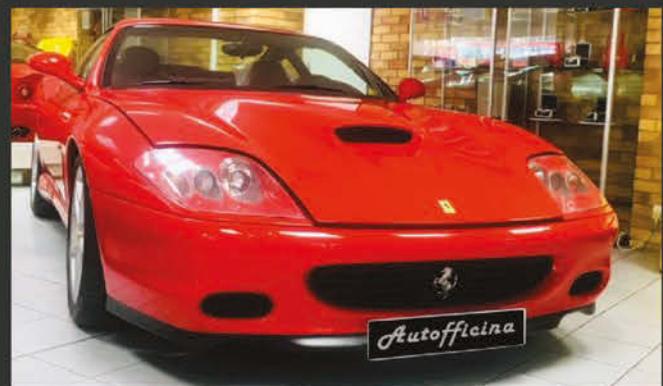
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NEWS & VIEWS

FERRARI'S 'F40-INSPIRED' SP38



The latest creation of Ferrari's One-Off Programme is the SP38. Based on the 488 GTB, it's a unique, bespoke design made for a client with a racing passion, so it's targeted at both road and track use.

The all-new bodywork looks very different to the 488 GTB's, drawing inspiration from the F40. In particular, the carbonfibre rear end has shut-lines that

recall the F40's, while the rear spoiler hints at the F40's famous wing.

Other touches are unique to the SP38, such as the triple transverse slats across the engine cover. There's a tapered nose and special inset headlights with daytime running lights, while the 488 GTB's side air scoops are completely hidden. The slim front bumper lip is reminiscent of the 308 GTB's, says Ferrari, while the cabin has a full 'Tailor Made'

treatment. The SP38 is painted in a unique three-layer metallic red.

Having been unveiled at Ferrari's Fiorano circuit, where it was put through its paces in a series of hot laps, the SP38 debuted in front of the public at the recent Concorso d'Eleganza Villa d'Este in Italy. Here it won the Concept Car/Prototypes Design category award, as voted for by members of the visiting public.



250 GTO SELLS FOR RECORD £52 MILLION

A Ferrari 250 GTO has reportedly changed hands for a record-breaking price of \$70 million (£52 million).

The 1963 250 GTO, serial number 4153 GT, won the 1964 Tour de France. It used to be owned by the German racing driver, Christian Glaesel, and was reportedly purchased by the American businessman David MacNeil in a private treaty transaction.

Ferrari historian, Marcel Massini, is on record describing it as one of the top four GTOs in the world. Now 4153 is the most expensive car ever sold. Just 36 examples of the 250 GTO were built between 1962 and 1964. A GTO also holds the current record price at auction of \$38.1 million. 4153 is expected to compete at forthcoming concours events and may even appear on track.



PUNTO BOWS OUT AFTER 9M SALES

Production of the Fiat Punto has ceased, with no direct successor. The Punto badge has been on the market for 25 years, ever since the Mk1 was launched in 1993. That first model was voted Car of the Year in 1995, and by 1997 it had ousted the VW Golf to become the best-selling car in Europe. At one stage, the model accounted for almost half of Fiat's total car production in Italy.

The current Mk3 Punto – originally launched as the Grande Punto – has been on sale since 2005, making it one of the longest-running supermini models on the market. More popular models from Fiat's 500 family – including the 500L and 500X – have seen the Punto slide down the sales charts. A grand total of around nine million Puntos have been built over three generations.



VILLA D'ESTE WINNER

The overall winner of the 2018 Villa d'Este Concours on the shores of Lake Como was a 1958 Ferrari 335 S. The judges' 'Best of Show' award was given to the car's Austrian owner, Andreas Mohringer, whose 335 S is the last of four made. This Scaglietti-bodied racing car has a 4.0-litre V12 engine developing fully 430hp, good for 190mph. A 1968 Alfa Romeo 33/2 Stradale owned by Swiss collector, Albert Spiess, won the public's vote as Best of Show.

RESTOMOD INTEGRALE UNVEILED

Automobili Amos has revealed renderings of a 'reinterpreted' Lancia Delta integrale. Created by car collector and racing driver, Eugenio Amos, it's his vision of a 'restomod' HF integrale Evoluzione. The chassis and shell are being fully restored, with body panels now in carbonfibre and the rear doors apparently removed. The colour scheme is dark green metallic with dark grey multi-spoke wheels. A new interior is promised, as well as an engine upgrade to 330hp. Amos had hoped to launch the car at the Villa d'Este Concours but sadly it wasn't ready in time.





MASERATI ZAGATO A6G UP FOR AUCTION

One of just 21 Zagato-bodied Maserati A6G/2000s will be sold at auction in August. The 1956 A6G/2000 Zagato Berlinetta, chassis no. 2124, was Maserati's factory demonstrator in the 1956 Mille Miglia, piloted by Luigi Taramazzo.

After a restoration, it won First in Class at the 2015 Villa d'Este concours, then a Second in Class at the Pebble Beach Concours the same year. Unusually, it retains its original engine and gearbox. RM Sotheby's will auction the car at its Monterey sale on 24/25 August, where it's estimated to make \$4.25 to \$5.25 million (£2.9 to £3.6 million).

* Turn to page 46 for the full story of Maserati's A6G Frua coupes

BEAST BEATS CONOURS BEAUTIES

At the recent London Concours event, the 1911 Fiat S76 'Beast of Turin' saw off 125 other competitors to win Best of Show. The 28.5-litre land speed record car, which is owned by Duncan Pittaway, beat such supercars to the title as a Lamborghini Miura, Ferrari F40, Fiat 8V Ghia Supersonic, De Tomaso Mangusta and Ferrari 250 GT SWB SEFAC hot rod.



FERRARI WINS 'ENGINE OF THE YEAR' TRIPLE CROWN

Ferrari's V8 engine has scooped the International Engine of the Year award for a third year in a row. The 3.9-litre twin-turbo V8 also won the 'Performance Engine' and '3.0-litre to 4.0-litre' categories, and has been named the best engine of the last two decades in the 'Best of the Best' accolade. Ferrari also took the New Engine award for its 6.5-litre V12.



GHIBLI GETS 494HP

Tuning company Novitec is extracting up to 494hp from the latest Maserati Ghibli. That headline figure is for the S Q4, but tuning is available for any Ghibli engine, petrol or diesel. The 494hp S Q4 is claimed to do 0-62mph in 4.4 seconds and reach a top speed of 184mph. Novitec has also developed exposed carbon bodywork parts and 22-inch wheels specifically for the Ghibli, while the suspension can be altered especially for the 22in wheels. Full interior customisation is also offered, including leather and Alcantara in any colour.

MOLE 001 TURNS ALFA 4C INTO 'SUPERCAR'

Alfa Romeo's 4C has been restyled to look like a supercar by an Italian design house. The new Mole Costruzione Artigianale 001 is the work of Up Design of Turin.

The aim is to create a 'supercar' look by expanding the 4C's dimensions and giving it aggressive new styling. Overall length has increased by almost 30cm, while it's taller and wider than standard, too.

A new front end features diagonal LEDs, while the wings are accentuated by a sharply pointed shape, and the headlights now nestle in 'buttresses'.

At the rear, the body side air intakes are smaller but are joined by new inlets in the roof buttresses. Small louvres are cut into the rear engine cover, while new taillight housings replace the 4C's circular design and there are four stacked exhaust tailpipes. The interior has had a major makeover, with a two-tone tan-and-black retrim realised in carbonfibre and leather. The mechanical side of the car remains untouched.





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FORGE GIULIA QV VALVE KIT

Forge Motorsport has launched a new Recirculating Valve Kit for the Alfa Romeo Giulia Quadrifoglio. Its latest FMDV17R valve kit consists of a pair of solenoid-operated valves made from billet alloy. Forge says a “niggling fault” with the Giulia is the failure of Alfa’s solenoid recirculating valves, causing a boost leak and the engine management light to illuminate, so the OEM plastic piston is replaced with aluminium. The price is £314.30 including VAT. For more details, ring 01452 380999 or visit www.forgemotorsport.co.uk



RAMAIR ABARTH KIT

RamAir has launched a new ‘Jetstream’ induction kit for the Abarth 500 1.4 T-Jet. A direct replacement for the OEM set-up, it’s claimed to deliver increased airflow and an improved induction noise thanks to its to ‘vent to atmosphere’ design. It uses the standard mounting points and fits 135hp, 140hp and 160hp versions of the engine. The cost is £169.99 including next-day delivery from www.ramair-filters.co.uk



BROOKLANDS MUSEUM AWARD

Brooklands Museum in Surrey, the home of several *Auto Italia* shows, has won the Museums & Heritage Award for Permanent Exhibition, seeing off competition from the Science Museum and Natural History Museum. Brooklands has recently seen a major £8.4 million refurbishment that involved dismantling, restoring and relocating the Grade 2 Listed WWII Bellman Hangar, restoring part of the original 1907 race track and constructing new purpose-built areas. Next in the Brooklands show calendar is *Auto Italia*’s Supercar Saturday on 28 July.



FERRARI MODULO REVIVED

Pininfarina’s dramatic 1970 Modulo concept car has been made fully functional by its current owner. James Glickenhau bought the car in 2014 as a non-runner and set about making it driveable.

Pininfarina’s Modulo was an experimental prototype designed by Paolo Martin in 1970, and is widely regarded as one of the most extreme concept cars of all time. It was based on the Ferrari 512S racer but remained uncompleted, being stripped of its racing parts. It was displayed in museums for many years as a static exhibit. After buying the Modulo, Glickenhau sourced new internals and made the original mechanicals roadworthy. The completed car is set to debut at the Pebble Beach Concours in August.

NEW QUADRIFOGLIO WATCH

Watchmaker Omologato has launched its Quadrifoglio watch as a tribute Alfa Romeo’s legendary driver, Ugo Sivocci. The company says: “The colours used on the face are a tribute to this famous marque and the engraved details on the back a reminder of who brought them this well deserved reputation.” Only 158 examples will be made, each individually numbered, and are priced at £329. For more, go to omologatowatches.com



LAMBORGHINI’S NEW ESSEX DEALER

Lamborghini has expanded its UK network with a new dealership in Chelmsford, Essex – the ninth dealership now operating in the UK. The opening was attended by more than 150 guests, who experienced the new Urus SUV, which sees its first deliveries to UK customers in July. More than 350 Lamborghinis were delivered via UK dealerships in 2017, the best result ever, ranking the UK as the third largest world market for Lamborghini.

Auto Italia caught up with the new boss of Lamborghini Europe & Middle East, Andrea Baldi, who told us that the UK is likely to overtake Japan to become the world’s second biggest market this year, thanks to the Urus.

“Over 700 cars a year will be delivered to the UK in 2019,” says Baldi. “The UK dealer network will soon grow to 10 and we’re aiming for 12-13 within three years. The Urus appeals to those who like the Lamborghini brand but want a more comfortable, practical super SUV. It has more appeal to women than our super sports cars; after all, we have a woman board member at Lamborghini.”



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Marchionne's Last Stand

The futures of Fiat, Alfa Romeo, Maserati and more were laid bare by Sergio Marchionne in his farewell five-year plan. There's some very good news to report on...

Story by Richard Bremner



An Alfa Romeo supercar, a new Alfa GTV, a quartet of electric Maseratis and an electric Fiat 500 Giardiniera estate were some of the goodies Fiat Chrysler Automobiles (FCA) boss Sergio Marchionne promised at an investors' conference at the FCA test centre at Balocco in Italy last month.

The event was the last of Marchionne's regular five-year plans before he passes on the reins of FCA next year. The presentations are for bankers and analysts, a habit he established shortly after being made the

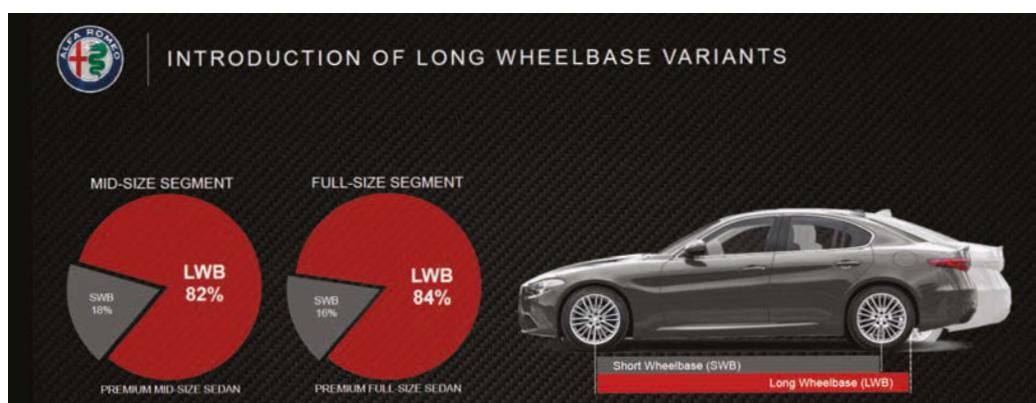
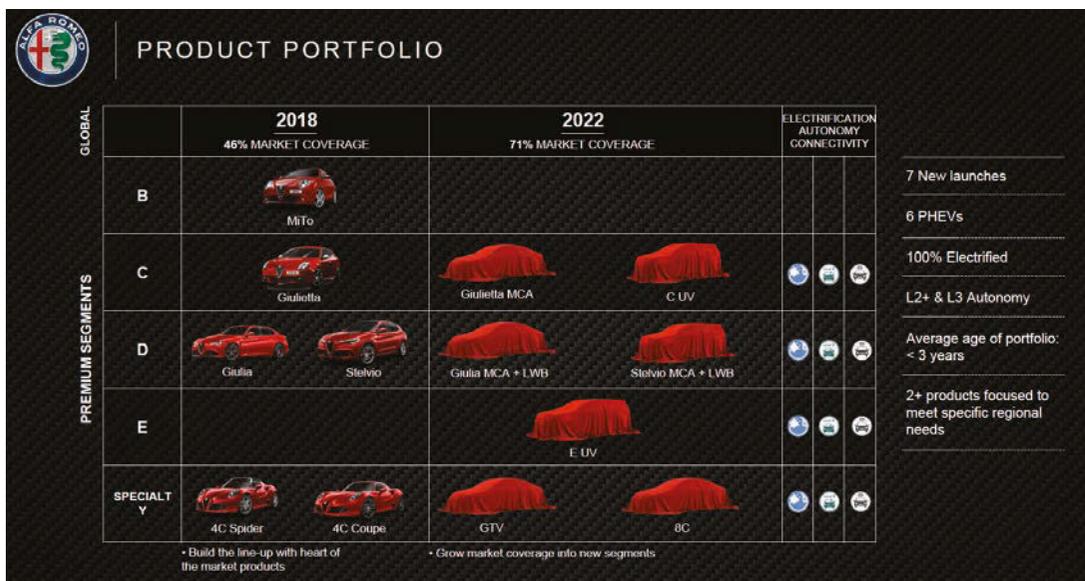
boss of a near-bankrupt Fiat in 2004. Events like this might sound dull, but FCA has consistently revealed more of its forward plans than most manufacturers do, very often with teaser images. The idea, of course, is to persuade investors to invest, but it also provides enthusiasts with an exciting peek into the future.

There's certainly excitement in store for the Alfa Romeo and Maserati brands, and still more if you're into Jeep. Alongside American pick-up truck maker RAM, these four marques are the ones that Marchionne believes are best able to cement FCA's

future. They currently account for 65 per cent of FCA's turnover, but by 2022, when this latest five-year plan concludes, it will be 80 per cent.

So what about Fiat, you may wonder, and for fans of Chrysler and Dodge, those American marques too? The answer is that they will be local rather than global brands, Chrysler and Dodge confined to North America, while Fiat will largely operate in Europe and South America. Alfa Romeo and Maserati, however, will continue their expansion as globally available brands. Here's what lies ahead between now and 2022.





ALFA ROMEO

Alfa's next five years will be busy, if less busy than promised in the previous plan (actually revealed four years ago in 2014). This new strategy adopts the 400,000 annual sales target missed by the 2014 ambition, and aims to do it with seven new launches and six new plug-in hybrids.

The most exciting new models are a mid-engined 8C coupe follow-up to the 2007-2010 8C Competizione, and a new GTV based on the Giulia's 'Giorgio' platform. But most of the sales growth should come from two new SUVs that will bookend the Stelvio, as well as facelifts for the Giulia and Stelvio. Long-wheelbase versions of these models will

launch in China, and there's a major refresh for the ageing front-drive Giulietta.

The shapely mid-engined 8C is clearly inspired by the beautiful 1967 33 Stradale, a car that featured in several images from the Alfa presentation. Built around a new carbonfibre monocoque, its more than 700hp is developed using E-Boost electrically assisted turbocharging and a pair of front-axle electric motors. That means a sub-3.0 second 0-62mph time and four-wheel drive capability. The dramatic dihedral doors of the 33 Stradale may also feature on this low-volume model, which will come with a six-digit price tag.

The more affordable GTV will be a four-seater, Giulia-based coupe with 50:50 weight distribution. Engine

BELOW LEFT: GTV name revived for Giulia coupe; will have up to 640hp
BELOW: Alfa 8C is 700hp carbon-chassis supercar



options will include the current 2.9-litre V6 but with its power boosted to over 640hp using electric E-Boost turbocharging. Expect GTA badges to be dusted off for this one, which will head a range that will encompass lower power E-Boost 2.0-litre engines and more affordable, conventional 2.0-litre powertrains from the current Giulia saloon range.

There's little detail on the new SUVs, but it's possible that the smaller one may be based on the heavily facelifted Giulietta architecture, while the larger one will share hardware with the next-generation Maserati Levante.

Alfa will not offer pure electric models, but autonomous driving features will appear, in sophisticated 'level three' form (level five is the ultimate), allowing you to travel with your hands off the wheel and your eyes off the road, using technology developed by Chrysler and Google's Waymo.

MASERATI

The most unexpected announcements were a range of no less than four pure electric Maseratis, to be marketed under the Maserati Blue sub-brand. The aim is no less than taking on Tesla and Porsche, said new brand boss Tim Kuniskis, spearheaded by pure electric versions of the range-topping Alfieri. This will be offered not only in Coupe but also Cabrio versions, both debuting in 2020. Also promised are electric Blue



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|------------|---------------------|----------------|---------------------|--------------------|-----------------|--------------|---|
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| D | | | New D-UV | | ⊕ | ⊕ | ⊕ |
| E | Levante | Ghibli MCA | New Levante | Ghibli MCA | ⊕ | ⊕ | ⊕ |
| F | Quattroporte MCA | | New Quattroporte | | ⊕ | ⊕ | ⊕ |
| SPECIAL TY | GranTurismo MCA | GranCabrio MCA | New Alfieri | New Alfieri Cabrio | ⊕ | ⊕ | ⊕ |

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versions of the next-generation, lightweight aluminium Levante and Quattroporte.

Expect breakthrough battery technology from this quartet, whose three-motor, 800-volt drivetrain features over 50 per cent more power (over what wasn't mentioned), and "long range, quick charge times and limited space intrusion". The Alfieri will be built around a lightweight aluminium modular spaceframe, and will also be available as a plug-in hybrid. In this form it will accelerate to 62mph in under two seconds (!) and top 187mph. All-wheel drive with torque vectoring also features. The Alfieri will now replace the four seat Gran Turismo and Gran Cabrio rather than sitting alongside this long-running pair, which will not now be directly replaced.

Maserati also plans to enter a new segment with a smaller SUV to sit beneath the Levante. This model will have a plug-in hybrid option, but will not be offered as a full EV. The introduction of these alternatively fuelled models will allow diesels to be dropped. Maserati will also offer level three autonomy across the range. All these initiatives are intended to double sales to 100,000 units, with a fatter profit margin.

FIAT

The Fiat plans did not merit a bespoke presentation on the day, but it would have been brief because the only new models promised are a new all-electric 500 in 2020 (not the model already offered in the US) and – more excitingly – a new Giardiniera estate version of this 500 EV. A mild hybrid 500 arrives in 2019, and there will also be a new Panda.

FCA believes that the scope for Fiat in Europe will be limited by the costs of electrifying drivetrains to meet the increasingly stringent CO2 emission targets. That a full EV 500 can be offered is down to that model's premium pricing, a 500 typically selling for 20 per cent more than typical city cars.

The 500L and 500X continue in production, along with the 124 Spider. The Punto is already dead, while the Tipo will disappear from Europe (although not elsewhere) for emissions reasons. Fiat's plans in South America, where it's a lead player, are far more comprehensive and include three new SUVs.

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MR DINO

Just a quick note to say how I enjoyed the 'Ferrari Firepower' article in Issue 269. The Fiat Dino 2400 Spider of Mark Devaney looked beautiful, and is testament to his restoration skills.

Whilst I wouldn't dispute he has assumed the mantle of Mr Dino in recent years, I would respectfully suggest the original title of Mr Dino belongs to my dear friend, Mike Morris, who passed away very recently. In about 1975 he purchased his 2400 Spider but realised there was no support network for these cars, so set about creating the Fiat Dino Register, which he ran enthusiastically well

into this century. In 1989 he published his book *Fiat Dino, Ferrari by Another Name*.

When he sold me his car, he asked me to take over the Register, and I worked hand in hand with Wally Clark in California producing *The Other Dino* newsletter which I still look after, although it is in temporary suspension.

Anyway back to Mike Morris. He began getting parts made and by the end of the 1970s he had convinced Mike Elliott to set up a part-time business from his garage at home called Superformance, which has now evolved into one of the world's leading suppliers of Dino, Ferrari and Maserati parts under

its owner, Colin Sowter.

