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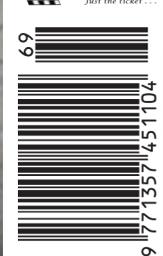
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*No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



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Let's talk Maserati, a subject that's close to me ever since I took the plunge with a Quattroporte V. In this issue, we have a Collectors' Guide to the marvellously maverick Maserati Quattroporte III, so it seems a fitting moment to point out that, as of now, Maserati *only* produces four-door cars.

You what? Yes indeed, for the first time in its history, the Modenese company has *no* two-door models on its books, since the GranTurismo and GranCabrio have now ceased production.

There's no doubt that the market for luxury cars has moved on in recent times but Maserati has always been about sports cars as well as luxury. Heaven forbid that Maserati should get sucked down the same path as Lancia and abandon its roots in motorsport and peak performance.

I really hope not – and I trust not. The Alfieri supercar will surely be coming to Maserati's aid. By the time you read this, Sergio Marchionne will have delivered his all-important vision for FCA's brands, of which Maserati is but one plank. It's not just me but the whole car world that will be poring over what should be a fascinating vision of the Italian car industry's future.

One more thought: if Maserati follows Porsche's lead, it will drop diesel power. That's not a bad notion: to me, diesel power and the Trident badge have never been easy bedfellows. No amount of piped audio can overcome the fact that diesel engines just sound wrong in a Maserati: petrol power is required for that authentic Maserati feeling.

Equally, the future has to be hybrid. As much has been said by Marchionne: the Maserati brand is earmarked to spearhead the Fiat Group's move to electric, with all Maseratis being hybrid by 2019 and more than half of FCA's range with electric power of some form by 2022. It's very much needed.

Chris Rees
Editor

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NEWS & VIEWS

MARZAL'S MOVING MONACO MOMENT



The sensational Lamborghini Marzal prototype has returned to Monte Carlo more than 50 years after its debut at the 1967 Formula 1 Grand Prix. Prince Albert of Monaco paraded it around the 2018 Grand Prix de Monaco Historique, just as his father had 51 years before.

This extraordinarily futuristic concept car was designed by Carrozzeria Bertone, with glazed gullwing doors offering an unimpeded view of the silver leather interior. The 1967 original had been driven by Prince Rainier III, with Princess Grace at his side, at the 1967 F1 Grand Prix, so the 2018 recreation was a case of history repeating itself. The Marzal has not been seen on public roads since 1967.

The Marzal has recently finished a painstaking 10-month restoration, both cosmetic and mechanical. It has always remained the property of Lamborghini, and the restorations were carried out by referring closely to Lamborghini's Polo Storico archives.





CLASSIC MASERATIS AT MONACO

Among the 180 historic Grand Prix cars gathered in Monte Carlo for the recent Grand Prix de Monaco Historique were 19 Maseratis. These ranged from the 1957 Formula 1-winning 250F to the 300S and very rare 6CM and V8RI.

Two Maserati F1 cars were entered, the 6CM driven by Anthony Sinopoli coming third. Only 13 Maserati 6CMs remain in existence of the 27 produced. Julia De Baldanza, one of only two female drivers in the competition, raced her 1952 A6GCM alongside four Maserati 250Fs. Out of the 34 cars entered in the C-Series race, 12 were Maseratis: five 300Ss, six A6GCSs and one 200SI.



ALFAS TRIUMPH AT MILLE MIGLIA

The 2018 Mille Miglia saw Alfa Romeo take the top three places on the 90th anniversary of its first ever victory there. In April 1928, Campari and Ramponi won Alfa Romeo's first Mille Miglia race in a 6C 1500 Super Sport.

The 2018 Mille Miglia was won by an Alfa 6C 1500 GS Testa Fissa crewed by Tonconogy-Ruffini. In second place came a 1928 6C 1500 Super Sport Farina carrying race number 30, the same as the 1928 winner, driven by Mocerri and Bonetti. Third place was taken by the 6C 1750 SS Zagato of Vesco-Guerini.

The race paid a celebratory visit to the Museo Storico Alfa Romeo in Milan, where time trials were held on the circuit. Alfa Romeo Sauber Formula 1 drivers, Marcus Ericsson and Charles Leclerc, sampled the historic Alfa racers.