Mike passed away peacefully at home in April this year, and it goes without saying the Fiat Dino world is a poorer place without him. Rest in peace, Mike, and thanks for all the fun time we shared in Fiat Dinosaurs.

Brian Boxall

ALFA GT HANDLING

I read your Team Car report on the Alfa GT 3.2 in the latest issue, and you asked about suspension improvements. I ran a GT

3.2 for a number of years and would agree that the standard damping is woeful on anything but billiard table smooth surfaces. I eventually changed to Koni FSD dampers all round with new standard 3.2 springs to maintain sensible ground clearance. The ride quality was transformed, even on the optional 18" jet fin alloys. The Koni's were not expensive – a very worthwhile improvement. It was also sensitive to tyres with Michelin Pilot Sports seeming to give the best grip/ride combination.

The other biggest transformation was fitting a Q2 torsen diff - almost de-rigueur on the 3.2 V6 cars it would seem. I eventually traded the GT for a Maserati Coupe but, despite that, I still miss it.

I would persevere with the GT. If the rest of it hangs together and you find the sweet spot with the ride and handling, you won't want to part with it.
Stuart Martin

FEELING TENSE

My normally pleasant reading experience through your magazine suffered a sharp jolt on page 18 of the July issue. I read that Mr Ferrari seems to have come back from the grave and "needs to homologate an engine. He approaches Mr Agnelli who agrees to build it." I'm getting on a bit but I soon realise that these events must have occurred some time ago.

As your normally well written magazine invariably features cars from the past, to assist your older and loyal readership, may I suggest you avoid the historians' affectation of using the present tense when describing events in the past? No doubt it all seems very real for those souls who imagine themselves there and experiencing whatever it is they describe, but for the rest of us, the past is the past and there's a tense for it that keeps it all in good order.
Hugh Allan



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Pista Perfect?

Could the new 488 Pista be the best car Ferrari has ever made? An extended road test in Italy is our best chance to find out

Story by Chris Chilton
Photography by Roberto Carrer



Something's not right. I'm ready to take to the track in Ferrari's new 488 Pista but as I approach the open door I'm told my headgear isn't up to it. In my 15-plus years of testing cars at Ferrari's Fiorano circuit, this is the first time I've ever been asked to wear a helmet. Even back in 2014 when they tossed me the keys to the 950hp LaFerrari, my casual query about whether we perhaps ought to be wearing lids was met with a dismissive: "It's a road car, you don't need one."

The reality is that common sense and lawyerly advice has finally curtailed the unfettered laps, but you can't help but think it's a fitting coincidence that

this policy change has happened at the launch of a car so obscenely rapid, and clearly track-inspired as the 488 Pista.

Regular readers will know that we've already had a brief track drive of the £252,765 Pista, the spiritual successor to the old 458 Speciale – a harder, leaner, faster version of the £197,488 488 GTB. But this opportunity is far fuller: track time at Fiorano, yes, but also some proper road driving.

Although Ferrari claims this car features more motorsport technology than any of its previous road cars, is named after the Italian word for 'track', and is more likely than any other current Ferrari to



be taken on circuit by its owners, the fact remains that only 60 per cent of them will do that, and even then perhaps only once.

So we'll leave Fiorano for now and head out on to the roads. First we need to store our bags, whereupon we realise something that should have been obvious from the outside. That sexy hole in the striking, optionally-stripped (£8640) bonnet – part of an F1-derived aero device called an S-duct that hoovers air up from the front of the car and sucks it close to the curvature of the bonnet as it exits – might do wonders for downforce, it's not great for the weekly shop. Luggage

8dB louder than the GTB from the passenger seat.

But from the moment we roll out of Fiorano's gates, it's clear the Pista is far less intimidating, and far more civilised than it looks. Even at low speeds, the differences between this and the 'ordinary' 488 are clear. The ride comfort is good, if noticeably less good than on the standard car, and the steering feels tighter, more responsive, and a shade weightier, all of which can be linked to the latest version of Michelin's Pilot Sport Cup 2 tyre and its stiffer sidewall.

Fundamentally it's as easy to drive as Ferrari's cruisy Portofino coupe-cabrio thanks to the seven-speed

“ I've driven pretty much every Ferrari built since the millennium and – noise apart – this has to be the best ”

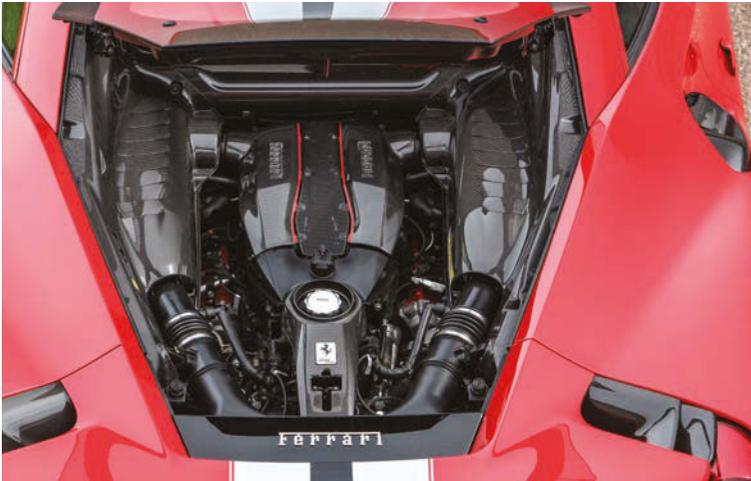
space is down from a generous 230 litres to just 170 litres, though that's still plenty for a helmet and pair of Sparcos, even if they are just for show.

There's a useful shelf behind the seats, and a storage tray in the console where a handbrake would have been in days gone by, but there's not much else in terms of storage. In fact, there's not much else in terms of anything. No carpets, very little soundproofing, and simple, manually adjustable bucket seats. A prod of the big red starter button on the carbon-and-leather steering wheel reveals something there is definitely more of: noise. In answer to criticisms that its turbo engines don't sound as good as their naturally aspirated predecessors, Ferrari has worked hard on the acoustics. The Pista is apparently

dual-clutch gearbox Maranello first introduced on the 458 back in 2011. Unlike some supercars, the 488 has excellent forward visibility and it's great fun watching those pronounced wing peaks frame the oncoming traffic as we make our way south past Pavullo Nel Frignano and up to the hills.

It's a 45-minute drive from Maranello to the good roads out here, and as the traffic thins we've toggled our way from the steering wheel manettino's entry-level wet setting with its ultra-cautious stability system and soft throttle map, to livelier Sport mode. And when we finally shake off the dawdlers and see an open stretch of road ahead, squeeze that steering wheel ever so slightly firmer in anticipation and then sink the right pedal, it's already





Weight loss, power gain, chassis tweaks all conspire to give Pista sublime speed, poise and dexterity

clear this is a very serious bit of kit.

Most of us are familiar with turbo engines' momentary delay between right foot requesting a dollop of extra power and the small of the back receiving it. But in the Pista, it's almost – almost – impossible to detect. And when the kick does come, it comes so hard that the only 'lag' you'll be worrying about is your brain keeping up with the scenery being delivered through the windscreen at warp speed.

The engine is fundamentally the same 3.9-litre V8 used in the 488 GTB but over 50 per cent of the components are different because the Pista borrows heavily from the 488 Challenge racer. So there are shorter induction plenums, new cams and exhaust manifolds and a lightweight flywheel and titanium rods, all of which helps save 18kg from the kerb weight and add a solid 50hp to GTB's 670hp total.

That alone would be enough to drag the Pista clear of its GTB brother in a straight fight, but on top of the 18kg saved from the engine, there's a further 70-odd-kg lost from the rest of the car thanks to the stripped interior, Lexan rear window and carbon wings, bonnet and bumpers. And if you really want to get serious – serious about performance, but more than likely, about the pose – you can throw on a set of carbon wheels and save another 2kg (in total) for around £13,000...

Around 90kg down, then, and fortified to the tune of 50 horses, the Pista reaches 62mph in 2.85sec and 124mph in 7.6sec, compared to 3.0sec and 8.3sec for the GTB. It sounds more serious, too, particularly past 4000rpm when the Pista really asserts its superiority.

There's a crisper edge to the exhaust note and far more of it, and when the rev needle homes in on its 8000rpm cut-off and your ears are ringing to the sound of 720 horses at full gallop, it's hard to feel less than buzzing. Yet we'd be lying if we said it sounded anything like as exotic as the naturally aspirated 458 Speciale at its 9000rpm redline.

Dynamically, though, the new car is dynamite. As we carve through the villages that line the SP4, then flick left across the bridge and up the hairpin-strewn SP26 towards Zocca, you feel the advantage of the new, stiffer rubber at each corner and of every kilo saved. I've driven pretty much every Ferrari built since the millennium over these roads, and – noise apart – this has to be the best. The front end is so precise, and the chassis so good at delivering almost zero roll while still keeping the fat zoin tyres keyed into the road, that you can't help but laugh out loud at the liberties you can take. And let's give the brakes some love. They're carbon ceramic, of course, but the servo comes from the 488 Challenge car; the pedal efforts are high, but the feel is fantastic.

Back at Fiorano that afternoon, we are able to really punish those brakes, as well as explore the new Ferrari Dynamic Enhancer, which sounds like some kind of marital aid, but is actually the latest generation of Ferrari's oversteer control. Previously Ferrari has linked the e-differential to the traction control and dampers to help drivers build confidence driving beyond the tyres' limits, but now it's added the brakes to the party.

You access the FDE by twisting the manettino past

the RACE setting (which prioritises fast and neat over playful) to CT-off. The FDE is so subtle that you're barely aware it's working at all – except that you've somehow turned into a driving god who's able to exit fourth gear corners in a 720hp supercar with half a turn of opposite lock as if it's the most normal thing in the world. And if you really are a driving god, like Ferrari's head test driver, Raffaele de Simone, and you rein in the sideways stuff, you can make the most of the downforce created by the front S-duct and 488 GTE racer-inspired rear diffuser to hustle the Pista around Fiorano in 1min 21.5sec. Not quite a match for a LaFerrari (1min 19.7sec), but 1.5sec ahead of the 488 GTB.

Normally that would be the end of the drive programme, and for the other journalists it was. But we manage to twist Ferrari's arm sufficiently that they let us have the car for another day with no other instructions than to be back at the famous front entrance with the car in one piece by early afternoon.

So bright and early the next morning, we arrive back at Ferrari waiting patiently to be given the keys to 'our car'. This time we head further south to explore some of the hundreds of other hidden treasures in the mountains between Maranello and Florence. But perversely, the most illuminating part of it all is the gentle ride back on the autostrada. Freed from the compulsion to drive as fast as humanly possible, we're reminded of some of the Pista's inherent weak points: its fiddly multimedia system with a minute screen buried in the dash; the annoying indicator buttons on the wheel; and how the awkward optional (£2112) race harnesses are when you drop something on the floor or have to reach out for a toll ticket.

But we also discovered a car that is far more useable than we expected. The Pista is on another plane in terms of performance compared to the 488 GTB, yet its ride comfort and motorway noise levels are so good you'd think nothing of jumping in it and driving to Spa or the Nürburgring for a weekend of crazy laps. The huge £56k premium over the already sublime GTB might help you work out which you'd rather have, but for potential Pista owners, a more pertinent one might be whether they'd prefer this to a barely used 458 Speciale (the last great naturally aspirated mid-engined Ferrari sports car), which costs around the same. Now that sounds like a great idea for a story. 🇮🇹





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Pagani Huayra Roadster

We climb aboard the first and only right-hand drive Pagani Huayra Roadster in the world to experience why it's named after a South American wind god

Story by Chris Rees
Images by Pagani UK



I well remember witnessing the debut of the very first Pagani – the Zonda C12 – at the 1999 Geneva Motor Show. I'm ashamed to say I thought it would be one of those would-be hypercars that regularly flit into, and then rapidly out of, existence. How wrong I was. Pagani has pulled off the unthinkable: building a brand that slots in as the most prestigious in Italy, and quite possibly the world. That's quite

some feat, but perhaps not as big a surprise as one might imagine: after all, founder Horacio Pagani certainly knows his business, having worked with Lamborghini for many years, and being responsible for conceiving the 1987 Countach Anniversary.

The Zonda certainly caught the imagination of the hypercar-buying public. Its aerospace aesthetic, bewitchingly bespoke detailing and AMG V12 engine (offering between 600hp

and 760hp) proved irresistible to 136 clients over its 18-year existence.

Today, Pagani is all about the Huayra. Named after a Quechua god of wind, the Huayra swept in back in 2012 in coupe form, with the godly wind-in-your-hair Roadster following in 2017. After a long build-up, now is the moment when I finally get a chance to experience it, because I have an appointment at Pagani UK, a London-based operation that

sells, services and restores Pagani. Set up in 2014, it's easily the biggest Pagani partner outside Italy, dealing with customers both in the UK and the Far East. There are an estimated 38 Pagani in residence in the UK today, and remarkably there are 10 cars on site at the time of our visit.

But there's only one Huayra Roadster; indeed this is the first and only right-hand drive example anywhere in the world, and this is what I'm here to experience. Even before the Huayra turns a wheel, it makes a big impression. This example is painted in a striking satin 'Benny Bianco' white with half of its body remaining in exposed carbon. Incidentally, no two Pagani are ever permitted to be alike – each one is bespoke to its customer. Just one example: one client asked for a special purple paint to match his partner's favourite nail varnish.

The Roadster is very far from being a chop-top version of the coupe; it's virtually a new car from the ground up. Other than the removable roof, you can spot a few of the details that make the Roadster distinct, including the rear engine cover, wheels and doors (which open conventionally instead of gullwing-style on the coupe). The overall impression is more aggressive and sportier than the fixed-head Huayra. The front and rear clamshells peel open to reveal stunningly crafted aluminium suspension, all cradled in exposed carbonfibre. But it's the little details that really enchant you. For instance, every screw on the car is made of titanium and is etched with a miniature Pagani logo. My favourite bit of all, though, is the key: a mini replica of the car itself that slots into its own special nacelle in the centre console.

As this is a customer car, I can't drive it. Instead I'm getting a ride in the passenger seat with Pagani's sales chief, Francis Falconer, at the wheel. He presses the starter button and the twin-turbo Mercedes-AMG V12 instantly makes itself felt, with a very different sound to any supercar from Maranello or Sant'Agata: a basso profundo, accompanied by a raunchy bark from the signature quad exhausts.

Boasting 764hp, it's instantly clear that it's, er, quite lively. In one short, ferocious blast to merge on to the west London dual carriageway, I get some inkling of the car's three-second 0-62mph time, but we don't get anywhere near the 210mph this car is capable of. But I do get a good sense of the linear torque delivery – the monstrous peak of 1000Nm (738lb ft) is available from 2300rpm to 4300rpm – and the ease with which power is delivered, aided by a seven-speed dual-clutch gearbox and electric/mechanical differential.

Normally a floppy-top car is floppier – and heavier – than the coupe on which it's based. Not so the Huayra Roadster: it's





TECHNICAL SPECIFICATIONS

PAGANI HUAYRA ROADSTER

| | |
|----------------|---|
| ENGINE: | 5980cc V12 twin-turbo |
| BORE X STROKE: | 82.6mm x 93mm |
| POWER: | 764hp at 5500rpm |
| TORQUE: | 1000Nm (738lb ft) at 2300rpm |
| TRANSMISSION: | Seven-speed dual-clutch automatic, rear-wheel drive |
| BRAKES: | Ventilated 380mm carbon ceramic discs |
| SUSPENSION: | Double wishbones, upper rocker arms with coil springs and adjustable dampers |
| TYRES: | P Zero Corsa / Trofeo R |
| DIMENSIONS: | 4605mm (L), 2036mm (W), 1169mm (H) |
| WEIGHT: | 1280kg |
| MAX SPEED: | 210mph |
| 0-62MPH: | 3.0sec |
| PRICE: | £2.5 million |

both stiffer and 80kg lighter than the coupe. Thank new, unique-to-the-Roadster 'Carbo-Triax' carbonfibre for that. It feels very planted and Francis confirms that, on a track, it's "balanced, neutral and manageable on the limit."

Only on one occasion do I see the active aerodynamic flaps – there are two up front and two at the rear – in action. These increase brake force as well as balancing airflow left to right. This means massive downforce joins sensational cornering ability: a claimed 1.8g of lateral force, which might well be a record for a road car.

There are five driving modes to play with: Wet, Comfort, Sport, Race and ESC Off. We don't get to use the Race mode on our west London drive, but Francis says it delivers extra slip angle for track use. As

for turning the stability control off, no we don't do that either...

You get the feeling that the Huayra would be a very usable long-distance companion. The ride is a great surprise: extremely compliant at low speeds and very capable of dealing with sleeping policemen.

So the Huayra Roadster is lighter, faster and stronger than the Coupe. It's also comfortably more expensive than almost any other new car. How much? The base price is £2.5 million. Sadly you're too late if you want one – all 100 examples due to be made are already spoken for. The Pagani factory is currently at full capacity, making around 40 cars per year. That's the very definition of exclusive, but it merely confirms Pagani's position right at the very top of the hypercar tree. 🇮🇹



There's a lot going on design-wise, but careful inspection reveals an attention to detail that's unmatched in the car world



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Alfa Squadron

Alfa Romeo is back in Formula 1! OK, maybe only as a sponsor, but that's cause enough to host a truly exceptional line-up of Alfa Romeo-engined single-seaters – with Bruno Giacomelli, Riccardo Patrese, Piercarlo Ghinzani, Giorgio Francia, Gianni Tonti and Enzo Osella all on hand

Story by Ruoteclassiche/Matteo Sartori/Gaetano Derosa
Photos by Ruoteclassiche/Alessandro Barteletti



On the day we decided to celebrate Alfa Romeo's Formula 1 history, the morning sky is a cast-iron grey canopy shading icy fields. Parts of the Vairano circuit are covered with snow and mud and visibility is poor because of fog. We're going to need good luck...

Well, we do start luckily. A truck arrives from Alfa Romeo's museum and starts unloading its jewels. Colours immediately start dappling the track, as if a

painter were adding splashes of brightness on to a grey winter canvas. Slowly but surely, his palette magically starts to turn red.

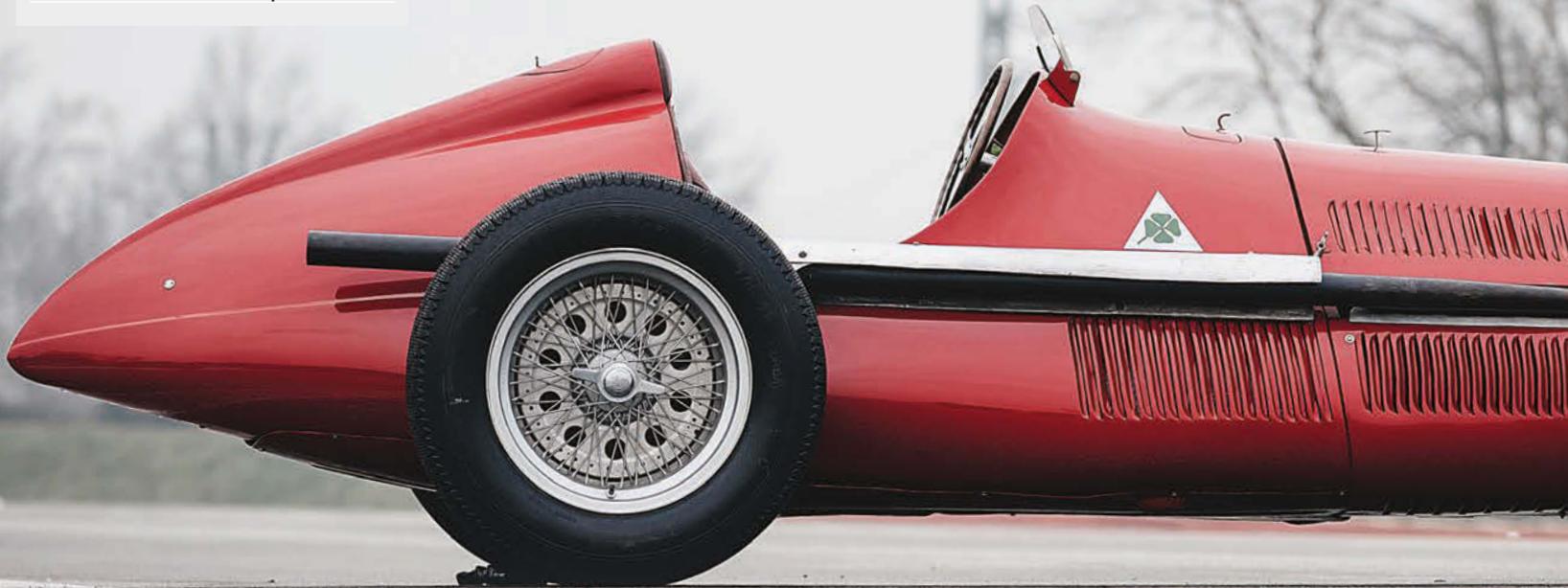
The Vairano circuit, on the southern outskirts of Milan, is a mix of sharp corners and one very long straight, designed expressly for aerodynamic tests. At a time when winter testing was routine and drivers were not restricted to simulators, Vairano hosted many of the most successful racing teams, from Ferrari to Mercedes-Benz.



TECH SPEC

158 'ALFETTA' (1958)

| | |
|---------------|---------------------|
| ENGINE: | 8 cylinders in line |
| CAPACITY: | 1479cc |
| POWER: | 350hp |
| TRANSMISSION: | 4 speeds |
| MAX SPEED: | 180mph (290km/h) |



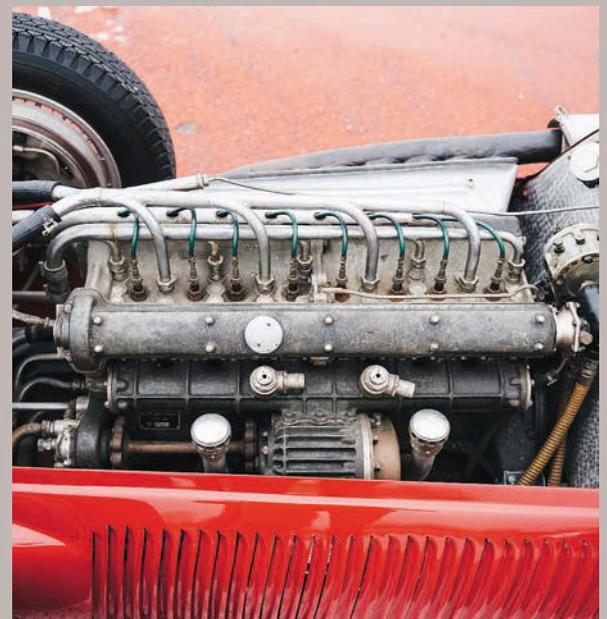
As soon as the Alfa Romeo 158 'Alfetta' gently rolls on to the track, the scene wakes up and hearts start beating at pace. After all, the 158 is one of the all-time great Formula 1 cars. It won the very first Grand Prix in modern Formula 1 at Silverstone in 1950, with Nino Farina behind the wheel, and proceeded to win every single race in which it competed during that first F1 season. The following year, Juan Manuel Fangio drove the evolution car, the 159, to championship victory once more.

It's remarkable that a car conceived in 1937

should enjoy such success. The 'Alfetta' project ('small Alfa', so called because of its compact size) was a silent weapon that remained tucked away in a hidden garage during the Second World War, and it only made its way back on to the track when the post-war environment allowed racing once again. The 158 can be considered the natural heir of ancestors such as the P2, created by Vittorio Jano and developed by Nicola Romeo to challenge and eventually beat Europe's best. The 158/159's zenith was undoubtedly those first seasons when the tough Farina

and the mild Fangio ruled the world's circuits.

The 158 is at the same time both ancient and modern, compact and slender. A few years after the 158 retired, Fangio was moved to comment: "It was the best of all." And today, Riccardo Patrese is full of admiration for it. "For sure, it is my favourite among these jewels," he admits. "Juan Manuel Fangio raced it, and he was my hero when I was a child. Racing a single-seater like this in the 1950s was no easy game. It was completely different from the cars I was used to driving in my racing career."



ALFA ROMEO FORMULA 1 GROUP TEST

TECH SPEC

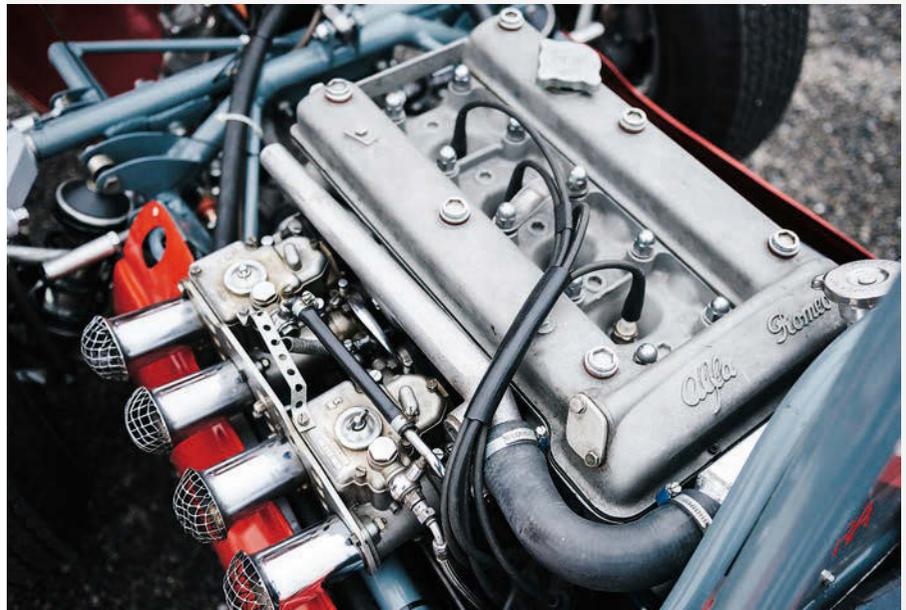
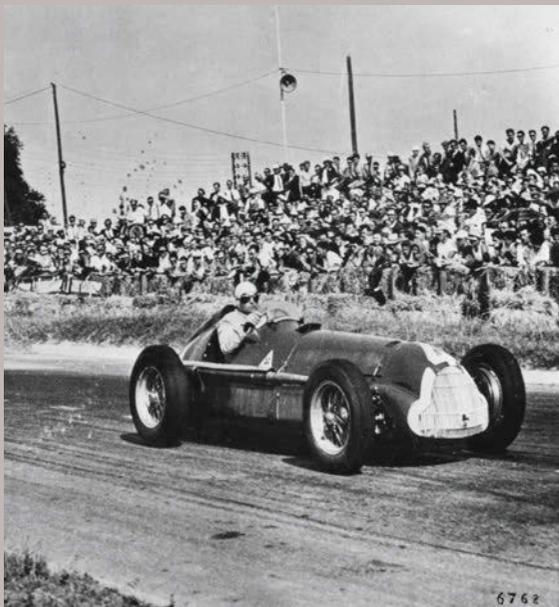
DE TOMASO 1.5 CONRERO (1961)

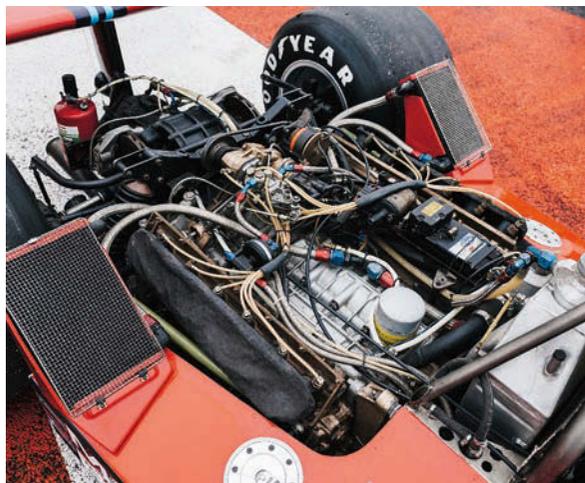
| | |
|---------------|---------------------|
| ENGINE: | 4 cylinders in line |
| CAPACITY: | 1468cc |
| POWER: | 152hp |
| TRANSMISSION: | 4 speeds |
| MAX SPEED: | 143mph (230km/h) |

Meanwhile Marco Cajani and his son Andrea are stepping out of their Scuderia del Portello van. They have brought with them the De Tomaso 1.5, as raced by Nino Vaccarella (nicknamed 'the Flying Principal') in the 1961 Italian Grand Prix. It is equipped with a good old Alfa Giulietta engine, expanded to 1.5 litres by master tuner Virgilio Conrero. This is the first of our F1 gathering to be fired up on the track. After some warming up, Cajani moves off to enjoy a few laps on cold tyres. The De Tomaso-Alfa-Conrero is one of only two examples manufactured (the other one being equipped with an Osca engine) and is lovingly cared for by Scuderia del Portello.



BELOW: Riccardo Patrese looks extremely interested in the details of the Alfa museum's 158 'Alfetta'





| TECH SPEC | |
|-----------------------|--------------------------------------|
| BRABHAM BT45/B (1977) | |
| ENGINE: | 12 cylinders horizontally opposed |
| CAPACITY: | 2995cc |
| POWER: | 510hp |
| TRANSMISSION: | 6 speeds |
| MAX SPEED: | 205mph (330km/h) |

Now more and more of our friends are gathering, shaking hands and chatting. One by one, other F1 cars start lining up; and little by little, the scene starts to take life. Here is a 1977 Brabham-Alfa BT45/B. The mythical Martini Racing tells us that with this single-seater, we have already entered the era of media coverage and high finance – a world that Alfa Romeo is eager to step back into, with the full support of an engine-chassis pack.

The BT45 was a collaboration between Alfa Romeo and Brabham-Martini, which kicked off at the end of 1975. Brabham manager, Bernie Ecclestone, secured the supply of Alfa Romeo 33 TT 12-cylinder boxer engines for his F1 team. The car was designed by Gordon Murray and driven for the most part by Carlos Reutemann and the late Brazilian Carlos Pace in its opening 1976 season; 1977's 'B' version was campaigned by the Carlos Pace, Hans-Joachim Stuck and John Watson.





TECH SPEC

ALFA ROMEO 179 (1979)

| | |
|---------------|-------------------|
| ENGINE: | 12 cylinders in V |
| CAPACITY: | 2995cc |
| POWER: | over 520hp |
| TRANSMISSION: | 6 speeds |
| MAX SPEED: | 211mph (340km/h) |



Bruno Giacomelli strokes the 182



TECH SPEC

ALFA ROMEO 182 (1982)

| | |
|---------------|-------------------|
| ENGINE: | 12 cylinders in V |
| CAPACITY: | 2995cc |
| POWER: | over 525hp |
| TRANSMISSION: | 6 speeds |
| MAX SPEED: | 211mph (340km/h) |

The name of Giorgio Francia is central to this era of Alfa Romeo racers. This eminent driver and tester played a key role in the development of many F1 models. Giorgio is with us today, and looks on with awe: "The BT45/B is one of the best single-seaters ever made. I would do anything to own one today." As for who does own the BT45/B, it now forms part of the official Alfa Romeo museum collection in Arese.

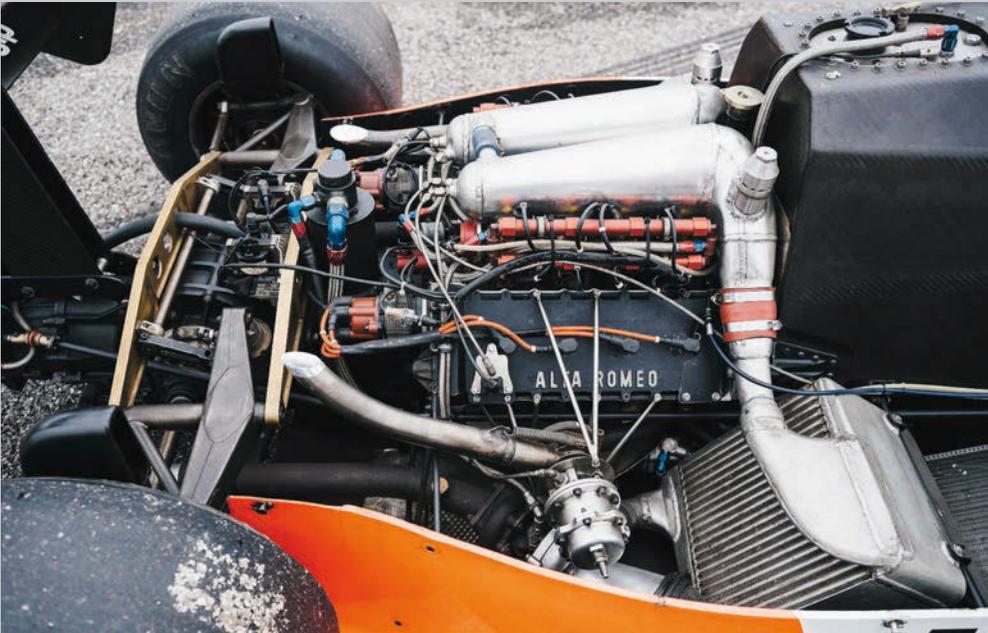
Francia played a big role in the next stage, too. A big leap forward came in 1979, after two years of testing to slim down the earlier flat-12 Alfa Romeo 177 project. "I strongly contributed to the development of this car, in close co-operation with technicians and other drivers," says Francia. "It was an ongoing flow of information. We strived to transfer the real power of the engine to the

wheels effectively, which is ultimately the essence of speed."

As the 179F test car's extra-large tyres, slightly cracked by the passage of time, touch the Tarmac, all attention turns to this amazing machine. The 179 had been prepared by Vittorio Brambilla almost one year before its race debut at the 1979 Italian Grand Prix at Monza. The very low single-seater with its honeycomb-panelled chassis was equipped with a new 60-degree V12 engine, which had been fitted to Brabham-Alfas since the beginning of the year. The car we have here is an experimental carbonfibre 'F' version that Carlo Chiti prepared in 1982, which never actually raced; it now forms part of the Alfa Romeo museum in Arese.

This is a gathering of men, as well as of machines: the men who designed and





TECH SPEC

ALFA ROMEO 182T (1983)

| | |
|---------------|-------------------------|
| ENGINE: | V8 cylinder, twin turbo |
| CAPACITY: | 1497cc |
| POWER: | 650hp |
| TRANSMISSION: | 5 speeds |
| MAX SPEED: | OVER 211mph (340km/h) |



engineered the cars, the men who raced them. In those years, the Alfa Romeo team included names like Brambilla, Depailler, De Cesaris and Andretti. Bruno Giacomelli's famous red-and-white chequered helmet rests on a Marlboro-branded spoiler. "Today's weather reminds me of those long development tests at Balocco," says Giacomelli, who competed in 49 Grands Prix in Alfa Romeos between 1979 and 1982. "We would test all the time, in all weather conditions. Carlo Chiti would call me early in the morning with his clear Tuscan accent, ordering me to another test. It could affect anything, from a small detail to a significant

technical alteration. It didn't matter. In a few minutes, I would be on my way to Brescia, and we would spend all day on the track."

Giacomelli continues: "It was not hard for me. I was obsessed with mechanical stuff, and those test sessions were always a deep pleasure for me. And then, at the end of the day, we would meet with the team in the famous Cascina Bella Luigina, inside the technical and management headquarter of Alfa Corse, for a lively dinner."

Now we turn our attention to the Alfa Romeo 182, chassis number four: the very epitome of the perfectly prepared race cars we have at Vairano. Andrea De Cesaris

achieved third place in this car at the Monte Carlo Grand Prix in 1982, and achieved pole position at 1982's USA GP, eventually withdrawing from the race after leading for many laps, due to a brake calliper fault.

Giacomelli is effusive about the 182. "It's gorgeous, isn't it? I liked it so much that I bought one for myself, at the end of my career. It's exactly the same as this one. We are about to complete the engine rebuild, but the bodywork and chassis are in original condition, keeping the marks of its long racing career. I'm keeping it that way; I'm very fond of those bumps and dents."

This 182 has a very linear design, and its





owner, Roman collector Aldo Baroli, maintains it in great shape. "I treasure it in my garage at home," he says. "In the evening I often go down to admire it, and every time we fire up the 12-cylinder engine, which has been fettled by the tuner, Melchiorretto, it's a song."

Another one with a glint in his eye is Riccardo Patrese; indeed he can't keep his eyes off the 182. Patrese was a promising skier before he took to racing, so it feels fitting that there's a so much snow on the fields here today. Still with an athletic build and fresh-looking features, Riccardo is clearly in great shape. He smiles when he



Ex-Lancia engineer Gianni Tonti is a great fan of the 183T, whose creators he says he especially admires





TECH SPEC

OSELLA FA1G (1986)

| | |
|---------------|-------------------------|
| ENGINE: | V8 cylinder, twin turbo |
| CAPACITY: | 1497cc |
| POWER: | 800hp |
| TRANSMISSION: | 5 speeds |
| MAX SPEED: | OVER 211mph (340km/h) |



remembers his years with Alfa. The frustrations of the hugely problematic 1984 and 1985 seasons cannot be denied, but nevertheless Riccardo is very emotional about his time racing with Alfa. He came third at Monza in 1984 and when he was photographed on the podium with Niki Lauda and Michele Alboreto, he clearly looked the happiest of the three.

"The accomplishment at the Monza

Grand Prix was a real satisfaction for me after many years of racing," comments

Patrese. "It was the crowning achievement of a frustrating season, but I cherish it as a great moment in my sporting career." F1 fans will recall Riccardo's raised arm after crossing the finish line. Rather than merely rejoicing, that was a clear, liberating gesture after a complicated season for both Patrese and team mate Eddie Cheever.

"At last, we had a raced an Italian car, moreover an Alfa Romeo, to a podium finish. The crowds of fans invading the circuit swept away all the misfortunes of the past two seasons," concludes Riccardo, before switching discussion to his skiing career and to his current, rather detached relationship with Formula 1.

"I rarely attend F1 events, and I hardly know anyone in the business any more,"

“ At last we had raced an Italian car, moreover an Alfa Romeo, to a podium finish ”

says Riccardo. "My last real connection with F1 was Bernie Ecclestone. My generation looked up to him as a godfather, but now he has quit, I go skiing and follow my youngest son's karting career. They race karts in all weather conditions, more or less like we're doing today."

The truck is unloading more cars. Here

comes 1983's 183T turbo, owned by Sandro Ripamonti, looking squat and slightly intimidating in its Marlboro livery, glowing in the morning light. Tuned by Carlo Chiti, the Alfa engine for the turbocharged era was a V8 with two turbos, each feeding one cylinder bank. The 183T was, however, not raced by the Alfa Romeo team, but by Euroracing.

The 183T is famous for Andrea De Cesaris's

race at Spa, during which he achieved the fastest lap but a faulty turbo deprived him of a

probable, if not expected, victory. Still in its original condition, the 183T really stands out against the fog, pleasing Gianni Tonti no end: "The 183T is a real wonder, the result of marvellous teamwork by Carlo Chiti and Gérard Ducarouge."

Bringing together these single-seat racers, drivers and technicians at the circuit was no





Enzo Osella looks over his single-seater. FAR LEFT: thin wooden discs save misshaping valuable racing tyres

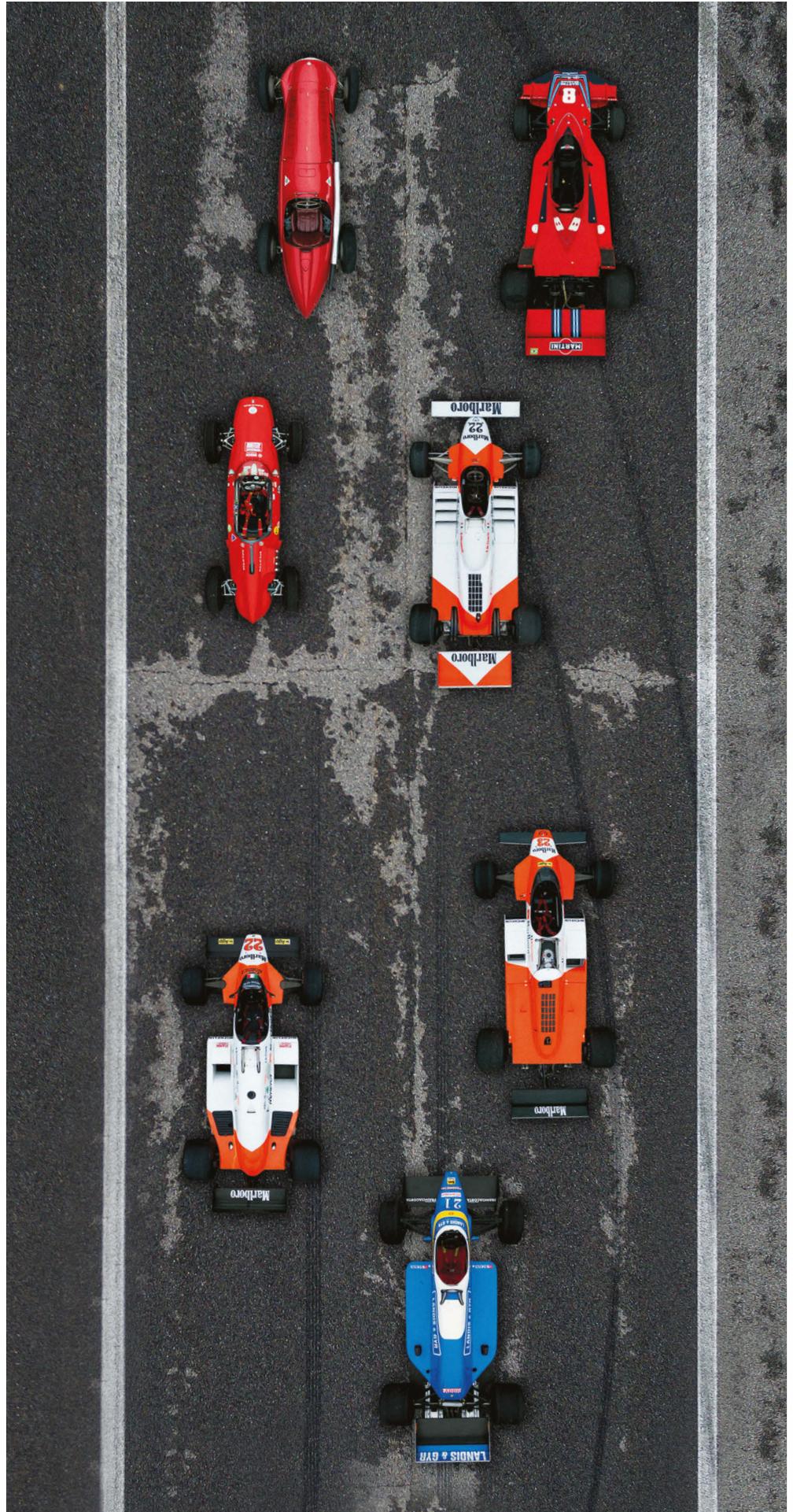
easy task. As old friends and ancient rivals, tucked up warm in winter jackets, share their anecdotes, the single-seaters increase to seven: here is an Osella FA1G to add a splash of sparkling light blue to the diffused red.