Until December 2018, the Alfa Romeo Museo Storico is hosting an '11 Volte Campione' exhibition, celebrating Alfa's Mille Miglia exploits.



FLYING ITALIANS DEFY SCOTTISH RAIN

David Ayre and David Duncan, driving a 1907 Itala 40, and Mick Cotter and Terence Bradley sharing a rare 1930 Alfa Romeo 6C, both overcame four days of atrocious weather to finish well on the recent 10th Anniversary edition of the Flying Scotsman rally for vintage cars.

Although the oldest of the 100 competing cars, the Itala won its class and finished in a creditable 62nd position overall. The Alfa Romeo finished 42nd overall and was third in class.

The event started from Brooklands in Surrey and finished with a big celebration along High Street, Edinburgh. In between competitors had to tackle a demanding back-roads route with timed regularity sections and special tests.

UNIQUE 'BARN FIND' MICHELOTTI JAG SOLD

A little-known one-off Jaguar built by Michelotti has been sold at auction for charity. The original Jaguar XK140 was delivered new to France in 1955 but suffered a heavy crash, so was rebodied by Michelotti in 1957 in aluminium.

It's thought that Michelotti created only three bodies for the XK140, each one unique. The high waistline and fastback styling were considered advanced for the 1950s, while the interior, instruments and many details were changed by Michelotti.

This was a genuine barn find, forming part of a Belgian enthusiast's collection. Significantly, it has a C-type engine fitted. Bonhams sold the car for £311,313, with all proceeds going to the Animal Rescue Centre in Ghent, Belgium.



POPE'S HURACÁN RAISES £710,000

A one-off Lamborghini Huracán, donated by Lamborghini to Pope Francis, has sold for €809,375 (£710,000) at RM Sotheby's Monaco auction. All proceeds from the sale are being donated to the Pope's charities. The one-off design pays tribute to the colours of the Vatican City flag (Bianco Monoceruus and Giallo Tiberino). Pope Francis also signed the bonnet of the car.

The winning bidder was Rent Car Deluxe of Spain, which is now offering the car out for rental, with all profits going to help disadvantaged children.

At the same sale, a concours-standard 1966 Ferrari 275 GTB made €2,142,500 (£1.88m), while a 1962 Ferrari 250 GT Cabriolet Series II exceeded its high estimate at €1,962,500 (£1.72m). A world record



auction price of €860,000 (£755,000) was also achieved for a 2006 Ferrari 575 Superamerica, one of 599 examples built and only one of 43 with a manual gearbox.



MASTER MASERATI DRIVING COURSES

New Master Maserati driving programmes have been announced for 2018. The latest season comprises: Master on Track (four courses: Practice, Qualifying, Race and Championship); Master Off Road (two courses: Rally Shakedown and Rally Power Stage); and Master Incentive (for groups and companies, personalised to customer requirements). Prices for the courses, which all take place at the Varano circuit in Parma, Italy, start at 650 euros.

MASERATI & HARLEQUINS TEAM UP

Maserati has announced a partnership with Harlequins to become the official automotive partner of the Premiership rugby club. Maserati gave a 12-year old Harlequins fan, Samuel Freestone, a lift in a new 430hp Maserati Levante S to Twickenham, as well as a behind-the-scenes tour with club internationals Joe Marler, Chris Robshaw and Alofa Alofa.



FIAT 500 COLLEZIONE LANDS IN LONDON

The European tour of the new Fiat 500 Collezione arrived in London's Covent Garden in May, marking 10 years of special editions of the Fiat 500. London is the city with the most Fiat 500s in the world, outside Italy.

The 500 Collezione special edition presented in London was a two-colour 'Primavera'. References to the classic original 1957 Fiat 500 are clearly visible, with chrome-plated accents on the bumper, bonnet and mirrors, two-tone livery and chrome-plated badge on the boot. The 500 Collezione is available now, priced from £13,870.

A 500C Collezione became the two millionth Fiat 500 made at Fiat's Tychy plant in Poland in May (pictured below). The first quarter of 2018 was the best ever for the Fiat 500, with nearly 60,000 cars sold across Europe. The 500 remains the best seller in its class both in the UK and Europe.



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'ROSSO & ROSA' SHOW CELEBRATES FERRARI WOMEN

A new exhibition called *Il Rosso & il Rosa* has opened at the Museo Enzo Ferrari in Modena. The exhibition is a tribute to “the women who have carved out a growing role in the car industry as customers, professionals and drivers,” says Ferrari.

Present at the launch were Amy Macdonald, the Scottish singer songwriter (who owns a Ferrari 458 Italia) and Deborah Mayer, entrepreneur and GT driver (with Ferrari 458 Italia GT3 and Ferrari 488 Challenge racers).



The show celebrates such women as Anna Magnani and her 1951 Ferrari 212 Inter (a model also chosen by Ingrid Bergman); Hollywood actress Norma Shearer and her 1956 250 GT Berlinetta 'Tdf'; French rally driver Annie de Montaigne's 1962 250 GTO; and Jayne Mansfield's 1963 250 LM.

Il Rosso & il Rosa runs every day throughout 2018 at the Enzo Ferrari Museum in Modena.



MERIDIEN'S NEW SERVICE CENTRE

Family-owned Ferrari dealer, Meridien Modena, has invested £3.5 million in a new two-floor Ferrari service centre in Lyndhurst, Hampshire. It's designed to allow complete restorations and technical refurbishments, as well as routine servicing. With 13 service bays, scheduled service times are reduced from a peak of six weeks to as little as three days. Two service bays are dedicated to classic Ferraris. For more information, visit www.meridien.co.uk



SILVER FLAG TO WELCOME 200 CARS

Probably one of the world's best Italian car events, the 2018 Silver Flag hillclimb is set to showcase 200 historic racing and road cars. Organised by Claudio Casali and Club Piantentino Automoto Veicoli d'Epoca, it's described as a “dynamic concours”.

Located near the A1 Autostrada at Fiorenzuola, the eight-mile course runs from picturesque Castell'Arquato up to the village of Vernasca. Spectators are free to view the cars being prepared in the paddock, enjoy an espresso at the cafe next to the start line and park in the fields along the course.

The theme for this year is 'Vitesse en Bleu' (celebrating French racing cars) but there is always a strong Italian contingent. One highlight is Bernard Darniche driving the 'Chardonnet' Grp4 Lancia Stratos, while *Auto Italia's* Phil Ward will be driving a car from the Museo Storico Alfa Romeo. This year's event runs from 29 June to 1 July. For details visit www.vernascasilverflag.it

SILVERSTONE'S DAYTONA 50TH

Auto Italia was at the Silverstone Classic preview day, which promises plenty of action for Italian car fans. Anniversaries include the Ferrari 365 'Daytona' – 50 years young in 2018 – which will be honoured with three retro sports car showdowns under the 'Daytona at Dusk' banner.

After four years of work, Tony Best will race his 1958 246 Dino F1 in a round of the HPCGA pre-1966 Championship. Martin Brundle

recently drove this car at Silverstone and described it to us as being, “beautifully balanced but mildly terrifying for the driver sitting over the back axle. This Ferrari will lift at speed and has a natural stance that is up on its toes.”

Pre- and post-1966 touring cars will return to celebrate the 60th anniversary of the BTTC in four separate 'Tin Top' races on Sunday. Steve Dymoke and Neil Smith will be fighting for class honours as they compete in their crowd-pleasing Alfa Romeos. We'll be covering Steve's Silverstone appearance in a future issue of *Auto Italia*.

Visitors to the Silverstone Classic, which takes place on 20-22 July, need to book in advance. Admission provides free access to paddocks, open trackside grandstands and live music concerts on Friday and Saturday evenings. - **Mike Rysiecki**



ABARTH RACE SEASON LAUNCH

The 10th season of the Abarth 695 Assetto Corse Evoluzione and Abarth 500 Assetto Corse race series has kicked off. The season began at Imola, with rounds continuing at Misano (24 June), Mugello (15 July), Vallelunga (16 September), Monza (7 October) and Mugello (28 October).

The 695 Assetto Corse Evoluzione produces 215hp and has sequential transmission. The 500 Assetto Corse, meanwhile, has 190hp and is a more affordable series for younger drivers.