Alfa Romeo had officially withdrawn from racing in 1984, but continued to supply engines to Osella right up until 1987. The engine remained the twin-turbo V8, albeit fully revamped with cast integral pipes and electronic injection. The man behind this project was Gianni Tonti, the master Lancia engineer and father of the Stratos, 037 and rallying Deltas. Originally handed over to the racing skills of Alex Caffi and Piercarlo Ghinzani, this 1986 example is a source of pride for its current owners, Federico Buratti and Angelo Miniggio.

Before the FA1G is fired up, a funny incident occurs. Arm-in-arm with Gianni Tonti, engineer Enzo Osella gathers the assembled drivers around him, shows them his large hands and quietly glowers: "See these hands? They are almost 80 years old, but they're still working hard while you are all hanging around!" The drivers search for excuses like school children in front of a teacher, but Osella and Tonti quickly burst into laughter and everything resolves in sweetness and light.

Piercarlo Ghinzani, resplendent in his immaculate vintage racing suit, slides into the FA1G's cockpit under the earnest gaze of Enzo Osella and Gianni Tonti. Ghinzani raises his finger and the eight-cylinder engine is awoken, gurgling and spluttering to warm up before 'Ghinza' unleashes his old flame on the track.

The road surface is leaden grey, the fields are dotted with snow and the skies are bleak: the atmosphere reminds us of old car magazine features on winter Formula 1 presentations. In that pre-internet era, F1 fans would wait for weeks before they could leaf through a few colour pictures of bare trees, shivering engineers and a driver in his winter jacket.





158 (1950)



159 (1951)



177-179 (1979)



179 (1980)



179 (1981)



182 (1982)



183T (1983)



184 (1984)



185 (1985)

ALFA'S F1 MEN



GIORGIO FRANCIA

Born in San Giorgio di Piano, Bologna, in 1947, Francia first arrived in F3 in Germany in 1974. He served as a single-seater tester for Alfa Romeo, as well a racer in the Italian championship and in DTM.

RICCARDO PATRESE

Born in Padua in 1954, Patrese was kart world champion, F3 European and Italian champion and participated in fully 256 Formula 1 races from 1977 to 1993, winning on six occasions. He raced with Alfa Romeo from 1984 to 1985.

PIERCARLO GHINZANI

Born in Riviera d'Adda, Bergamo, in 1952, Ghinzani won the F3 European Grand Prix in 1977. He raced in F1 from 1981 to 1989, competing in 111 Grands Prix, which makes him one of F1's most experienced drivers.

BRUNO GIACOMELLI

Giacomelli was born in Poncarale, Brescia, in 1952. He raced in 49 Grands Prix with Alfa Romeo from 1979 to 1982. He secured pole position at Watkins Glen in 1980 and was in first position for 31 laps, before being forced to retire.

ENZO OSELLA

Engineer Osella was born in Cambiano, Turin in 1939. Coming from Abarth, he founded his own brand in 1965. After experiences in F2, he debuted in F1 in 1974. The Osella team raced from 1980 to 1990, reaching fourth place at the San Marino Grand Prix in 1982.

GIANNI TONTI

The technical director of the Lancia Racing Team for many years, Tonti was born in 1942. He developed the Fulvia, Stratos, 037 and Delta. On moving to Alfa Romeo, he redesigned the company's turbocharged V8 F1 engine.



Now the lights are turned on the 2018 Formula 1 championship. There may be no girls outside the garages, and interviews with the drivers are seem to be carbon copies of each other. But one thing we can celebrate, at least: Alfa Romeo is back in Formula 1.



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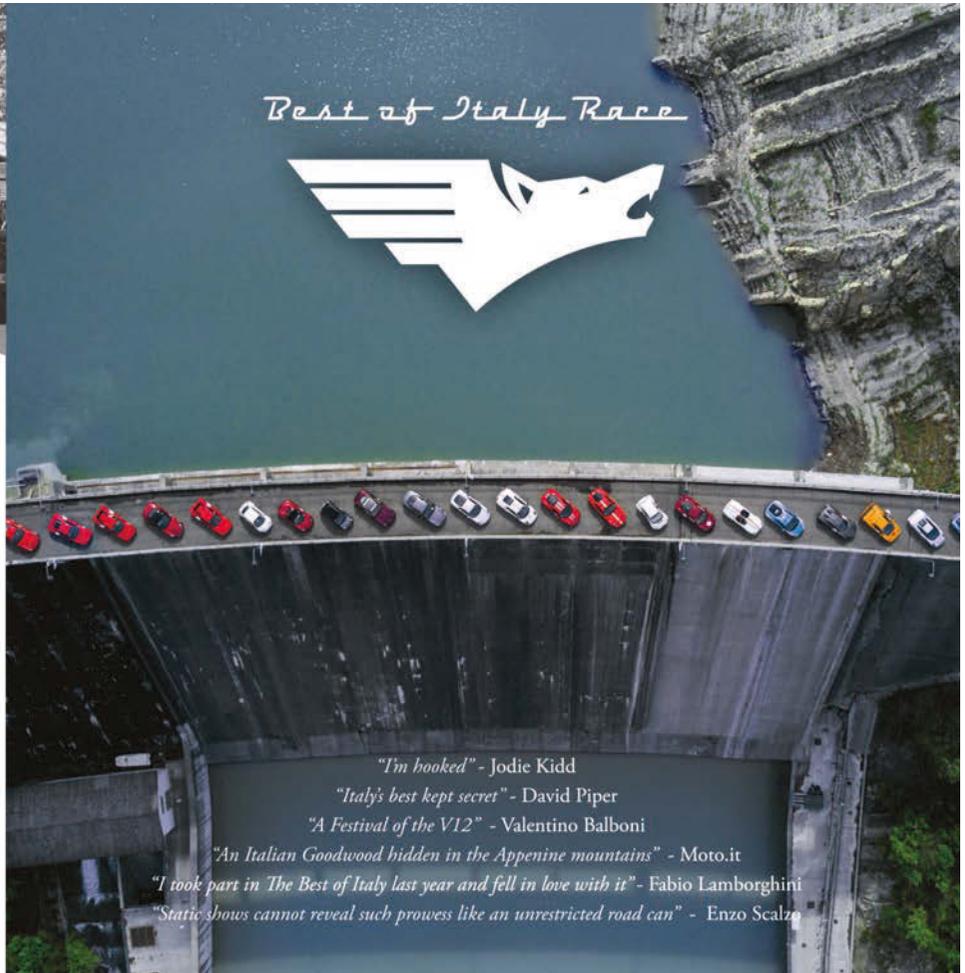
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"I took part in The Best of Italy last year and fell in love with it" - Fabio Lamborghini

"Static shows cannot reveal such prowess like an unrestricted road can" - Enzo Scalo

Something Special

We'd never even heard of the Alfetta GTS special edition until we saw this beautifully restored example. It's even more special now: it's the only one left on the road

Story by Peter Nunn
Photography by Michael Ward





Alfetta GTS



Imagine an Alfa Romeo version of Mastermind. Plenty of scope there, given the company's exceptional 100 year-plus history. But how about this for one of the specialist questions: just what is an Alfa Romeo Alfetta GTS?

Well done if you know the answer, because frankly we'd never heard of the GTS before meeting Andy Norton. Well, it's a special edition version of Alfa's sleek 1.6-litre Alfetta GT coupe, which was offered to UK customers for a spell during the late 1970s.

Not many of those left now, you'd think, and you'd be right. In fact, just two. One of them isn't roadworthy. And the other? Well, you're looking at it right now: the much admired, prize-winning 1979 Alfetta GTS coupe belonging Suffolk-based enthusiast Andy Norton.

It was back in April at the Alfa Romeo Owners' Club (AROC) Spring Day at Duxford that Andy's pristine Alfetta GTS first came to the notice of *Auto Italia*. In among the ranks of hundreds of Alfas, early chrome-bumper Alfas are an increasingly, and regrettably, rare sight these days. Even more so in pristine, original condition, let alone special edition GTS trim. AROC also took note, leaving a note on Andy's windscreen. At the close of play, he was called up by the club's committee to be awarded the Best Classic in the Show prize.

Like us, the club had recognized that here was a very special car, a wonderful period piece in wholly original spec. Adding something extra to the mix is the fact that Andy had completed the entire restoration himself, rebuilding the Alfetta in his workshop at home over a period of 18 months.

"I first saw the car for sale on Car & Classic," he recalls, "as I was looking for a car to restore. I'd never heard of the GTS myself so I looked it up on the internet and saw the brochure, just to see if it was authentic, to be honest."

A wise call. If you tap 'Alfetta GTS' into your browser, up the brochure will come. Seductively, the intro sets the scene: "The Alfetta GTS joins the world acclaimed Alfetta range of high performance coupes, cars designed solely for the discerning motorist. The people who demand high speed, perfect road manners and classic styling."

It then goes on to describe the Alfetta's style, the engineering balance (1.6-litre twin cam with rear transaxle), creature comforts and spec. There's a box at the end describing the range of the GTS's special features. Get ready for Alfa Romeo velvet seats; Alfa Romeo factory-fitted tinted glass; Skysight sliding roof by Hollandia; front electric windows by Servoglide and rear window wash/wipe by Hella. Also included were twin front and rear Hella fog lights; lightweight chrome trim for wheels and exhaust; protective side mouldings; GTS insignia on both sides and at the rear, plus, inside,

1980 was Chris Howell from Saffron Walden who ran it for seven years, then took it off the road with 57,000 miles on the clock when the body started to go south. Like a true Alfisti, however, he still absolutely loved the car and was reluctant to sell it.

Fast forward nearly 30 years and the GTS lands in Andy's hands via an intermediary after its owner had decided he was never going to get it back on the road. At the same time, he couldn't bear the idea of somebody buying and scrapping it. Fortunately, the GTS made its way to the best possible home; great

“ When was the last time Alfa Romeo offered velvet seats and a cassette player in a car? ”

controls for the electric windows and fog lights that echoed the Alfetta Strada, more of which anon.

Putting it into perspective, back in 1978 a standard Alfetta 1.6 GT was listed by Alfa Romeo GB at £4999. Alongside, the GTS was up for £5499, which strikes us as pretty fair value considering all the extra kit on board. Meanwhile a GTV 2000 cost £5999 with – anorak alert – a special edition Alfetta GTV Strada (effectively a 1962cc edition of the GTS) up for £7499.

Andy's GTS was first registered by Bridge Motors of Colchester in 1979, and the dealer's original sticker still resides in the rear window. The car's second owner in

news, as it could easily have gone the way of so many Alfettas. Its bodywork was poor along the bottom, around the wheelarches (where they usually go) and well beyond. Originality was key. "I thought it's just got to be worth saving," recounts Andy and he's absolutely right.

So in June 2015, the GTS's remarkable restoration began. Remarkable because Andy essentially did all the restoration work on the Alfetta himself at home, including painting, all the while determined to keep it as original as possible. Helping this process along was undoubtedly the fact that he'd constructed a



ALFA ROMEO ALFETTA GTS

large garage/workshop in his back garden, complete with ramp. Although the Alfetta GTS was broadly all there, Andy was faced with a sizeable stack of work to get through.

Remedial tinwork included new sills (the inners were OK), inner wings and wheelarches, plus repairs to the lower wings, front and back and spare wheel carrier. Mechanically, the GTS was intact yet Andy had to strip everything down. Both brake and clutch master cylinders were replaced, as well as the clutch slave cylinder. New brake pipes were made up where necessary. Callipers were refurbished. Discs, pads and tyres were replaced. So was the exhaust, which is Italian-made yet was found in Germany. Noted supplier Highwood Alfa supplied many parts, while a source in Germany also supplied the inner sills. "I bought a box of bits with the brakes from Germany, too," chuckles Andy.

"When I first got the car, it took me a while to get the engine running again as it had not been started for many years. The engine itself was in good condition but I either had to replace or take off and clean and paint just about everything under the bonnet.

"New parts included petrol pump, distributor cap, leads, points, plugs and coil. I sourced a second-hand radiator from Germany and replaced all the coolant hoses. The carburettors were stripped as the old stale petrol has turned to a varnish like substance. Pretty much everything on the car, even underneath, has been cleaned and painted."

And those eye catching GTS side moulding strips? The originals were a bit broken up in places. New ones made their way from America. "I was lucky enough to get the exact size and texture as the originals. I have to give credit to my daughter Emily for tracing the original white GTS decal stickers from the car and producing a template on the computer which she then sent off to the vinyl printers. When they came back, we held them alongside the originals and they were perfect."

The GTS restoration was completed in September 2016. Andy is not exactly a stranger to the Alfa world: a 156 and 166 have previously served as everyday cars. But the Alfetta GTS is different and it's that superb Giugiaro wedge design that still sets the car apart and has lasted the years so well.

The GTS is also from that imaginative era when Alfa placed the speedo slap in front of the driver, with the rev counter way off in the middle with the other instruments – very oddball when new, a great period piece now.

Time for a drive and a step back in time. When was the last time Alfa offered velvet seats and a cassette player? Happily, you encounter both as you step into the GTS, conscious also of that steeply raked front screen and big inviting view out across the Alfa's wide, flat bonnet. It's a good start.

For someone coming from an earlier 105 Series GTV coupe, like your correspondent, the Alfetta immediately feels the more modern, roomier GT car,

GTS has been lovingly restored, even including brand new decals sourced from the USA





offering a more forgiving driving position – perfect, in fact, as a long distance cruiser.

Some things do carry over, however, such as that ever-characterful four-cylinder twin cam engine up front. Displacing 1570cc and wearing twin Webers in this case, it's good for 109hp and 105lb ft of torque. Oh yes, that deep, rich Alfa engine rumble is still as evocative as ever, the twin cam revving easily, feeling both potent and flexible.

“Underneath, the balance and traction of the Alfetta layout was a big advance over the 105s,” notes Alfa doyen Jon Dooley, who successfully raced Alfettas in period for the Alfa Dealer Team. “But on cars up to about 1981, the front end geometry and damping needed improving to stop them rolling onto the outside front wheel.”

A fix was created, something Andy might perhaps want to investigate sometime in the future as he

confirms that the GTS still wears its original dampers and appears quite softly sprung. That's fine for ride comfort but handling sharpness is a trade off.

At the same time, the Alfetta's transaxle driveline was famously challenging to get right and correctly aligned (with reports of 22 different variants of prop rubbers also adding to the fun). On Andy's car, the gear change is a bit woolly and second gear is sometimes elusive. But as wise old Alfa hands will recall, many were like that in period, so you could say this GTS is period correct...

Full credit to Andy Norton for rescuing and restoring this superb 1979 Alfetta GTS so diligently. It's a truly fantastic piece of work. His next project is an NSU Ro80. It's a shame there's no Italian connection with that car because it would surely make a great 1970s back-to-back feature with the Alfetta, don't you think? 🇮🇹

Items unique to the GTS include wheel trims, side rubbing strips, Hella fog lights and a sunroof



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The Truth Is Out There

The emergence of an ultra-rare Maserati A6G Frua after 55 years has caused Andy Heywood many hours of perplexity

Story by Andy Heywood
Images by Auto Italia/RM Sotheby's/Heywood

In 2015, the Maserati A6G Frua Coupe from the Baillon collection ventured back into the public gaze after 55 years. Chassis #2140 emerged from its slumber in France (where it shared a garage with the ex-Alain Delon Ferrari 250 GT California Spyder) in the most incredible patinated condition, from blistered remains of black paint revealing the gently oxidizing aluminium body beneath, to the threadbare carpets and moth-eaten (or worse) interior. Yet the car was complete and basically sound. This was a genuine timewarp and the barn find we all dream of discovering.

However, even before the car came to auction via Artcurial at *Rétromobile*, the discussion had started. To restore, or not to restore? The preservation of historical artefacts is a responsibility that all restorers have, whether it be paintings, sculptures, buildings, or cars. Yet the real preservation of the latter is a relatively new phenomenon. Until quite recently, restoration was the name of the game. Not that diligent restorers were oblivious to the need to retain originality, it's just that the accepted wisdom was that, once a car's condition dropped below a certain point, it was time to restore it. This is still the right approach for most cars, which will have lost the majority of their original elements over the years anyway. However, for the few that haven't, there has been a change in attitude. Originality is now valued more highly than condition and some important cars are being preserved 'in their juices' (or 'dans leur jus' as they might say at Artcurial).







The new American owner of #2140 certainly subscribed to this point of view and, having successfully bid for the car at auction, took it back to California where it was gently recommissioned before being exhibited at Pebble Beach in 2016 in the new 'Preservation' class.

For me, the emergence of this car was another significant part of a jigsaw I had been trying to put together for some years. I was as excited as every other Maserati enthusiast, but then I realised that something didn't quite make sense. In all, between 1952 and 1957 Frua bodied seven A6G 2000 cars, one with the single-cam engine (chassis #2028) and six with the later twin-cam engine (also then known as A6G/54 because the twin-cam engine was introduced in 1954). The first of those was chassis #2063. It was painted white and featured in the factory-produced book *Vittorie Maserati* with the Eiffel tower, having been displayed at the 1954 Paris Salon. It appeared in a road test by Hans Tanner soon afterwards. The body style was distinctly different to the single-cam car, especially the lower, more aggressive-looking nose with a very stylised concave grille and large chrome slats plus a full-width bumper. To my knowledge, the whereabouts of this car have been unknown for years.

The second car (chassis #2103) has been well documented. It was the original brochure car and spent a lot of its early life in the UK before going to Monaco in the 1980s, when it was restored by Hans Wulfers. I first saw #2103 in 1996 at a concours at the Hurlingham Club. It's been restored again in Italy and now resides in the USA. This car had a similar grille to #2063 but convex, not concave. It also had quarter bumpers and a very distinctive 'fly screen' mounted on the bonnet, the only Frua Coupé so equipped.

The coupé that followed was #2114, which McGraths restored between 1999 and 2002 for Andrew Green, and then subsequently sold to Jay Kay. Pre-restoration, that car was in poor condition, while the original grille had been modified and the bumpers removed to make the car look more sporting. In addition, the colour had long since been changed from the original black to red with a white band. It was during the research into the restoration and exactly what this car should look like that I first took notice of an intriguing photograph.

I first saw it in the 1980s Maserati history by Jürgen Lewandowski. It's a small black-and-white photograph taken at a Motor Show of a dark-coloured car with a concave grille and quarter bumpers. The former meant it couldn't be #2103, the latter meant it couldn't be

Chassis number 2140 still has that prized 'preservation patina'. Its mysteries may now be solved...



Now that's a barn find! Car emerged from a 55-year long storage to raise more questions than it answered

#2063. Better than that, it had a French number plate and I knew that #2114 had been sold new in France. This must be 'our' car, I thought. But as the restoration progressed and the paint was removed from #2114, I began to realise that there were inconsistencies. For instance, the car in the photograph had a chrome moulding at waist height which stretched from the front wheelarches to the door handles. #2114 did not have these on arrival at McGraths and now the paint was off the front wings, it was clear that a) they were the original wings and b) they had never had holes drilled for fixing studs for these trims. Also the bonnet vent on #2114 had a central fin that extended up the bonnet, whereas the car in the photo did not.

Dejected, I did what I should have done in the first place, which was to check back through the documentation for #2114, including the original French registration document, which of course showed a different number to the one in the picture. Ho hum, back to the drawing board.

In the end, I never did find a period photograph of #2114 but what I did find buried in the boot of the car was a small box with two original grille slats, from which the original grille design was reconstructed. At the time, I concluded that the car in the photo was

probably #2140, which was the next Coupe in the list of chassis numbers, but without any proof and with #2114 now nearing completion, I closed my file on the Frua cars.

It was to stay that way for a decade, until another Coupe, chassis #2181, arrived at McGraths in 2012. This car was the fifth of the twin-cam coupes and its styling was very different, much more like the later Frua Spyders. In fact, for many years, it had been assumed that this car was a Spyder, as it had been incorrectly listed in the Orsini and Zagari history of Maserati (which was the only comprehensive resource available at the time). Another small red herring in the fishpond of Maserati history! However, the emergence of this car proved that the styling of the later cars was updated again from the look of, say, #2114: much lower bonnet line, longer, sharper tail and vertical slats set back into a slightly less 'toothy' grille. This meant that if we count the unique single-cam car, there were three different series of Frua Coupes.

To recap, the first series was just one car, the unique single-cam example. The second series was #2063, #2103, #2114 and #2140. The third series was #2181 and #2194. A period photo of this last car exists from a cameo role it had in a French film in period but its

“ When the Baillon car was removed from its barn in 2014,
the confusion really started ”



MASERATI A6G FRUA COUPES



TOP LEFT: Factory photo of the A6G/54 Frua Coupe #2063 showing the second series grille for the first time

ABOVE: The first twin-cam A6G/54 Coupe, as featured in the 1954 factory annual 'Vittorie'

LEFT: Frua Coupe #2103 in later years at a Hurlingham Club Concours in 1996. The convex grille is unique

LOWER LEFT: The Frua Coupe #2114 post restoration by McGrath in 2002

PHOTOGRAPHED IN FRANCE BY BERLINGHIERI ©COTY 1959



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Only one color could create such heavenly havoc. Rue de la Pink! For this gilded, giddy season, Coty took a gorgeous giddy pink . . . tangled it all up in gold . . . fanned it into fashion's newest flame. Rue de la Pink! See it strike black with lightning . . . delight white . . . set fire to pastels . . . electrify everything you wear! Rue de la Pink! What a delicious snare, whether you're sunned or fair. What honeyed flattery for lips and fingertips. Don't venture out without it.



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current whereabouts are unknown.

When I saw the first pictures of the Baillon car being removed from the barn in winter 2014, my immediate thought was that this looked like a third series car, and therefore must be #2194. However, when more pictures emerged showing incontrovertibly that the chassis number was #2140, the confusion really started. If this was what #2140 looked like, then which was the car in the Motor Show picture?

Artcurial was able to piece together some of its history in its auction catalogue. #2140 was completed in August 1956 and sent to the French Maserati importer, Thepennier, in Paris. The first owner, Jacques Fieldier, loaned the car back to Maserati a few months later for its stand at the Paris Salon. The following year it was sold to another Parisian, Marcel Chalas. In turn, he owned the car for two years before selling again, this time to Roger Baillon, in whose collection it then remained until 2015.

There were conflicting implications arising from this information. It seemed likely that it was the car in the photograph because it was French registered and at a Motor Show, but that car was clearly a second series car. And yet, the car had been in a private collection, supposedly untouched since 1959. The number plate on the car now is still French, but different to the one in the photo. Artcurial did acknowledge that the grille had been changed at some point but could only speculate about the reason for that.

The last reference made was that the car had been featured in a magazine advert in May 1959, a few months before Roger Baillon bought it. The magazine was an American one, *Ladies' Home Journal*, and the car appeared in an advert by the cosmetics firm COTY for Rue De La Pink lipstick. Although today COTY is an American company, its origins are French and in 1959, it still had a base in Paris. A copy of the advert is reproduced (pic left). It clearly shows the car with the same front grille as it has today and at the same time, crucially, it has the same registration number as it did when on show at the Paris Salon three years before. In fact, the only difference between then and now is the colour of the roof, meaning that the blue roof the car has today was done later during Baillon's ownership.

But while this is definitely the same car, close comparison of the original front end shows more than just a change of grille. The fog lights were originally larger, the bumpers protruded more, and the lower section of the grille appeared nearer the ground in relation to the bumpers. There is no doubt that whoever carried out these changes was attempting to update the car to the later, third series style and the obvious next question is, could Frua have done this work? It was quite a common thing to do at the time and certainly the grille mesh looks the same as that used in the later #2181.

Fortuitously, the new owner of #2140 decided to ship it to Europe last year for Villa d'Este and booked it in with McGraths to fettle it. I would finally get a chance to examine the car in detail and Michael Ward could photograph it. When looking at the front in the metal, there are no obvious signs of changes to the panelwork and I began to wonder whether it had been cleverly done without resorting to reshaping the body. The bumpers look original because those gorgeous scalloped edges, which are very distinctive, are clearly

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MASERATI A6G FRUA COUPES



TOP: Many differences between Baillon car and #2181's third series front

ABOVE: Rear views show contrasting #2114 second series and third series

visible on the Paris Salon photograph. But the fog lights are completely different and the grille has an inner surround that #2181 didn't have and misses an oval around the 'Trident' badge. If the car had gone back to Frua to be updated, surely it would have used the same parts?

Then another car came on to the scene to confuse me further. This one, however, was 1:43 scale. A black A6G Frua coupe, this model had the big grille, the quarter bumpers and even the chrome strips behind the wheelarches. By process of elimination, this could only be a model of #2140. Crucially, the back was quite different to how it is now and much more like #2114, which is what I would have expected for a

second series car. I couldn't believe it! I had now spent the best part of 20 years looking for information on these cars and here it all was, available to buy on eBay for 15 quid!

I had to find out more so, having asked the ever-helpful Fabio Collina at Maserati Classiche, I was put in touch with the model makers, Leo Models, and received a very helpful response from Gabriele Guidetti, the model developer. But Fabio had warned me that I may not like the answer and he was right. Gabriele explained that in the construction of the model, they looked at pictures of more than one car and then made a hybrid of all the best bits. He even included some pictures they had used in their research, one of which





was the Paris Salon picture and the others were of, wait for it, #2114. Another one for the fishpond...

Although this latest cul de sac hadn't really proved anything, it did concentrate my mind on the back of the car. I had fixated on the front because of the Paris Salon picture but what I was missing was the fact that #2140 today has trim strips along the top of the rear wings. Looking at the picture, you can just see that it didn't have those at the Paris Salon. And looking closely at the shape of the rear wing, it appears longer and sharper now than at Paris. All of this follows in terms of updating from rounded series two rear to more angular series three. I then compared the rear of #2140 now to #2181. The latter does not have trim strips along the top of the wings (nor did any others that I have seen) and has the same rear lights as the third series Frua Spydors, which #2140 does not. And come to think of it, all the third series cars I can think of had complete, rather than quarter, bumpers.

You may be wondering why this has fascinated me so. Well, it is all about the question of whether to restore or not. If the car had been totally original, then it would be

easy – it should be preserved as a genuine example of a 1956 Maserati A6G Frua Coupe. But it isn't completely original because, as we have proved, it has been modified. Now, if the modifications had been done by Frua (and this is unlikely to ever be provable), there may still be an argument for preserving it, but I believe there are enough discrepancies in the front and rear between this car and later Frua ones to suggest that the modifications were done elsewhere. And if that is the case, then the car should be restored back to original 'Paris Salon' specification because at the moment, it is misleading. The auction catalogue merely stated that the grille has been changed and implied that the rest of the car is timewarp original. As time goes on, that 'implication' will become fact, if not checked. But of course, while there is still some speculation as to exactly what the changes were, the current owner is right to leave the car as is, because to restore it incorrectly would be the biggest tragedy of all.

Of course, if your father or your grandfather visited the 1956 Paris Salon and just happened to have his camera to hand when he walked around the back of the Maserati stand, you will let me know, won't you? 🇮🇹

Engine is a 1985cc straight-six twin-cam with three Weber carburetors and 150 horse power





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American Graffiti

Shoving a Chevy V8 into a Ferrari is either arch heresy, or artfully hilarious. Dozens of Ferraris were converted to so-called 'Bowtie' V8 spec in period, but there's just one left: this one. So is this an American dream, or an American nightmare?

Words by Johnny Tipler
Photography by Michael Ward



When you see the signatures of Stirling Moss and Dan Gurney on the dashboard of any car, you know it's a pretty serious machine. Fact is, this 1959 Ferrari 250 PF is running an American V8 – so does that make it serious or seriously silly? We'd argue the former. Fact is, its Chevy V8 engine is what makes this car special, since it is probably the only

one left of the 70 or so Ferraris thus converted in the 1950s and 1960s.

This is a scion of a particularly esoteric branch of Maranello nomenclature, styled 'Bowtie Ferraris' because Chevrolet's badge resembles a bowtie. This niche is catalogued in the book, *Bowtie Ferraris* by one of this car's former owners, Randy Cook. In it we learn that, when Fangio drove it in a historic demo at Watkins Glen, he declared

it reminded him of the Chevy-powered sports-racers that he was familiar with back home in Argentina; an endorsement of a kind, certainly.

The concept of ditching Ferrari's glorious V12 for V8 iron may be hard to digest in today's world, when 'matching numbers' authenticity is all-important. Back in the 1950s and '60s, hot-rod culture was second nature to kids in America, when virtual wrecks



could be 'chopped' and tuned to become the fastest things on the road. The most straightforward way of achieving that was by transplanting a bigger-capacity engine from an American car. When your Ferrari engine went terminal, or couldn't easily be fixed, the pragmatic move was to whip out the V12 and install a Chevrolet or Ford unit. Hey presto, your gorgeous Italian stallion was up and running again – at a stroke, going from 3.0

litres to 5.7 litres, with 100 extra horsepower to boot. The Chevy's advantage was its compact – 'small block' – size and short stroke, which reduced piston speed at high revs. It was reliable, too.

Over the years, almost all of these 'Bowtie' cars have been reunited with Ferrari V12 power units. And that's what makes this car so special, because we think it's the only period V8 conversion left. We're visiting

Roy Kent's Old Racing Car Company in rural north Norfolk to see 250 PF – for Pinin Farina – number 1175 GT. This car belongs jointly to Tim Luscombe and John Walker, who acquired it recently from Roy. Before Roy bought it in 2017, it had been owned for 20 years by Randy Cook, and features in his *Bowtie Ferraris* book. Incidentally, Randy Cook wrote a follow-up, called *Blue Oval Ferraris*, of which there were a number

similarly fitted with Ford engines.

Stylistically, the PF is quite restrained, with perhaps a nod to Americana: that coupe roof is redolent of the Ford Thunderbird's. The 2600mm wheelbase is shared with the 250 Tour de France and 250 Europa but Farina's shape is more stretched and flattened than the curvaceous 250 Europa, emblematic of the late 1950s morphing into the early '60s. But this car look rather different to standard. Instead of Borrani wheels, it's running on five-spoke American race wheels. The bumpers have been removed. And period racing bucket seats are installed in place of the original cosy sandy-beige leather touring seats.

'Where were you in '62?' goes the promo line for the immortal film, American Graffiti. In the case of our 250 PF, that would be gearing up for living in the USA. As for the graffiti, our 250 PF is peppered with it: from Chevrolet and Offenhauser logos to Sports Car Club of America decals and badges. That lateral racing stripe, too, and Dan Gurney's signature, even. There's the Road America badge, and the dedication to Art Eastman,

who was a journalist friend of Randy Cook's; Art had always been very supportive of this car. There's another one under the bonnet which says Nickey Chevrolet, a business highly regarded for building hot-rod engines.

You can't help wondering if the Americans who saddled up to the Prancing Horse 60 years ago felt short-changed when their engines failed. Possibly the first switchover from Ferrari to Chevy power was carried out in 1956 by Jim Hall of Chaparral fame in his Monza. Then Formula 1 World Champion Froilan Gonzalez had a Chevy motor inserted into his 1954 Grand Prix Ferrari in 1957 so he could race it in Formule Libre events. Seemingly nothing was sacred back then: the 1958 Le Mans-winning 250 Testa Rossa of Olivier Gendebien and Phil Hill subsequently received a Chevrolet conversion, as did the 375 Plus in which Umberto Maglioli won the 1954 Carrera Panamericana.

This 250 GT is one of 170 Series 1 PF coupes that were built between 1958 and 1960. Its journey to the Chicago engine specialist that installed the GM V8 started in

Rome and went via Las Vegas and Los Angeles. This is a 1959 car, originally painted silver, and imported into the US in 1965 by former Ferrari Owners' Club president, Ed Niles. In the custody of one Darryl Leavitt of Las Vegas, it was sent to Chicago to have the transplant done, most likely at Joe Marchetti's International Auto by Tom Arra and Ronnie Kaplan, according to Ferrari historian Alan Boe. Marchetti was an independent Ferrari dealer, and also promoted the Chicago Historic races that ran at Road America, Elkhart Lake, Wisconsin.

It's of note that another Chevrolet specialist was operating in Chicago at the time - Nickey Chevrolet - whose business was building, selling and installing performance Chevy engines, including the Purple People Eater Corvettes. Whether this outfit had a hand in the 250 PF's transplant is a moot point, but it's clear the conversion was properly carried out, rather than a back-street hatchet job. The supposition is that the engine from the 250 PF was probably shoehorned into a more valuable model.



Stickered-up, bumperless look is very American, but it's the snarling police-spec 5.7-litre V8 that makes this 250 PF really stand out



FERRARI 250 PF BOWTIE

Ferrari engines were not built in anything like the volumes of the mass-produced Chevrolet V8s and, being closely related to racing units, were relatively fragile. The 250 PF was powered by the 2953 cc SOHC Ferrari V12, fed by three twin-choke Webers and coupled to a four-speed manual gearbox. The Chevrolet small block V8 fitted in this 250 PF is the 'Extreme Duty' high-performance version, as fitted to US police cars and probably built in the Corvette engine facility. It was allied to a T400 transmission and Ford nine-inch rear end.

Owner Randy Cook had the current Offenhauser intake manifold fitted, supporting three twin-barrel Rochester carbs. Under his tenure, it also received the bonnet air scoop, classic bucket race seats, Marchal driving lamps and hunky five-spoke wheels. The instruments housed in their lovely hammered aluminium dashboard are now pencilled for review. The speedo, ammeter and rev counter work, but the petrol gauge will be replaced.

Opening the bonnet, one can't help but be

taken aback at the sight of an alien American engine that's two pairs of cylinders shorter. Then you think that, because the V8 sits at the rear of the engine bay, weight distribution might be better; on the other hand, it's a much heavier unit (535lb versus 382lb).

Although the 250 PF is a Grand Touring car, not conceived with racing in mind, it has done a little mild competition in its time, evidenced by the ignition cut-off switches: "We haven't found categorically what events the car took part in," reports Roy, "but we think it raced in the Road America series and we're almost certain it took part in drag races later on because there's an archive picture of it on a drag strip." It ran at Chateau Impney in 2017 and is due back there this summer, and even Goodwood is on the cards.

The bottom line is that this 250 PF has spent longer with the Chevy engine than it ever did with its Ferrari lump. Roy says: "I think that's the beauty of it; there's lots of PFs that have got the correct Ferrari engine but that doesn't make them as interesting or as quirky as this one. It's a quest for someone

to see if they can find the original engine; they do come up from time to time, but we just felt it's gone beyond that."

And how does it perform? It's certainly got attitude. When we fire it up, instead of the aristocratic V12 tenor, there's a thrumming bass rumble. There's a slight lag in throttle response, probably because the linkages are a tad worn (scheduled for rectification). It's a slight struggle to get into the cabin but once in, it's quite cosy. In the driving seat I'm close up against the door, and the wheel is right there ahead of me, while the seat is slightly offset to the left in relation to the wheel.

I familiarise myself with the four-speed shift lever with its syringe-style finger-pull reverse. Let loose on the smooth tarmac of a former American airfield, when I put my foot down it suddenly picks up and launches itself down the runway. There's an enormous amount of torque in every gear, and performance can be characterised as brute force, determined and relentless as it surges towards the horizon. I make several passes and it feels quicker each time, seeming to



relish the opportunity for a shakedown.

I tackle a couple of curves reasonably fast, and the back end squats nicely as it digs in, the long nose rising, and it powers predictably around with no drama. There's not much feel to the brake pedal but it does stop eventually. The most dated aspect about the driving experience is the steering, which suffers from a certain amount of play, though once that is eliminated it should be taut and sharp. Tim thinks the front end could be further stiffened for racing, though it's good enough as it stands for mild competition purposes. It feels like a period racing car – which of course is what it is. It may not have the urgent, high-pitched scream of Ferrari's V12, but there is something doughty and invincible about the snarling V8 – a little bit of the American dream in Maranello. 🇮🇹



THANKS TO

Tim Luscombe (this car's owner) and Roy Kent of The Old Racing Car Company (tel: 01692 538007, web: www.olderacingcar.co.uk)



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According to Ferrari Classiche Chassis #102 was originally sold to Giovanni Bracco in March 1950, and later resold to Giannino Marzotto. It featured a 12-cylinder 2.5 litre engine and De Dion rear axle, and was raced by Dorino Serafini at Syracuse GP and Pau GP in March 1951.

In 2008 it was the subject of a chassis-up rebuild by renowned Ferrari specialists DK Engineering, having been invited to run at the Goodwood Revival, and has been a regular participant in international events since the 1990s. **£POA**

1959 Ferrari 250 PF Chevy



In this issue

Ex-James Allington TR59R



1970 Ferrari 365 GT 2+2 RHD



In this issue

1981 Ferrari 308 GTB RHD 'Spyder'



Ex-Mille Miglia Alfa 1900



Maserati Bora 4.9 Rare RHD



Ex-Regis Fraissinet 250 TR60R



1957 250 TdF Recreation



1974 Ferrari 365 GT4 BB RHD



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Spider to Spa

Fiat's 124 Spider proves the perfect car in which to discover the lost secrets of the old pre-1978 Spa circuit in Belgium

Words & images: Chris Rees



Belgium is flat. Billiard table flat. And crowded. In short, not the sort of place for a sports car test. But in the less populated south eastern corner of Belgium lie the Ardennes mountains; and in a corner of the Ardennes is the village of Francorchamps, whose iron-rich spring gave the town a prefix – ‘Spa’ – and is behind the name of one of the most famous corners in motor racing: Eau Rouge.

Welcome to the Spa-Francorchamps circuit. I've driven 300 long, flat miles to get here from the UK, but it's been worth it. My companion is Fiat's 124 Spider, which has made mincemeat of the journey over. It's been top down all the way, except for one tiny splash of rain – easily dealt with thanks to the easiest soft top design ever, taking mere seconds and next to no effort to do manually. With the roof off, I've

been able to enjoy the 124's rorty, raspy exhaust note, but without things ever getting too loud or unrefined, even on the motorway.

Fiat's excellent 1.4-litre MultiAir turbo engine has 140hp of power, which is just enough for a solid dose of fun. With 177lb ft of torque at just 2250rpm, it's also a brilliantly relaxed cruiser when you want it to be. Since there's mid-range urge aplenty, you rarely need to change gear. That's a shame in one sense, because the six-speed manual 'box is so crisp and short-shifting and the lever is perfectly positioned.

Spa famously hosts the Belgian Formula 1 Grand Prix in August but I'm here early in the season to attend the Ferrari Racing Days gathering. Spa is a corkscrew of tarmac that's widely regarded as one of the greatest tracks – if not *the* greatest – in the world. In its current format, it's 7km long but it used to be twice that



length. From 1921, when Spa opened, to 1970 when it was closed for redevelopment, it linked the villages of Francorchamps, Malmédy and Stavelot, in one dramatic 15km sweep through the Ardennes forest.

Spa was one of the tracks used in the inaugural Formula 1 season in 1950 and was thereafter a firm fixture in the F1 calendar. But it defined the term 'dangerous'; two British drivers lost their lives here in just one GP weekend in 1960 (Chris Bristow and Alan Stacey), while Stirling Moss also had a big accident. By 1970, it was clear that Spa was too long, too fast (average speed: 150mph) and too treacherous to host F1 any more. The Belgian GP transferred to Zolder but Gilles Villeneuve's tragic accident there in 1982 forced a return to Spa for '83, much-reworked so it was now half the original length. That makes me reflect that in 1983, the original 1966 Fiat 124 Sport Spider was still in production.

On the shortened circuit, some of the most spectacular parts had disappeared. Luckily, however, you can still drive the route of the old track on public roads. Heading out of Francorchamps, you pass the main entrance to the modern track and sweep into the forest up a hill towards Les Combes, the highest point of the circuit – and the highest in the region – on roads that trace the old track.

The 124 Spider loves to attack these sweeping bends. The suspension's compliance means the ride is

surprisingly good, with only the faintest sign of scuttle shake. The steering turns in with eagerness and offers solid feedback through the wheel. Pushing hard delivers benign understeer on the narrow 205/45 tyres, but equally you can get the tail end to move around if you're pushing hard, which is delicious fun.

I head downhill through what seems to be a never-ending corner, the Virage de Burnenville, once a super-fast challenge for racers but these days a 30mph urban zone. Turning left to avoid the town of Malmédy, the road continues towards Stavelot along what was a tremendously fast straight in racing days. It's punctuated mid-way by the infamous 'Masta Kink', a significant 'S' in the road. The 124 Spider barely needs to shed any speed here, but back in the day, this was a chicane requiring nerves of steel to thread at speed – a second Eau Rouge, if you like.

Just before I reach the junction of the N68 road at Stavelot, I spot an unmarked section of tarmac sweeping up to the right; this turns out to be part of the original circuit, nowadays crumbling away but still navigable, whose original barriers bear distinct signs of damage from decades ago. This road leads you up to the final section of the old track heading towards Blanchimont – a dead end because huge gates prevent you joining the current circuit at Blanchimont.

It's time to turn around and retrace my steps. Sadly there's no chance I can take the 124 Spider on

Map below provides a clue to the scale of the old circuit versus the new one; you can drive most of it



TECHNICAL SPECIFICATIONS

FIAT 124 SPIDER

| | |
|-------------------|--|
| ENGINE: | 1368cc 4-cylinder turbo |
| POWER: | 138bhp @ 5000rpm |
| TORQUE: | 2177lb ft @ 2250rpm |
| TRANSMISSION: | Six-speed manual, rear-wheel drive |
| SUSPENSION: | Double wishbones (front); multilink (rear) |
| BRAKES: | 280mm discs, vented front/solid rear |
| TYRES: | 195/50 R16 or 205/45 R17 |
| DIMENSIONS: | 4054mm (L), 1740mm (W), 1233mm (H) |
| WEIGHT: | 1050kg |
| FUEL CONSUMPTION: | 44.1mpg |
| MAX SPEED: | 134mph |
| 0-62MPH: | 7.5sec |
| PRICE: | From £20,106 |



track; racing Ferraris are monopolising the weekend. (It's perfectly possible to drive your own car, or a rental racer, by the way, if you come on the right day.) I do luck out by bagging a lap in the passenger seat of a Ferrari FXX K, though, which turns out to be a deeply salutary experience. Its 860hp hybrid powerplant makes it searingly fast at Spa, where you can be exceedingly hard on the brakes and it just stops. Through the most epic corners – Eau Rouge, of course, but also Pouhon and Blanchimont – the grip is literally unbelievable.