In the UK, the Abarth Day is set to take place on Saturday 30 June at Rockingham. The event has a full day of Abarth activity with dynamic activities including a 595 autotest, 124 Spider drives, 124 Spider drift experience, 695 hot laps and more.



SPETTACOLO SPORTIVO

One of the world's biggest gatherings of Alfa Romeos, the Spettacolo Sportivo, takes place at Zandvoort in the Netherlands on 25-26 August 2018. It's organised by SCARB (Stichting Club Alfa Romeo Bezitters). More information can be found at www.spettacolosportivo.eu

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Brief Encounter

Our Goodwood-themed drive of the new Roadster version of the 740hp Aventador S is short but intense

Story by Chris Rees





The last time I was in a Lamborghini Aventador S, almost exactly one year ago, it was as a passenger up the famous hill climb at Goodwood. In the driving seat was a slightly screw-loose Italian rally driver and general legend called Simone Campedelli, who did doughnuts and filled the cabin with burnt tyre smoke. Just as a rock-and-roll Lamborghini should be treated.

That experience was in Lambo's Aventador S Coupe. Now I'm back at the self same Goodwood hill but now there are two important differences. One, the roof has been removed (welcome, sir, to the brand new Aventador S Roadster). And two, it's me in the driving seat, and I'm very far from being a legend, of any kind.

One other big difference is that this isn't the Festival of Speed with marshalls and hay bales and crowds of onlookers who are far from unhappy if anyone happens to stuff a car. As for my passenger, he's a very nice man from Lamborghini who, however, tells me that my speed up the hill must be "moderate".

It feels churlish, then, not to stop on the way up in front of Goodwood House to bag a few nice pictures. And the 'S' sure does look good with its shark-like nose, lightweight forged alloys, massive rear diffuser and triangular-shaped exhaust tailpipes. The spoilerless upper tail is, in contrast, the height of discretion.

Snaps snapped, it's back on to the hill route, and as soon as we're out of sight of prying eyes and prudent ears, I'm told I can be a bit more enthusiastic with the throttle if I like. Well, I really don't need telling twice. After all, what I have behind my ears is exactly the same 740hp naturally aspirated V12 motor as in the Aventador S Coupe.

Bejeezers, this is a fast machine. Not only that but one with a very rare commodity in our modern

turbocharged era: instant throttle response. The spec sheet says the S Roadster will accelerate to 62mph in a blink-miss-worthy 3.0 seconds and top out at 217mph – not that what remains of my hair could ever withstand such a test.

Speaking of which, I'm definitely roof off for this drive. Although the roof lacks any button-press electricricker, it's actually pretty easy to remove the two-piece hardtop: fold the seats forward, release the catch on each of the roof sections and peel them off. Each 'targa' top weighs only 3kg and you can store them both in the front boot compartment happily. And when the roof is off, your ears can slurp down the absolutely scintillating wash of sounds emanating from the triple tailpipes. It screams, it bellows, it howls – all in all, it's one gigantic aural fireworks display.

OK, hill crested, it's time to head out of Goodwood and on to the (mostly) empty B-roads surrounding the estate. First thing to note is that the Aventador feels as wide as a billiard table, and somewhat of a challenge to pilot on such narrow Sussex tarmac. A Huracán would certainly suit these roads better; and while the Aventador S would undoubtedly have the Huracán licked on Goodwood's historic circuit, that's out of bounds for today, sadly.

Now is a great chance to sample the S's new four-wheel steering system. This makes the car react super-quickly at low speeds and more sure-footedly at higher speeds. The real triumph is that it succeeds in making the gigantic Aventador feel smaller than it is. And the four-wheel steering combines with the variable-ratio steering rack to make tight bends need benignly little effort to negotiate.

I'm also able to appreciate the Aventador S's surprisingly compliant ride (by supercar standards,

TECHNICAL SPECIFICATIONS

LAMBORGHINI AVENTADOR S ROADSTER

ENGINE:	6498cc V12 naturally aspirated
BORE X STROKE:	95mm x 76.4mm
COMPRESSION RATIO:	11.8:1
POWER:	740hp at 8400rpm
TORQUE:	690Nm (509lb ft) at 5500rpm
TRANSMISSION:	Seven-speed automated manual, four-wheel drive
BRAKES:	Ventilated carbon ceramic discs, 400mm (f), 380mm (r)
TYRES:	255/30 ZR20 (f), 355/25 ZR21 (r)
DIMENSIONS:	4797mm (L), 2030mm (W), 1136mm (H)
WEIGHT:	1625kg (dry) - est 1720kg with fluids
ECONOMY:	16.9mpg
MAX SPEED:	217mph
0-62MPH:	3.0sec
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at least), thanks to new magnetorheological dampers for the race-inspired pushrod suspension. Rough, potholed surfaces – and there are plenty of those around Goodwood – are easily dealt with, which encourages me to keep my foot mashed to the floor in confidence.