Returning back to the UK in the 124 Spider, my companion strikes me as a sports car from the old school – rather like the classic Spa circuit, in fact. Rediscovering the lost, early-form track has been the ideal test for the car, threading twisty roads in forested hills and touring in style. No, this isn't a car you'd choose to take around the current Spa circuit, but on the old one, now returned to public use, the 124 Spider has been a great companion. 🇮🇹



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Festival Italia returns to Brands Hatch on 19 August 2018! The third edition of the festival will be the best yet, continuing to expand on the evocative nature of Europe's most emotive motoring nation.

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MIGHTY MAUTO

We're very excited by just how good Turin's Museo Nazionale dell'Automobile (MAUTO) is. Here's why you really should go

Story by Chris Rees



Can it really be true that we've not visited Turin's Museo Nazionale dell'Automobile (MAUTO) since it reopened just a few years ago? As it's a mere 10-minute walk away from Fiat's ex-factory in Lingotto, we popped over on a recent Turin visit and, I must say, fell for it in a big way.

Originally based on the collection of Carlo Biscaretti di Ruffia, the redesigned museum extends over three floors. Most car museums are very static, but the very clever use of projections animates the cars, there's plenty of music and sound effects,

plus multimedia displays with touchscreens and even QR codes on your smartphone via the Museum's own app.

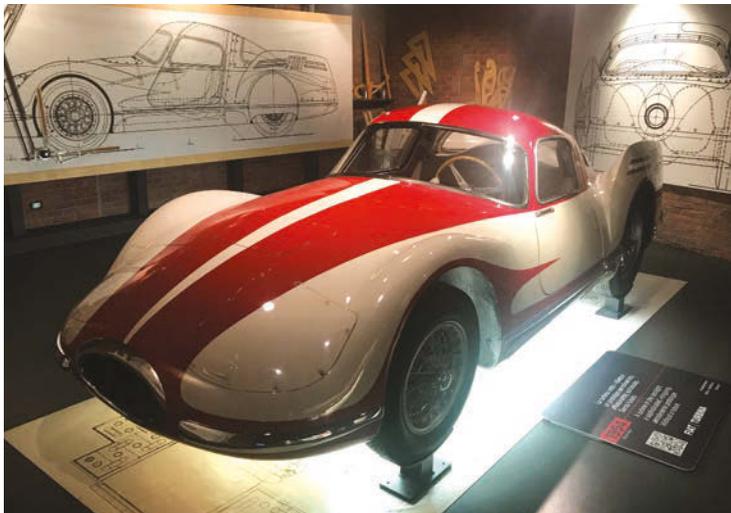
In total, there are over 200 vehicles to pore over, plus a whole load more in storage in a 'garage' under the building. Of course, Italian cars dominate but there's a strong international flavour too.

You start off with pioneering machinery, some of which is pretty weird, such as the 1891 Pecori steam tricycle. Grand old cars like an 1899 Fiat 4HP and 1909 Itala 35/45 HP rub shoulders with Ford Model Ts.

In the 'you don't want to miss this' category

come a 1926 Alfa Romeo RL SS with 'spider bateau' bodywork featuring an aluminium bonnet and a mahogany tail, made by Wilkinson of New York; a 1952 Alfa Romeo Disco Volante by Touring of Milan; and a 1947 Cisitalia 202 MM Nuvolari, named after Tazio Nuvolari who drove it in the 1947 Mille Miglia (one of 10 survivors of the 20 or so made).

I love the Lancia Flaminia stretch landaulet that Pininfarina created for the Italian president, one of four made from 1960 to 1961, all now restored by Fiat and returned to the presidency. Incidentally, Italian President Sandro Pertini's own 1962 Fiat 500 is also on



show, as is Nuccio Bertone's Fiat 500A Spider which he built in 1947.

One of the absolute stars of the museum is the sensational Turbina, Fiat's experimental gas turbine prototype from 1954 (pic above), which was tested successfully on the runway of Turin's Caselle airport. And how about this for a stat? The Turbina's peak power is 300hp at 22,000rpm! Then there are two wooden panel-forming bucks: one of Alfa's Giulietta Sprint coupe prototype and another of Paolo Martin's extraordinary 'PM1' proposal of 1992 for a 21st century Bugatti.

Surprises include a 1972 Iso Lele (as styled

by Bertone); a Fiat 600 Multipla modified in 1995 by IDEA designers with a garish two-tone colour scheme inside and out, and lots of modern details like airbags (pic above); and the 1999 Fiat Ecobasic (pic below), the brilliant prototype that anticipated the Panda Mk2. There's plenty of humour here, too. A line-up of Fiat 500s leads to one 'crashing' into a wall, behind which is a Warhol-esque art installation using parts from various Fiats.

Perhaps my favourite part of the show is a huge floor map showing the locations of all the design houses in Turin, of which there have been dozens. It's utterly

fascinating to see how so many were grouped very close together; for instance, Ghia, Frua, Boano, OSI and Allemano all shared basically the same block.

I also love the area devoted to Italy's iconic designers, from Giugiaro to Gandini, Tjaarda to da Silva. They even have audio interviews playing, asking the very bold question, 'what's the design you most regret'? We should add that MAUTO has recently opened a new 'Rosso Fioravanti' exhibition paying homage to the designer, Leonardo Fioravanti, who penned dozens of Ferraris for Pininfarina, including the Daytona and 308. The exhibition





runs until 16 September.

The highlight of many people's visit, though, will be the motorsport hall of fame, where a sea of red awaits you. There are far too many A-grade stars to describe here in any detail but we can highlight just a few.

Fiat's 1907 130 Grand Prix racer was one of the first 100mph cars, thanks to its 16.3-litre V4 engine. The fabulous Alfa Romeo P2 won on its 1924 debut with Antonio Ascari at the wheel. The barking mad 1935 Monaco-Trossi has a 16-cylinder two-stroke air-cooled engine and front-wheel

drive. Then there's a 1951 Alfa 159 with 158 bodywork, a 1952 Ferrari 500 F2 (at the wheel of which Alberto Ascari became World Champion) and a Lancia D24 that ran in the 1953 Carrera Panamericana (pic above).

Then there's Alfa 1975 33 TT 12, whose oversquare 12-cylinder boxer engine could scream to 11,000rpm. Formula 1 is well represented, too, from a 1981 Alfa 179B to a whole grid full of Ferraris. And entering the modern era is an Alfa 155 V6 TI Touring Car, which Alessandro Nannini piloted in 1996 with such great success.

Oddities include the 1948 Tarf (pic top right), an extraordinary twin-chassis concoction, with one half housing the driver, the other the drivetrain. Designed and driven by Piero Taruffi, it set 22 speed records. Next to it is another speed record car, the 1955 Nibbio 2 of Giovanni Lurani, with a single-cylinder Guzzi engine and bodywork by Ghia (pic above).

I came away from my MAUTO visit full of respect for the thought that's gone into the exhibition. Overall this is a spectacular museum of outstanding quality – a real beacon for other car displays to follow.



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Italian Car Day Brooklands 2018

Unusually fine May weather sure got the crowds out at Brooklands, with record numbers of top-drawer Italian machinery on show

Story by Mike Rysiecki
Images by Michael Ward

We can't quite believe that 2018 was the 33rd year of *Auto Italia* magazine's Italian Car Day. Held at Brooklands on a glorious May Saturday, it proved to be yet another record-breaking year, with over 1600 Italian cars in attendance, more than ever before.

It's no surprise, then, that several owners' clubs reported record attendances. As always, it's the Italian car clubs who bring Brooklands' superlative heritage site to life. Nick Wright, the Alfa Romeo Owners' Club's

manager, reported AROC's biggest ever turnout of 105 Series models in one place, with 13 Coupes and 16 Spiders on display. We particularly liked a brace of Bertone 'GTAs', a beautiful red example and a Jolly Club-liveried GTAm 'evocazione'. The latter started out as a near-derelict UK-registered 1972 GTV 1750 and was transformed with the addition of Classic Alfa and Alfoholics-supplied parts to create its 1970 race car look, including alloy replicas of the original magnesium wheels filling the extended arches to perfection. It goes well, too, with its twin-Weber 1962cc

engine developing a validated 170hp.

Lamborghini owners were also out in major force: we counted more than 60 cars bringing their unique brand of glamour and colour to the Brooklands start/finish straight – and the noise to accompany it! Lambos were among the favourites of the scores of amateur photographers who lined the site entrance, hoping to bag treasured shots from early doors, as pre-booked entrants enjoyed fast-track access to the hallowed ground.

There was plenty of action to enjoy, too, including demonstration laps of selected cars





on the Mercedes-Benz World circuit and the challenging Brooklands Test Hill. The themes for the track entry this year were supercars and Italian classics. Lamborghinis were able to address both ends of that spectrum, with the third group on track comprising a mixed classic and supercar line-up, which was a real crowd-pleaser. In this group were a Ferrari 250 GT, a De Tomaso Pantera and a Maserati Merak, all of which combined the two themes in one spectacular moving display. The final two groups of modern Maserati, Ferrari and Lamborghini supercars drew plenty of attention from the massed spectators, too.

Doing the circuit pace car duties this year were a Lamborghini Huracán Spyder in understated in 'Italian battleship grey' paint, which was the perfect choice for event

supremo Phil Ward to maintain order during the parade laps. The other pace car, driven by *Auto Italia* editor, Chris Rees, was one of the very last Maserati GranTurismos in 2018 run-out specification.

In the Ferrari zone, Bell Classics helped to celebrate the 50th anniversary of the Daytona with a bright yellow 365 GTB/4 in Daytona Group 4 'Micheletto' spec. This FIA-certified car was originally a 1970 Plexiglas-headlamp road car which was converted in 1982 to Competizione specification under the supervision of Gaetano Florini from Ferrari's *Assistenza Clienti*.

The clubhouse paddock is always the place to find the top picks of the unusual, obscure and expensive. This year provided some very fine Italian delicacies. Must-see

examples included a sublime Maserati A6G2000 Zagato brought along by Andy Heywood of McGrath Maserati. This 1954cc straight-six Maserati in maroon stood out for its understated beauty. A record-breaking display of four Morettis included a very rare 750 Tour de Monde, an 850 Sportiva and a 2300 S Spider. Fans of older Italian cars were kept happy with a brace of pre-war Lancias as well as pre-war Alfa Romeos.

Heading up the 'you don't often see one of those' category was a 1965 Ford Anglia Torino. Created by Ford's Italian subsidiary, this Michelotti design was built by OSI and marketed briefly in Italy and the Benelux nations. Another member of this exclusive group was the JD Classics Ferrari 250 GT Lusso brought along by *Auto Italia*



ITALIAN CAR DAY AT BROOKLANDS



contributor, James Wheeler, who was having trouble controlling the broadest of 'I can't believe my luck' smiles.

A charming line-up of classic Fiats in the clubhouse paddock included a Fiat 1500 convertible, a Topolino and Berj Kantarjian's unique 1958 Fiat 1200 TV Transformabile. The latter was liberated from a Czech museum three years ago, where it had been resting for the past 43 years, and Berj is sympathetically restoring the car to retain its unique patina.

Outside the paddock, an impressive display of seven Fiat 131s were gathered around a period recreation of a Fiat UK-liveried Mirafiori replica RAC rally car. Closer to the main entrance, the MV Agusta Owners Club broke its own event record with

a 14-bike display stretching from a 1963 spindly 125cc SOHC to a spectacular new three-cylinder Dragster R.

Wherever you looked, there were unusual 'obscurati' like the eye-catching grey Lancia Appia Consortium-liveried van. We always love seeing Tim Milnes' Abarth Grand Prix, which found itself alongside Mike Kason's 1962 Fiat 600D-based 750 Vignale (featured in last month's issue). The 750 looked resplendent on its period-correct alloy-rim chrome Borrani wires.

On the banking were hundreds of Fiats, Alfas and Lancias. A popular car this year seemed to be the Panda 100HP, many of which are now having lots of money splashed on them on modifications. Speaking of Pandas, we enjoyed a brief ride

in Patrick Ridley-Martin's now rare automatic first-gen Panda Selecta.

In the afternoon, a huge selection of cars went up the Brooklands test hill, from Fiat 500s to Maseratis – and even a Ducati pushbike. One of the biggest crowd-pleasers to go up the hill was a fabulous black-and-yellow Marmite-liveried Fiat Multipla.

If you left early, you would have missed the arrival of a spectacular trio of supercars: a yellow LaFerrari, a red Ferrari 288 GTO and a green Lamborghini Aventador Roadster. Another latecomer – and a very noisy one! – was a Ferrari P4 Can Am replica. Clearly, it pays to come early and stay late at the Brooklands Italian Car Day. The same can be said of our upcoming Supercar Saturday on 28 July – see you there! 🇮🇹



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

AROC Spring Alfa Day

The Imperial War Museum at Duxford hosted a record-breaking turnout of Alfas

Story by Chris Rees
Images by Michael Ward



The Alfa Romeo Owners Club (AROC) has been hosting a Spring Day for many, many years but 2018's event must surely be its biggest yet.

Scorching sunshine tempted a remarkable 611 cars to come through the gates at the Imperial War Museum at Duxford, with over 1200 tickets sold in all.

It was fascinating to see which models were the most popular at this year's event. There was an excellent turnout of 916 GTVs and Spiders, for instance, as well as 105 Series Spiders and Duettos. No fewer than 18 Alfa 4Cs and 10 Alfasuds of various different types attended. The new Giulia was well and

truly out in force with over 50 examples here, while the sight of eight Stelvios bodes well for the SUV's future.

Jamie Porter of AlfaWorks was letting showgoers loose in his 75 track car (as featured in *Auto Italia* April 2018). He was also giving rides in the latest iteration of his 4C demo car, now boasting 350hp thanks to a new hybrid turbo kit and Ohlins adjustable suspension. We went out for a quick blast – and we mean quick – and all we can say is, we want to do it again. Watch this space...

Jamie also sponsored the trophies this year. Attracting enthusiastic attention – and a deserved trophy – was Andrew Norton's

1979 Alfetta GTS (see page 40 for the full story). We must admit, we'd never even heard of this special edition, let alone seen one, but Andrew's restoration is sensational. Also winning prizes were Ben Cook's 147 GTA and an utterly immaculate – and increasingly rare – 1.6 boxer-engined 146, with just 24,000 miles on the clock.

Zagato action included a glorious blue SZ, two Junior Zagatos, two SZ 'Mostri' and Adrian Jardine's RZ (with suitable 'RZ 1993' numberplate). It was great to see a South African GTV6 3.0 on show, too, especially as it was an example we'd never seen before. Belonging to Henk Coetzee, it's number 34 of



208 made, fresh out of a six-year restoration, and brings the total number of 3.0 V6 GTVs in the UK to seven.

Daniel Tucci's 75 Twin Spark is back on the road after a major refurbishment at Alfa Aid, intended to make it "the best 75 TS in the world." This immaculate machine even has recovered seats protecting the original fabric underneath. Among the 155s here was the very 155 Q4 used as a BTCC parade car, plus a Fiat five-pot turbo-engined example. Other unusual sights included a Dutch-registered Giulietta 116, a strikingly bronze-coloured 147 five-door and a very rare Alfa 6. The still-young AROC Modified Register also housed a special display.

As Spitfires, biplanes and bombers flew overhead, it was clear that showgoers were feeling fantastically relaxed in the spring warmth. Well done to AROC and particularly the East Anglia Section, on whom the main organisational responsibilities fell this year.



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

Your cars, your stories – tales of Italian car ownership in the real world

LANCIA MONTECARLO

NICK LEVITON



Nick's beautiful 1981 Lancia Montecarlo Series 2 has been in his family's ownership from new, as he explains: "It was purchased by my late uncle, Peter Ashton, from the West Country Lancia dealer in Devon in May 1981 and passed on to me in 1997 following his passing.

It's only done 51,434 miles from new and remains in superbly original condition. All the upgrades on the car – such as an Ansa four-branch exhaust, Tar.Ox disc brakes, twin Weber carburettors and upgraded cams – were carried out back in 1981.

"The car is unrestored, totally original and has a complete history detailing every service, part purchased and even all of its old tax discs," says Nick. "It's used in the summer only and is never allowed to get wet. It's maintained without expense and it has nothing left to do on it. However, some of the electrical components and plastic parts are now aging, so great care is taken to maintain them."

It's even a bit famous: it appeared in two episodes of the TV series *The Bill* as a static prop in the late 2000s. But sadly not *Montecarlo* or *Bust...*



ALFA ROMEO 'GT 6C'

KJELL FRANSSON, SWEDEN

Kjell from Sweden writes in: "I have my own version of the transaxle Alfa theme, which I call the 'Alpha GT 6C'. I built the car myself, using the chassis of an Alfetta GT, the powertrain of a GTV 2.5 V6 and parts of the body from a Giulia GTJ. The rest of the car's body and interior I made myself. I designed the car between 1988 and 1992 and bought parts for it until 1995. The building process took 10 years, from 1995 to 2005, and was finished just in time for my retirement.

"I get a lot questions about the car wherever I go. At first, you think it's an Alfa Romeo, but then you realise, something is different! I have modified the gear linkage so gear changes are tight and precise, and the engine sits further back in the chassis. The car has two seats, just behind which is the fuel tank. The car is registered as a vehicle built by an amateur. I have now been driving it for 10 years and I hope that I will be able to drive it for 10 more!"



FIAT PUNTO GT TURBO

JOSE OLIVEIRA

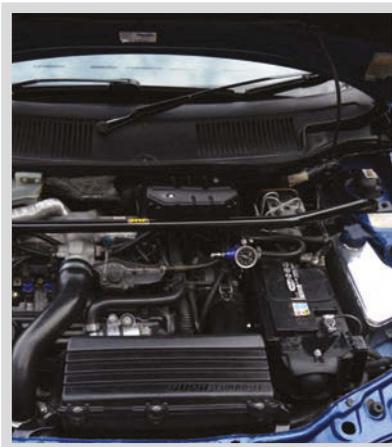
Jose Oliveira is a very keen ambassador for the Fiat Punto GT. He tells us: "Alongside my son, I have fully restored my beloved Punto GT Turbo. I restored the engine from top to bottom myself. The car has various modifications but nothing extreme."

The 1.4-litre engine is running forged pistons and an upgraded turbo with extra turbo pressure. It has upgraded fuel pump, front-mounted intercooler, chipped ECU, boost controller, fuel pressure regulator, NGK plugs, Scorpion exhaust and various other modifications to support the 200hp it is making. The gearbox is fully rebuilt using new bearings and synchro gears with limited slip differential.

The suspension is Bilstein B8 dampers with Eibach - 35mm lowering springs and there's an OMP strut brace. It's running on OZ Racing Superleggera refurbished alloys with Toyo T1R tyres. The brakes are upgraded, too, with Tar.Ox drilled and grooved front discs and Ferodo pads.

"The bodywork is in exceptional condition," says Jose. "From the roof to the bottom of the car, it has all been done by myself, my son and a professional paintwork garage in central London. It's painted in original Fiat 426A Midnight Blue with black accents inside and out, with all new badges and trims. It's fully undersealed and all brake lines and subframes are powder-coated."

This looks like an exceptional example of the Punto GT, which is becoming quite a rare sight these days. Great to see one restored!



FERRARI RATAROSSA

SCOTT CHIVERS

We have a feeling this might be a controversial machine. We've all seen the 'rat look' in the VW scene – well, now it's arrived on a Ferrari.

The 'Ratarossa' is the work of Scott Chivers, who tells us: "I am a complete Ferrari enthusiast – my current collection is eight cars. At some point many years ago, this Ferrari Testarossa was chopped to be transformed into a Spider. The history of the car is very vague but quite a large chunk of the bodywork had been done and chassis strengthened."

Scott says his intention with the car is to, "Create a unique 'Rat Look' Testarossa Spider that is fully restored and mechanically perfect under the skin but externally a real unfinished, bare bones, warts-and-all look that will turn a few heads on the road and at Ferrari events."

It's being built solely by Scott in his garage, using genuine factory parts where possible. "The Testarossa will remain original with a few subtle changes. For example, I am in the process of changing the suspension to coilovers to lower the factory stance a little. Ferrari only produced one official Testarossa Spider, although personally I think it's a car that looks stunning and should have gone into production. The rareness of the Spider version only adds to the appeal for me."

It's now road legal and registered as '123 TR'. "It's basically a rolling restoration. My intention is to



enjoy the UK weather and take it to a few events and shows in 2018. So far it's attracting a crazy amount of attention whenever it's out." Of that we have no doubt at all!



ALFA ROMEO 156

DAN STRANGLIND, SWEDEN



Dan writes in from Uddevalla in Sweden: "As a long time reader of *Auto Italia*, I must say that the mag is absolutely wonderful! I've been a race car and Alfa freak since the late 1960s. I'm soon turning 60 so I just want to show you my fun car.

"I have always loved Alfa Berlinas and 116 saloons. My Alfa 156 is a 1998 2.0 TS built for trackdays and fun at the weekends. The engine is a well prepared 2.0-litre with around 190hp. It has a skimmed and ported head, new camshafts and valves, reprogrammed ECU and SuperSprint exhaust with race cat. The gearbox has been overhauled, and on the list for later this year is a TTV Racing flywheel with a stronger clutch.

"I have done my best to get rid of understeer. Coilovers have been installed, which I've changed three times – I think I'm almost there now. I have also tried various anti-roll bar kits as well. The brakes are 330mm x 32mm discs with four-pot callipers and Ferodo DS 2500 pads up front, and drilled rear discs, plus steel lines and a slightly bigger master cylinder. Needless to say, it has very good stopping power. On its 8x18 Enkei wheels with 225/40 Bridgestones, it does 0-60mph in 6.0 seconds in second gear and has a healthy 145mph top speed."

FIAT PANDAS

MARTIN HORROCKS, SPAIN

"I thought you'd be interested to see how my Gen 2 Pandas have survived the cauldron of daily driving in Madrid," writes in Martin. "Between them, they've done over 500,000km. The 100HP is the only car I have ever bought new, in 2007. It was semi-retired two years ago after being thrashed around town and all over the



brilliant Spanish road system. Now it just goes up into the mountains for fun at the weekend. It's been brilliant: always serviced on the dot, the only significant replacement was the electric power steering. The car got a precautionary change of crank shells at 200,000km, but nothing else. I don't think we can sell this one; when the engine stops, it will get an upgrade."

His second Panda is a 2011 4x4 diesel, bought with 100,000km on the clock. "It was terrible," says Martin. "Lethal handling in the wet was traced to rubbish Bridgestone tyres; on Michelins it can at least be trusted. At the same time a really weird and worrying vibration disappeared. The car has been less reliable than the 100HP, mainly turbo-related. I treat it like a white van, so it spends all its time between 3000-4000rpm, otherwise it doesn't go at all. Now I quite like it; it generally does long distances better than the 100HP."

He concludes: "In the 10 years I've been running these Pandas, costs have been very low (I drive 50,000km a year). The upside is that I have been able to put the savings into appreciating classics. In those 10 years, I've owned an Alfa Spider 105, Bertone, Giulia Super and Montreal, a concours Neckar Weinsberg, Fiat Barchetta and now a Lancia 1.6 HF. It all helps when I meet badge snobs!"

Want to see your car in *Auto Italia* magazine? Tell us your story! Please email chrisrees@auto-italia.net with the story of you and your car, together with a few images (please use as high-resolution as possible). Grazie!



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The Other Dino (Fiat)

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Lamborghini Club UK

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 DA13 0AU Lynne@Lamborghiniclub.co.uk
www.lamborghiniclub.co.uk

Lancia Motor Club GB

Contact: Sarah Heath-Brook
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membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Contact: Dave Smith
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Northern Ireland Italian Motor Club

www.niimc.net

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DIARY DATES 2018



July 12-15

Goodwood Festival of Speed

Chichester, Sussex

www.goodwood.com

July 15

Riverside Italiano

Riverside Museum, Glasgow

Italian car themed day

facebook.com/Riverside-Italiano

July 20-22

Silverstone Classic 2018

Silverstone Circuit

www.silverstoneclassic.com

July 28

Supercar Saturday

Brooklands www.auto-italia.net



August 3-5

Lancia Motor Club National & AGM

Kenilworth, Warwickshire

www.lanciamotorclub.co.uk

August 4-5

Beaulieu Supercar Weekend

National Motor Museum, Hampshire

www.beaulieu.co.uk

August 5

Italian Car Day

by Abarth East Midlands

Heage Windmill, Derbyshire

August 19

Festival Italia

Brands Hatch Circuit, Kent

www.festivalitalia.com

August 25-26

Spettacolo Sportivo

Zandvoort, The Netherlands

Huge Alfa Romeo club event

www.spettacolosportivo.eu

August 26

AROC MITCAR

Midlands Italian Car Day

Arbury Hall, Nuneaton

www.aroc-uk.com/events-diary

August 30 - September 1

Salon Privé

Blenheim Palace, Oxon

salonpriveconcours.com

September 1-2

Beaulieu International Autojumble

National Motor Museum,
 Hampshire

www.beaulieu.co.uk

September 7-9

Goodwood Revival

Chichester, Sussex

www.goodwood.com

September 14-16

Best Of Italy Race

Castell'Arquato to Morfasso

www.bestofitalyrace.com

September 23

AROC Southern Alfa Day

Winkworth Arboretum, Surrey

www.aroc-uk.com/events-diary

October 14

Autumn Motorsport Festival

Brooklands, www.auto-italia.net

October 25-28

Auto e Moto d'Epoca 2018

Padova, Italy

autoemotodepoca.com

November 9-11

NEC Classic Motor Show

Birmingham

www.necclassicmotorshow.com



COLLECTORS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END ITALIAN CAR

Royal Treatment

Does the model they called 'Queen Mary' qualify as Ferrari royalty, or is this four-seater Ferrari just a big bloated boat? The truth lies somewhere in between but there's no doubting this is 1960s style and luxury personified

Story by Peter Collins
Images by Michael Ward





After Luca de Montezemolo left – or was ousted from – Maranello, it turned out that one possible bone of contention with his bosses concerned SUVs. De Montezemolo was insistent that Ferrari should be traditional and stick with the wishes of Enzo, who had always said that there should never be a four-door Ferrari of any sort, although it was said that he softened in his attitude when it came to the Ferrari Pinin one-off saloon powered by a flat-12 motor. Still, he never acquiesced to it becoming a production model.

Enzo had, however, been happy to give his blessing to Ferraris that could comfortably accommodate four people in a coupe, although this was not to happen until his company had been manufacturing cars for over 10 years. For the pedants, yes, there had been four-seater Ferraris before the 250 GTE of 1960, but these had been produced in single-figure numbers and were really only design experiments.

It was, perhaps, ironic that the 250 GTE was not only the first Ferrari capable of carrying four people in comfort but also the first Ferrari to be produced in any sort of quantity. (The 250 GTE was the subject of a Collectors' Guide in the January 2018 issue of this magazine.) The wisdom of offering a four-seater was confirmed by the GTE's popularity, with almost 1000 reaching new owners.

An updated model was needed by the end of 1963 and a start was made by adapting 250 GT 2+2s to take a 4.0-litre version of the V12. The resulting hybrid was called the 330 GT America and only a few – maybe around 50 – were produced before a completely new model was introduced at the 1964 Geneva Show. Based on a slightly longer wheelbase than that of the 250 (2647mm against the previous 2591mm), this new car was given the title 330 GT 2+2 and was powered by a 3967cc version of Gioacchino Colombo's V12. It developed 300hp and drove through a four-speed gearbox with overdrive.

These first cars were fitted with four headlights, which was then very fashionable, but this style did not find favour with the public, or more likely the pundits, so in 1965 an improved version of the model appeared with single headlights, five-speed gearbox, alloy wheels



and other detail changes.

Which leads us on to our featured model, the 365 GT 2+2, which made its debut at the Paris Salon of 1967, and was the direct replacement for the 330 GT 2+2. It was built on the same wheelbase as its predecessor (2647mm) but as can clearly be seen, the coachwork allowed for greater luxury and there were significantly longer overhangs at both ends. In effect, designer Aldo Brovarone took the front end of the Ferrari 500 Superfast and the rear of the 365 California and combined them to create the 365 GT 2+2. Although it had much the same profile as the Lillian de Rethy 330 GTC Speciale, it did not include that car's Renzo Carli-styled Dino rear window. Instead, the flowing lines were well proportioned, making this a very handsome and attractive car.

The grand overall size – almost five metres long – made it the largest Ferrari yet created. Indeed its dimensions inspired *Road & Track* magazine to dub the model the 'Queen Mary' of the range. Wire wheels, by 1967 a slightly old-fashioned idea for a modern Ferrari, gave way to Maranello's recent addition of knock-off alloy disc wheels as standard. Knock-off five-star alloys, similar to racing wheels, were also offered. During the production run, which lasted from 1967 until 1971, a total of 801 examples were built, 52 of which were right-hand drive.

In his *Autosport* report of the Paris Salon, John Bolster stated that: "The Pininfarina body has plenty of luggage space in its long tail, but the appearance of the car is rather ordinary." Having dubbed it the Queen Mary, *Road & Track* went on to say that the car was a

"real eye catcher" and "what a fast, roomy and luxurious car should be."

So what allowed the 365 GT 2+2 to display this array of attributes? It was fast because it was fitted with the Tipo 245 4390cc version of Ferrari's V12, an engine with superb flexibility which developed 330hp at 6600rpm. It was connected directly to a five-speed manual gearbox, so it is not a transaxle car. An important point to note is that this was also the first Ferrari to meet the then-new US Federal Laws regarding safety and pollution.

The roominess applied to all four seats, capable of adult use over long distances. Indeed, *Road & Track* described the rear seats as "better than in most +2s" and added that the car "rides smoothly and quietly." That was thanks to the first-for-Ferrari addition of self-levelling rear suspension. This used a system developed by Koni whereby the power for pumping up the suspension came from the movement of the dampers. Thus a pair of hydraulic spring-ram units, located behind the rear driveshafts, worked in tandem with a pair of conventional coil springs ahead of them. The car's up-and-down motion provided pressure for keeping the car level under load. There were also anti-roll bars front and rear.

A second new-to-Ferrari mechanical driver aid was ZF power steering. At the time, Ferrari purists jibed at this piece of technology, but in a car weighing well over 1500kg it was entirely fitting for a model that pandered to the luxury market. However, adding power steering came at the cost of a turning circle that many pundits found unacceptably large. The luxury cabin came



Long front and rear overhangs contributed to this being the longest Ferrari yet created in 1967

complete with pleated headlining, beautifully trimmed leather seats and thick carpeting, as well air conditioning to keep the occupants cool.

DRIVING IMPRESSIONS

Traditionally large instruments, set into a binnacle together with fuel and oil gauges, confront the driver once he has settled into his seat, which is well-padded but not so well side-braced as in previous Ferraris. This is because of Maranello's intention to exploit the car's luxury stance, as opposed to appealing to a purely sporting clientele.

Start up the 4.4-litre V12 and the noise is as subdued as it should be in a car of this type. Depress the clutch, which is not as heavy as those in earlier Ferraris, and it's easy to move off from standstill. Even in fifth gear, the 365 pulls away smoothly from 25mph. A luxury Ferrari is still a Ferrari and, once on a winding road where you can use the car's full power, the five-speed gearbox is a joy to operate: the synchromesh is powerful and the gearchange is relatively light and precise in operation.

Due to the long bodywork overhangs and the self-leveling suspension, a well set-up example should ride with virtually no pitching, but there is some bump-thump from the Michelin tyres. Cornering power is high, with reserves of roadholding beyond those required by the average luxury car user. Handling is exceptional for such a large car, and you'll probably run out of nerve long before any sign of handling untidiness appears. Keeping all this under control are vented disc brakes operated by a dual-circuit system



and servo (another new Ferrari addition). These brakes need to be warmed up before they give their optimum performance; if not, the rears can lock up under certain extreme circumstances.

WHAT TO LOOK OUT FOR

We were fortunate enough to benefit from the opinions and expertise of Barkaways Ferrari to analyse what to look for when contemplating the purchase of a 365 GT 2+2. There are many potential pitfalls, so let's start with the body/chassis. There are a lot of bodywork

ensure that the exhaust system is of stainless steel.

Parts availability is a huge problem everywhere you look on these cars. As Ian Barkaway puts it bluntly: "Anything specific to the model is unobtainable." From door window motors and the plastic bonnet vents through to suspension and interior parts, the non-availability list goes on. The window frames and all the stainless trim parts are also difficult to find now. It is very important that the glass is not scratched or it will be a major problem to resolve. Even the ignition switch and keys are unobtainable, as are parts for the

“ It's wise to go into any purchase expecting to have to resolve some bodywork issues ”

seals to be inspected underneath the car and sadly it is unlikely that all of these will have been dealt with because of the expense of rectification. From the inner and outer sills to the tubular spaceframe, there is no guarantee that an inspection would reveal everything that might be amiss. It's wise to go into any purchase expecting to have to resolve some bodywork issues.

The fundamentals, such as the structure of the car which consists of tubes made up into a spaceframe, should be checked as far as possible from their insides and the sills should be tapped for soundness.

The Colombo V12 engine is extremely expensive to work on, as there is no easy way of doing any job. Look for head gasket leaks, corrosion on the block and noisy tappets. The engine's three Weber carburettors make the car far more usable and less highly strung than six-carb versions of the V12. It would be a good idea to

Koni self-levelling rear suspension. This latter is such a problem that the people at Barkaways have adapted a coilover suspension system to replace it and keep cars on the road.

The quality of the paintwork is important. Check the door shut-lines and that all creases are sharp and consistent. You should expect some patina and possibly well-worn interiors. The wood veneer on the dash and plastic dashboard top are both susceptible to age and can be damaged by sunlight.

Mileage is not as important as it is for some Ferraris. A car with several owners, all of whom have kept it in good fettle with plenty of specialist attention, may well be a better bet than a long-term owned example with low mileage but signs of neglect. You must buy the car, not the paperwork. Spencer Herbert at Barkaways insists on matching numbers and a history

Self-levelling suspension keeps the ride relaxed and pitch-free. For a big car, it's a surprisingly agile handler



TECHNICAL SPECIFICATIONS

FERRARI 265 GT 2+2

| | |
|--------------------|------------------------------------|
| ENGINE: | V12 four-cam |
| CAPACITY: | 4390cc |
| BORE X STROKE: | 81mm x 77mm |
| COMPRESSION RATIO: | 8.8:1 |
| INDUCTION: | Six Weber 40 F15 |
| POWER: | 320hp @ 6600rpm |
| TORQUE: | 268lb ft @ 5000rpm |
| TRANSMISSION: | Five-speed manual |
| BRAKES: | Discs all round |
| TYRES: | 205 VR15 |
| DIMENSIONS: | 4974mm (L), 1786mm (W), 1345mm (H) |
| WEIGHT: | 1480kg |
| MAX SPEED: | 152mph |
| 0-62MPH: | 7.1sec |
| PRICE IN 1969: | £8750 |

SAMPLE AUCTION PRICES

| |
|--|
| 1969 365 GT 2+2, silver, LHD, £140,000 |
| 1969 365 GT 2+2, red, LHD, £150,842 |
| 1970 365 GT 2+2, gold, LHD, £208,700 |
| 1968 365 GT 2+2, red, RHD, £196,875 |
| 1970 365 GT 2+2, black, RHD, £224,250 |

of ownership with a good service record. Having the correct and complete tool-roll, plus instruction books and documentation, are all major pluses, too.

We're not trying to sound negative about this model, but the plain fact is that the cost involved in bringing one of these cars up to near-perfect condition is not currently viable with values as they are. The trick is to find a car in the best possible condition to start out with.

COST & VALUE ANALYSIS

In the opinion of Spencer Herbert at Barkways, the value of cars in top condition has increased considerably in recent times. It's still possible to buy a decent 365 GT 2+2 for £140,000-£200,000 but values for the best cars have firmed up and are presently around the £250k mark. One of the 52 cars produced in right-hand drive form would definitely be worth seeking out; their rarity means they attract a premium. 🇮🇹

THANKS TO: Roy Kent of the Old Racing Car Company (oldracingcar.co.uk) for the stunning car in our photos and to Barkways (barkways.com)



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1989 Alfa Spider Series 3 1.6. 107,000 miles. Drives really well, looks lovely, only five on AROC Register. Good condition, regularly serviced by Alfa Workshop, minor electrical repairs only at MOT March 2018, owned by me since 2005, garaged it every night, fitted many new parts and kept all receipts (some since 1999 also). Few bodywork things and the driver's seat refurbishment could be done but doesn't detract from enjoyment, £7250 ono. Tel: Mike, 07808 162440. Email: msc360-alfa@yahoo.com. A26g/001



1991 Alfa Romeo Spider S4 2.0. 60,300 miles, silver (code 676). This is one of the last 105/115 series with RHD conversion by Seaking, it only has 60,300 miles and an MOT until February 2019, detailed ownership and service history file available. Full respray, professionally retrimmed interior and new soft top, Thatcham Cat 1 alarm system. A very usable car, it now seems to be very collectable and rapidly increasing in scarcity and value, £14,995. Tel: 07803 259168 (located Nottingham). A26g/029



1988 Alfa Duetto S3. 1.6, 50,000 miles, red, LHD direct import from Italy, MOT Sept '18, original engine, carburettors, excellent body, only needs some work on seats, reluctant sale due to space, £12,000. Tel: Paolo, 07785 232482 (West Sussex). A26g/026



105 Alfa Romeo Spider Veloce S4. 54,000 miles, black, this car USA spec. We are in NZ, shipping is around £1600 to the UK, I am a UK AROC member. 2.0L injection, power steering, power windows, colour coded bumpers, leather seats and chrome trim. Imported to NZ in 1994 from the USA and converted to RHD using OEM parts, the original USA sales and owner's info is included, two sets of keys, £10,500. Email: jon.everitt69@gmail.com. A270/029



Alfetta GTV. Silver, only 15,000 miles from new, excellent original condition, only 2 owners, owned by me since 1989. Tel: 01606 888470 (Cheshire). A270/030



Alfa Romeo 75 3.0 V6 Cloverleaf. Will be sold with full MOT. Recent cambelt, new rear discs and pads with refurbished callipers, Koni shock absorbers, Eibach springs, CSC exhaust back box, 15" OZ Racing wheels just refurbished with new tyres, a joy to drive and handle, £11,995 ovno. Email: chris.cousins@hotmail.co.uk. A270/001



1971 Alfa GT Junior 1.3. Red, right-hand drive, sold new in Malta I believe and imported around 1983 into the UK. New full clutch fitted less than 1000 miles ago, car in need of full restoration, £4000. Tel: 01278 450855. A270/026



1997 Alfa Romeo 145 2.0 Cloverleaf. 88,000 miles, full service history, MOT until October, stacks of invoices, receipts etc including the original bill of sale from 1997. Just had over £400 spent on new cat, lambda sensor, brake caliper and hose plus fluid changed and system bled. Comes with brand new original cassette player and pair of spare alloys with winter tyres, £1995 ovno. Tel: 07976 253175 (South Derbyshire). A26g/025



2007 Alfa Romeo 147 Collezione 1.6 T-Spark. Petrol, 73,000 miles, red, a masterpiece 147 lovingly revolutionised, Bi-xenon lights, carbon fibre trim, sat nav, DAB radio, dash cam, reverse camera and parking sensors, interior floor lighting pack, Rockford Fosgate sound system, 'find me' parking lights, stainless steel duplex exhaust system, 2nd owner. A true Alfa Romeo spirited drive! £3750. Tel: Robin, 07974 347532 (Bristol). A26g/034



Alfa Romeo 156 Lusso 1.6 Twin Spark. Registered March 2003, currently on SORN, 99,774 miles, FSH, full red leather interior, pearlescent metallic grey, 16" alloy wheels, ABS brakes and switchable traction control, dual zone digital climate control, heated front seats, cruise control, front fog lights, remote central locking and alarm, driver, passenger and side curtain airbags, electric windows, adjustable steering column, driver's seat adjustment, CD auto changer/RDS stereo system, electrically adjustable door mirrors, 60/40 folding rear seats, rear headrests and 3x 3 point rear seat belts, headlamp power washer. Engine and clutch replaced at Alfa dealer at 58,000 miles, engine paid for by Alfa Romeo UK, and failure due to undetected oil leak. Nearly new tyres, battery, radiator, thermostat housing, windscreen, windscreen wipers, gaiters for cv joint, suspension arm ball joint and steering rack in the last 18-24 months, also brake fluid replaced and brakes serviced. Intermittent airbag alarm and radio code problem, to run or use for spares, £350. Tel: 01753 739465 or 07900 662662 (Berks). A26g/014



Alfa 166 2.0 Twin Spark face lift model. 2005, 55-plate, metallic grey with black full electric leather interior, 104,000 miles with extensive service history by Alfa specialist, just had new timing belt and water pump changed as well as head gasket and full service. Sienna alloys with good quality tyres fitted, tastefully up graded throughout the years, stainless steel rear Ragazzone tail pipe (this is not a sports one but fully free flow), Bilstein shockers all around. Car is in great condition inside and out, bodywork has 4 very small marks, car has been garaged most of its life. If driven hard in reverse it clicks out at times, only started since the frosty/snowy weather in February. Will come with new MOT, everything works in the car and drives very well, good comfortable car. Same family owner car for 7 years, now surplus to me, have a small collection of other Alfas, speak to me direct for any other details and pictures, £3200. Tel: 07774 672757. A26g/015

Next issue on sale 1 Aug



Alfa Romeo 155 1.8 16v widebody. P-reg, 165,000 miles, sports pack, MOT Nov '18, getting rare, needs welding in places, £2500, open to offers. Tel: 07947 333751 (Aylesbury). A26g/017



Alfa Romeo 159 Sportwagon 1.9 JTDm Ti. 136,000 miles, only two owners before me, owned from 75,000 6 years ago. Full black leather seats, service history, comes with OBC, e/w, e/m, c/l, heated seats, 19-inch Alfa Ti wheels, Brembo brakes, plus all usual spec and comes with factory detachable towing hitch (never used by me), service history including cambelt changed in 2012, clutch and flywheel in 2015, wheel bearings and rear springs last month. MOT to October 2018, good condition inside and out, pampered *but* in a good way! Selling only to make way for another Alfa! Tel: Chris, 07794 416395 (West Sussex). A270/004



99% original Alfa Romeo 147 GTA. 2005. Transmission: manual. Body: Nero metallico. Interior: black leather. Genuine 64K miles, MOT to Feb 2019, owned for last 9 years, service history and maintenance bills. Q2, stainless steel exhaust, 18" alloys, 4 new tyres, timing belt done at 60K miles. One to keep, priced to sell £8950. For more information please phone Alex: 07377 290448. A26g/021