But some circumspection is still required. Even with four-wheel drive, the 'S' is more than capable of laying rubber down – in 'Corsa' mode, at least, which I engage for the last section of my drive. I'm so glad I do. The gearchange feels awfully slow when you're in Strada mode, to the point where you wonder if something might actually be wrong. But no, it really does change gear that slowly. In sharp contrast, it becomes positively brutal when you're in Corsa mode. For most road conditions, though, the intermediate Sport mode makes the most sense to engage, especially as it



apportions up to go per cent of power to the back wheels for some deliciously playful handling moments. Steering wheel paddles persuade me to change gear manually as often as possible, I must say, as is so often the way with automated manual transmissions.

So in summary, then, this is a real Lambo, one that reminds me of the glory days when Lambos were all about excess: scissor doors, loud blue paint and a screaming V12 non-turbo engine. Yet it also boasts super-modern sophistication with its carbon chassis, inboard pushrod suspension, four-wheel steering and four-wheel drive. In roofless Roadster form, it's even letting the sunshine in. Oh, there's one more Lambo tick box that has to be checked: the S Roadster is reassuringly stratospherically priced: over £300k, for the record, and our test car was specced up to well over £350k. Er, I'll take two, please. 🇮🇹

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Words: Chris Rees
Images: Michael Ward



Ferrari is an absolute Italian institution. The pinnacle of the Italian car industry, and probably the strongest brand in Italy, Ferrari is almost without question the most highly regarded car company in the world.

Yet for all its exalted status, Ferrari has a surprisingly democratic side story. The reality is that Ferrari has been inextricably bound up with the mainstream Italian car industry for generations. Economic and political realities meant that Fiat and Ferrari became one in 1969. And even before that, Enzo Ferrari had forged links with Agnelli's Fiat powerhouse in the Dino

six-cylinder engine collaboration.

Ever since, Ferrari power has found its way into all sorts of machinery in the Fiat family: Lancia, Alfa Romeo, Maserati, even Fiat itself. Sometimes the link-up is explicit; on other occasions, it's subtler.

So we're delighted to celebrate four examples of cars where a Ferrari family engine lies under the bonnet. From a plush barge-like saloon to a classic sports convertible, from a modern four-door performance icon to a grand tourer with hard edges, they're all very different. All, however, share one common thread: the beating heart of a Prancing Horse.

SIX APPEAL



FIAT DINO SPIDER

The story is a familiar one. In order to keep racing in Formula 2, Enzo Ferrari needs to homologate a 2.0-litre engine, and Ferrari simply doesn't have the capacity to manufacture it. So he approaches Fiat's Gianni Agnelli, who agrees to build the engine in Turin, as long as he can use it in a new upmarket Fiat.

Ferrari concocts the mid-engined Dino 206, which is ready for market by 1968, and Enzo gets his F2 engine homologated. Meanwhile, Fiat launches the Dino in 1966 in convertible Spider form (constructed by Pininfarina), with a Bertone-penned coupe following in 1967.

Both Dino shapes are gorgeous but we've opted to invite the Spider along today – and doesn't it look fabulous? At the front end, it's perhaps even more 'Dino' than Ferrari's 206 GT, since it very much resembles Aldo Brovarone's initial 1965 concept for the Dino. The circular tail lights are also very Ferrari-esque.

This is one of the last Dinosaurs of all, a late-model 2400, belonging to Mark Devaney who really is 'Mr Dino' in the UK: he runs the highly regarded business, 24 Hundred – The Dino Workshop (www.dinouk.com).