1999 Alfa Romeo 156 2.0 TS. 36,500 miles, silver, one owner, extensive paperwork history. Owned by an Alfa enthusiast, mainly garage-kept and in excellent condition for its age, car never been in an accident and in original condition. Front brakes and tyres replaced within past two years, has both keys, original 8 pot alloys and rear parking sensors, MOT'd and serviced until Aug 2018, a real pleasure to drive, £1000 ono. Tel: Ron, 07582 734092. Email: rsmcl@btinternet.com (Edinburgh). A26g/033



Alfa Romeo 156 Sportwagon 1.9 JTD M-jet. 2004, in grey metallic, 125,000, MOT till Dec '18, black leather interior, FSH, undersealed, a few minor faults but drives well, £700 ono. Email: davidkelllett6@aol.com. A270/006



2008 Alfa Romeo 147 JTDm 16v 1.9 Q2 Ducati Corse. 89,000 miles, white. Very nice example of this rare Alfa Romeo Ducati Corse, 6 speed manual, 200hp, MOT Oct 2018, recently serviced May 2018, Q2 diff, red brake calipers, rear spoiler, climate control, electric windows, alarm, ABS, PAS, trip computer, cruise control, multi airbags, front fogs, £4250 ono. Tel: 07869 686956 (Reigate, Surrey). A270/028



1996 GTV TS Lusso. 112,500 miles, MOT 05.12.18, large history file, cambelt and tensioners replaced December 2014 at 102,000 miles, recent new Varta battery and exhaust front downpipe, Dunlop tyres, black leather interior, drives very well, call for details, £650. Tel: Flavio, 07854 932595 (Orpington, Kent). A270/012



Alfa GTV Coupe 2.0 T-Spark. Collectible classic! 1998 Phase 1, only 94,000 miles, beautiful metallic Atollo Blue, black cloth interior, MOT'd til April 2019. Amazing condition, recently spent around £1000. Tel: Nick, 07989 608491. Email: alfa@graphic1.co.uk. A270/013



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Alfa Romeo GT 3.2 V6. 2005, 61,400 miles, red. Classic V6-engined Alfa Romeos with low mileage and good service history are becoming harder to find, while the 156 GTA is popular they are significantly more expensive than the 3.2 GTs on offer, are often higher mileage and harder driven. This example is unmolested and has had all the pre-emptive servicing carried out, notably the cambelt and clutch. Benefits from lower rate of road tax than later cars. Owned by Phil Ward, founder of *Auto Italia* magazine, the car is fitted with 17-inch 156 GTA wheels and Pirelli P-Zero tyres. Alfa Workshop and Autodelta service history, MOT Jan 2019, photos are available from the studio photoshoot. Recent service history: 49,372 cambelt and tensioner; 56,651 clutch; 57,601 service; 58,919 upper wishbones; 59,270 quick shift gearchanger; 59,848 clutch master cylinder; 60,316 front discs and pads; 61,340 reg reverted to 'MF05EZR', £7995. Tel: 07870 563657. A270/022



1991 Alfa Romeo 164 3.0L V6 auto. 53,000 miles, metallic green, 2 owners. Virtually concours unmarked condition, Speedline alloys in mint condition with almost new tyres (plus another set of Speedline alloys with almost new tyres), 12 months' MOT to 12/4/2019 with no advisories. Just serviced, all new belts etc, recent bills for £1200, unmarked velour upholstery. Collector's item, faultless, private plate will be removed, £6000. Tel: Alun, 0151 327 2711 or 07836 643237. Email alun.clayton@hotmail.co.uk. A269/030



1998 Alfa Romeo Spider T Spark 16V Spider. 58,396 miles, silver, MOT until March 2019, 2 former keepers. Bought in 2010 complete with all manuals, several years' old MOTs, recently recommissioned, cheap summer fun, £975 ono. Tel: 07576 368975. A270/025



1995 Alfa Romeo ES-30 RZ. 16,500 miles, yellow with black interior. MOT'd to June 2018, rare car in excellent condition. Serial no 211 of a production run of 278, £70,000 ono. Tel: David Weavers, 01502 569698. A270/023



Alfa GTV Lusso 2.0 JTS. 2005, 103,000 miles, full service history, good condition, cambelt done, £2250, enthusiast owned. Tel: 01492 525000. alan.matthews@cityplumbing.co.uk (Colwyn Bay). A269/016



2005 Alfa Romeo GT 3.2 V6. 112K, blue with tan leather, MOT til end of October, full service history (12 stamps), £1800 spent this spring including full service with cambelt/waterpump, new plugs, all fluids replaced, new Mocal oil cooler, Autodelta air filter and loads more. Q2 diff, 18" Jetfins, Bose, winter pack. Loads of paperwork, receipts, invoices etc, £4850. Tel: 07976 253175. Email: tomleary24@googlemail.com. A269/018



2005 Alfa Romeo GT 3.2 V6. 53,000 miles, rare Dijon Blue metallic, grey leather interior, new Autodelta exhaust system, Quaife LSD, top end engine rebuild and powder coated, 1 previous owner, MOT and FSH. This car wants for nothing and is one of the best examples in the UK, £10,500 ono, bought via Autolusso, sale due to purchase of new Giulia. Tel: Iain, 07969 998078. Email: robbo2006@btinternet.com. A270/024



2005 Alfa Romeo Spider V6 Lusso 24V 3.2 V6. 24,800 miles Lightning Blue, this very desirable collector's car is one of just 39 RHD 3.2 V6 cars built for the UK market. With just 24,800 miles and in excellent condition, this is an extremely sought after car, with black leather upholstery. The car has had six services (2 full), a timing belt and water pump changed (all at Alfa specialists), the car has also always been garaged, £13,650. Tel: Cal, 07789 768853. A269/032



2007 Alfa Romeo 939 Spider V6 Q4 3.2 litre JTS. Finished in bright silver with full black leather, superb 4 wheel drive convertible with only 31,000 miles and full service history. Air con, alloy wheels, cruise control, electric hood, window, remote radio/CD. The car has had two owners and has been in my ownership for the last 3 years, it is quite simply immaculate and reflects the very low mileage. It is recorded with AROC of which I am a member, MOT to June 2019, beautiful condition, £14,950. Tel: Gorst, 07967 561567. A269/035



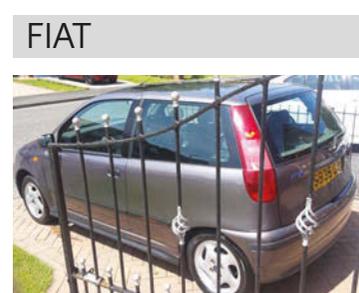
2017 Alfa Romeo Giulietta 1750 TB1m240 TCT Veloce. Alfa Black, one private AROC owner from new (March 2017). Showroom condition, less than 6000 miles and just serviced, price includes voucher for the next two main dealer services, but not the private plate, £18,950. Tel: Kevin, 07712 619389. Email: elfisti@googlemail.com (Coventry area). A269/027



2010 Alfa Romeo Brera 1750 TBI. 59,500 miles, red with black leather, one of only 62 RHD with this engine, 200bhp Turbo. MOT Nov 2018, 2 owners, FSH, extras include Graphite Prodrive wheels 18" with Pirelli tyres, panoramic roof, Ascari tuning exhaust. Unfortunately my work consists of short journeys around town, need smaller car so would consider one in p/x, £10,995. Text: Phil, 07772 785927. Email: funkyphilip@gmail.com (located near Dover, Kent). A270/027



2001 Alfa Romeo 916 Spider 3.0 litre V6. 23,600 miles, black, very low mileage 916 Spider in excellent original condition, two previous owners with full service history since new, including new timing belt and water pump amongst others. Cherished and cared for throughout its life, always garaged, unmarked interior in keeping with mileage. Owned by me since 2011, being sold due to the impracticality of two seats with a growing family! £9995. Tel: 07976 355343. A269/031



Fiat Mk1 Punto Sporting 1998. 83K, just serviced and MOT'd 1 year, solid car underneath just with some minor cosmetic blemishes, £850. Contact: 07748 094452 for info. A270/015

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1974 Lancia Fulvia 3 HF Tribute. LHD, Rossa Red, cream interior, rust free solid example. Imported from Italy 2016, MOT Oct, no advs. New clutch, flywheel, petrol tank, high torque starter motor, serviced, running very well, £11,000. Tel: Geoff, 07802 861631. A269/013



Maserati 4200GT Facelift with rare manual gearbox. Very rare (only 13 facelift manuals in the country apparently). Grigio Alfieri with a black leather interior and grey alcantara roof lining, reasonably low mileage of 65,900 with a full SH from Maserati and specialist. Resprayed front end and blended into the doors so no stone chips as you would get with a car of this age. The alloys were refurbished when I purchased the car and are still in immaculate condition inside and out. The vents have all been changed for new ones so all the chrome is intact and there is none of that sticky finish that occurs with the old ones. Brand new matching mats will come with the car as well as the ones that are in at the moment (also in fantastic condition), new battery. Rear seats can easily accommodate 2 adults. I have had an 'H' pipe fitted to the exhaust which adds to lovely snarl in high revs. This car drives fantastically and is easy driving around town. Extras include Xenon lights/6 CD player radio/Skyhook suspension/electric heated folding mirrors/heated and memory seats/Sports mode/traction control/reverse parking sensors. Everything works as intended and the car is in fantastic condition inside and out as I am rather OCD about my cars., certainly one of the best examples about. A fantastic unmolested example of this true Grand Tourer with a derived Ferrari 430 engine, car is HPI clear, all documentation is present. Reason for sale, I miss having a cabriolet, tyres are Michelin Pilot Sport 3 and have plenty of tread. For any other questions please contact Stuart: 07766 785639. A269/020



2006 Quattroporte V Duo Select. Stunning Goodwood Verdi 2006 QPV is still for sale, just 27K miles from new, known to me for the last four years, all the toys including sunroof. All campaigns up to date, just serviced by PK Supercars who reckon it's the best 2006 QP they have seen. Falls into the cheaper road tax bracket as well, will have a full MOT for the new owners. Car is always garaged and covered, shame to see it go, but too many cars, not enough time, £17,000. Tel: club member Rob Jenner, 07747 130139. Email: rob@exclusively-jaguar.co.uk. A269/011

LANCIA



Lancia Appia SIII Berlina. Smart body and grey cloth interior, new Michelin X all round, new exhaust, battery and refurbished brakes, Italian LHD import now UK registered and ready to go, £10,750. Tel: 07798 797262. A270/014



Lancia Fulvia 1.3s Series 2 1975. Full mechanical restoration and re-paint less than 1000 miles ago. Imported from Vittoria in Sicily in 2014 the car has first class bodywork. It has had a full engine rebuild from the bottom up including a big valve head, new radiator, new clutch, fully restored front suspension stripped, powder coated and rebuilt with many new parts. New adjustable shocks all round, new discs, restored calipers, new pads, new brake lines throughout, new stainless steel exhaust, wheels and centre caps shot blasted and powder coated, new tyres. Refurbished interior including new carpets, restored steering wheel, MPH speedo, front bumper removed and twin driving lamps fitted (front bumper included in sale), most of the above work was done by Day and Whites the Italian car specialists. Included in the sale is a large file of receipts for the work along with papers from first import in 2014 and other history. Also included is a CD of the original Lancia workshop manual and masses of other technical information. The car is reluctantly for sale as I have just lost the use of the garage where it was stored, it is currently in temporary dry storage, £14,000, contact for more photos etc. Tel: Fraser, 07836 535275. Email: fraser_whyte@hotmail.com (south Hampshire). A269/002



Lancia Fulvia 1.6 HF S2 Coupe, 1972. Hard to find an RHD 1.6 HF in such straight and original condition inside and out. 117,000 miles, white on black, a remarkable survivor, cherished and maintained by all owners, as verified by fully documented history back to 1978. Only restored and repainted once (1989-90), retains all its original components. Used by the previous owner of 10 years for light classic rallies and European tours, the car is on the button, ultra reliable, fitted with upgrades which make it a joy to drive (Koni shocks, Facet fuel pump, Lumenition electronic ignition etc). Mag wheels have been correctly restored, tyres are excellent, fully serviced with much recent work done, MOT to 3/19, £29,500, please email: horrocks.martinrichard@gmail.com for full details and photo file. A270/002

MASERATI



2005 Maserati Spyder 90th Anniversary. Number 42/90, 1 of 15 RHD examples, Blu goth Anniversary paintwork, Blu Navy half leather with fabric inserts, Blu hood, ball polished 19" Trofeo wheels, body coloured seat backs, chrome external door handles, Maserati wing shields, carbon fibre aerodynamic roof cover, electric memory heated seats, blue weave carbon fibre, carbon fibre dashboard trim, leather/carbon fibre steering wheel, glass wind deflector, crest embossed leather sport seats, climate control 6 CD changer, skyhook suspension, Titanio brake calipers, service history, £57,000. Tel: 07957 541894. Email: darren@darrenbywater.co.uk. A269/007



2005 Maserati GranSport. Great example of this Italian marque, dry stored for many years. New clutch, new brakes full comprehensive service 500 miles ago (bills available). All usual equipment and extras this flying machine can offer, smooth runner, any trial, keenly priced, all sensible offers considered. Full service history, MOT due 30/06/18, the private current plate on it now will be included in the prospective sale if the buyer requests, £27,995 ovno. Please phone: 01298 78050 or 07850 343820 for more details and spec etc. Email: buxtonbraemar@supanet.com. A269/004



2006 Quattroporte Sport GT S-A. Lovely car in rare Grigio Palladio, a metallic grey with blue/green tints, tan leather interior with walnut trim. This is the Sport GT model with faster gear change and stiffer suspension in Sport mode, purchased from Meridien Modena in early 2010 with 11,500 miles on the clock and two former keepers, 19-in wheels are fitted to improve the ride and steering. Mainly used for longer journeys and holiday trips, fully serviced and now at 21,600 miles, asking £17,000, possible part-exchange for Alfa Romeo or Lancia. Tel: Chris Whelan, 07703 253841. Email: cdwhelan750@gmail.com. A270/007



2002 Maserati 3200GT. Superb and very low mileage example of this classic design and one of the last 3.2L Turbo V8s with the boomerang rear lights. Finished in Blu Nettuno with blue leather interior, this car has covered only 32,400 miles and has been in my ownership for 12 years having had one owner prior to that following registration by the dealership. The 3200GT is starting to appreciate in value, this example benefits from the significant modifications to the engine management, steering and suspension introduced in 2001. Only driven during the summer months, always garaged and is Waxoyl sprayed underneath. The carpets and upholstery are unmarked, as well as the usual very comprehensive standard list of accessories it has electric memory seats, Becker in-car entertainment and is fitted with a Tracker (not currently registered). It has new tyres, new front discs and stainless steel rear exhaust boxes, the cambelts were replaced 2000 miles ago. Tel: 01480 464553. Email: dougscott@flaggholm.co.uk. A269/003



2007 Maserati GranTurismo 4.2. Beautiful GranTurismo, my baby since 2008. Fully serviced by Maranello Egham since my purchase. Yellow brake calipers, refurbished wheels, all the usual extras, 55,120 miles, MOT November 2018, serviced Jan 2017. Tel: 01483 771530. Email: howard@pencabe.co.uk. A26g/005

PARTS

Genuine Alfa Romeo 155 sun shading curtain for rear window, part no. 006070803, still in unopened original blister pack, £15. Tel: 07840 695047 (SW London). A26g/019
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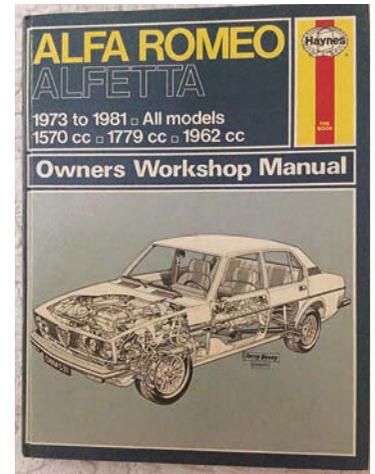
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Maserati Ghibli wheels and tyres. They were taken off my Maserati Ghibli last year having covered around 3000 miles, the wheels are very close to new and tyres are Pirelli P Zero 235/50ZR/18 (101Y) and are very good with plenty of tread. There is a slight cut on one of them, £600. Tel: Peter, 07968 355985. Email: petertimotheou@aol.com. A26g/010

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BARC, BRSCC. British Automobile Racing Club and British Racing & Sports Car Club badge, £70 pair, post free. Tel: 020 8399 7541 (Surrey). A26g/051

Auto Italia magazines. From number 1 March 1995 to number 95 July 2004, all in very good condition, offers to Keith Walker. Tel: 01903 244015. Email: kathrynwalker03@gmail.com (West Sussex). A270/003

Alfa Romeo Owner's Club magazines. 1973 to 2017. Email: senarayama@hotmail.com. A270/031

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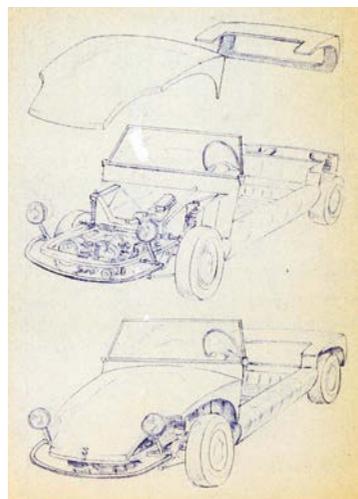
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BIKINI

TAKING TIME OUT FROM DESIGNING EXOTICA AT ZAGATO, ERCOLE SPADA CONCOCTED THIS TINY FIAT 500-ENGINED FUN CAR IN A FLAT IN LONDON

Story by Chris Rees



In 1965, Ercole Spada was flying high, at the zenith of his career. As Zagato's most talented designer, he had just penned the highly lauded shape of the Lancia Fulvia Zagato and created the 'coda tronca' Alfa Romeo 2600 SZ, as well as the extraordinary Alfa Romeo

TZ2 and sublime Lancia Flaminia Zagato Super Sport.

That year, Spada was approached by his friend, Vincenzo Piatti, with whom he had already worked on the Zagato Mini-Cat in 1961 (perhaps the world's first rebodied BMC Mini). Piatti had recently productionised a scooter of his own design in Belgium (via D'leteren), and he was now living in England, where he ran a studio on Brompton Road in London.

He discussed with Spada the idea of an ultra-simple car that could be used as a 'tender' on yachts or as a cheap hire car in resorts. Spada was excited by the idea but he realised it wasn't for Zagato, so he took it on as an after-hours project at home.

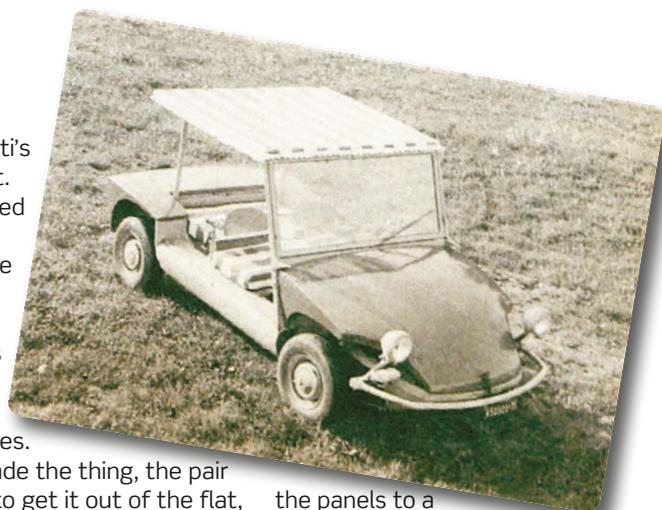
Having done all the drawings, he then travelled to London in the summer of 1965 and the pair constructed the first

wooden prototype inside Piatti's apartment. It was based around a very simple steel tube chassis, which was clearly visible in many places.

Having made the thing, the pair then had to get it out of the flat, which they did by lugging it down the staircase!

To power it, Spada chose the engine from a Fiat 500 Giardiniera, mounted up front; this was flatter than the regular Fiat 500's, enabling the nose to be designed extremely low. The engine was spun around by 180 degrees and the mechanicals altered to make it front-wheel drive. That included adapting the gearbox to avoid having four reverse gears and one forward one! The suspension was very similar to the Mini's rubber cone system up front, while the rear was by trailing arms. 10-inch Mini wheels were used all round.

The bodywork – such as it was – was realised in glassfibre. It was basic in the extreme: just a bonnet and a rear section. The fact that it was meant for seaside use and that there were two body parts explains the choice of name: Bikini. The prototype had light blue bodywork but the idea was that owners could very easily change



the panels to a different colour on a whim.

The seating was simple wooden planks that could be covered with loose cushions, the two front passengers having small backrests mounted on a metal frame. The flat windscreen was designed to fold flat against the bonnet. Spada created a fabric roof for it or, alternatively, another utterly bizarre notion was a hardtop consisting of a small upturned boat that could be easily demounted, which very much fitted the Bikini's intended role as a yacht tender.

The Bikini was MOT'd in the UK and then transported to Italy, where it debuted at the 1965 Turin Show on the stand of the Italian car magazine, *Quattroruote*. It was hoped that the new Bikini would be manufactured in series on the island of Sardinia (where Piatti happened to own a house, designed by Ercole Spada's brother) but that never happened. The Bikini remained a one-off; fortunately, it still survives.





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