The Spider, with its shorter wheelbase than the Coupe, feels sportier and lighter to drive than the fixed-head car, which has more of a 'GT' character. There are also differences between the early 2.0-litre engine and this example's 2.4. With its light alloy block, the 2.0 gives the car a nimbler feel; the heavier iron-block 2.4 is better suited to continental cruising thanks to its superior torque. The 2400 also has the kudos of

being assembled at Maranello by Ferrari (the 2.0 was only ever built in Turin). Indeed, the whole final assembly of later cars was at Maranello.

After some splutter at low revs when cold, the engine quickly settles into a super-smooth rhythm on its triple Weber 40s and boy does it love to rev (the redline is set at no less than 8000rpm). It's a gruff-sounding powerplant but one whose significant volume might possibly start to jar on a long cruise. The five-speed gearbox in the 2400 has longer legs than the 2.0's but it's still doing 4000rpm at 80mph;

The 2400 has the strongest connection to Maranello of the Fiat Dino family; it's a genuine charmer to drive





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TECHNICAL SPECIFICATIONS

FIAT DINO 2400 SPIDER

ENGINE:	2418cc V6 DOHC
BORE X STROKE:	92.5mm x 60mm
COMPRESSION RATIO:	9.0:1
FUEL:	3 x Weber 40DCNF carbs
POWER:	180hp at 6600rpm
TORQUE:	159lb ft (215Nm) at 4600rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	Wishbones, coil springs, anti-roll bar (front); semi-trailing arms, coil springs, anti-roll bar (rear)
BRAKES:	Vented discs, front and rear
TYRES:	185x14
DIMENSIONS:	4134mm (L), 1710mm (W), 1270mm (H)
WEIGHT:	1240kg
MAX SPEED:	130mph
0-62MPH:	8.9secs

it's definitely at its best at this kind of gait. The dog-leg gearbox is easy to use and very mechanical in feel – just lovely.

The steering can be a tad heavy at low speeds but becomes easier as your pace builds. The Fiat 130-derived independent rear end is much more supple than the earlier 2300S-based live axle leaf-sprung set-up, while the standard limited-slip diff allows you to tackle tight bends with confidence. The Longstone-supplied Michelin XWX 205/70 VR14 tyres on Mark's are very good, offering an authentic 1970s feel on the original Cromodoras, while the all-wheel disc brakes are

HOW MUCH?

The Dino, especially in Spider form, has rocketed in value in recent times. 10 years ago, you could have bought one for £25,000; it's now five or six times that. The Spider 2400 is the rarest of the Dino family, with a mere 400 examples built – even rarer than the similarly engined Dino 246 and Lancia Stratos. Because of this, and the Maranello connection (the 2.4 engine was built by Ferrari), the Spider 2400 can now command £150,000; a Spider 2000 is more like £100k to £125k. Rust is always a challenge on these cars, and many suffered neglect when values were low, so beware: there are lots of rough examples out there.

excellent by the standards of the time.

All Dinos were left-hand drive. The pedals are offset somewhat to the right but comfort isn't compromised, and the well-bolstered seats are nice, too, boosting the classically elegant cabin ambience.

Overall, driving the Dino Spider 2400 proves to be an absolutely charming experience. In some ways you could even describe it as a roofless, front-engined Dino 246 – a Ferrari, perhaps, in all but name.



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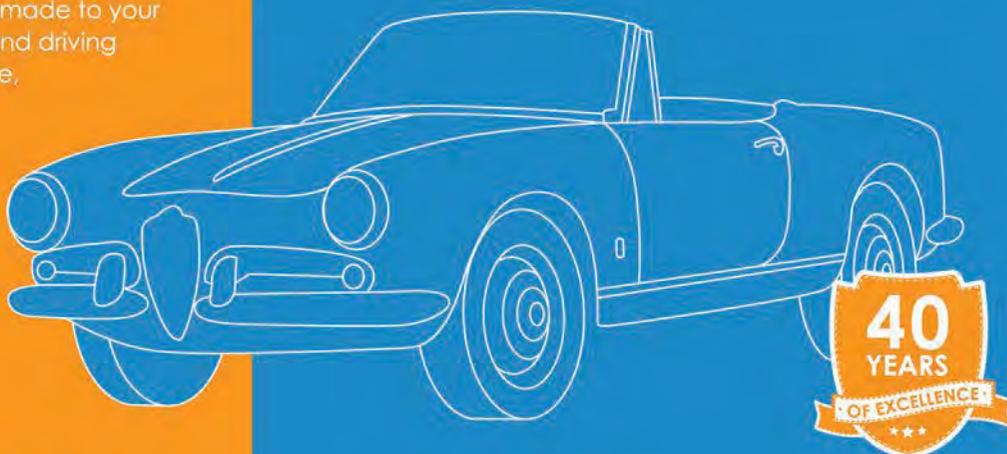
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EIGHT UP FRONT



LANCIA THEMA 8.32

There's something slightly bonkers about the idea of taking the engine from a Ferrari Mondial Quattrovalvole, spinning it around from mid-mounted/longitudinal to front/transverse and sticking it in a front-wheel drive saloon shell. But that's exactly what Lancia management was persuaded to do with the utterly unique Thema 8.32.

The engineering complexity required to do this was frankly over-the-top. The 8.32 production process was also long, complex and expensive, with much of it made by hand, in particular the Alcantara or Poltrona Frau leather upholstery and walnut trim. But we're so, so glad Lancia made the effort, and that this car exists.

In 1986, the Thema was the pinnacle of luxury and quality in the Fiat Group. In Turbo i.e. form, it was pretty quick, but in 8.32 form it would acquire the sort of prestige that only a Ferrari engine could provide.

The 8.32 badge refers to the number of cylinders and valves respectively. The engine cam covers modestly pronounce this unit as 'Lancia by Ferrari'. The Tipo F105L 2927cc V8 engine differed from other Ferrari V8s in that it had a cross-plane crankshaft rather than the Mondial's flat-plane crank, as well as smaller valves and a different firing order. In non-catalysed form, it offered 215hp (down on the Mondial QV's 240hp), while with a catalyst that dropped to

205hp. That was enough for 0-62mph in 6.8 seconds and a top speed of 149mph.

At first sight, it doesn't look so different from other Themases. Yes, it has delicate coachlines and yellow '8.32' badges but there are no Ferrari decals anywhere. Even the 15-inch Speedline wheels don't look anything special. If there's one distinguishing feature, it's the 8.32's party trick rear spoiler, the world's first that could be raised electronically. In its inactive position, though, it's the epitome of modesty, disappearing back into the boot lid.

Just 2370 examples of the 8.32 were made of the first series (1986-1988) and 1150 of the second (1988-1992), the latter recognisable by its slimmer headlights. Our example (belonging to Andy Heywood) is a Series 1 in metallic green with an interior so brown that if you misplaced a Caramac bar in it, you'd never find it again. This is a strict four-seater, by the way, and rear headroom is surprisingly tight.

Turn on the ignition and an engine status display illuminates in the dashboard with a scary-looking plethora of warning lights; luckily they all extinguish themselves and we can set off. The engine sounds gorgeous, but in a somewhat muted fashion. While it does love to rev (the redline is 7500rpm), it never feels urgent and you definitely don't get the feeling you're driving a Ferrari.

This feels a big car, as well as a heavy one. In fact, it

Thema 8.32 was built as a top-level executive express rather than a four-door Ferrari; soft-edged, subtle



TECHNICAL SPECIFICATIONS

LANCIA THEMA 8.32 S1

ENGINE:	2927cc V8 DOHC
BORE X STROKE:	81mm x 71mm
COMPRESSION RATIO:	9.5:1
FUEL:	Bosch KE3 Jetronic
POWER:	215hp at 6750rpm
TORQUE:	210lb ft (285Nm) at 4500rpm
TRANSMISSION:	5-speed manual, front-wheel drive
SUSPENSION:	MacPherson struts, coil springs, anti-roll bar (front & rear)
BRAKES:	Discs, vented 284mm (front), solid 251mm (rear)
TYRES:	205/55 VR15
DIMENSIONS:	4590mm (L), 1760mm (W), 1420mm (H)
WEIGHT:	1400kg
MAX SPEED:	149mph
0-62MPH:	6.8sec



PRANCING HORSE RATING

only weighs 1.4 tons but 215hp isn't an awful lot to shift that weight. The 8.32 is rapid without feeling spectacular; it's at its best in full-on waft/cruise mode.

This is the only production car ever fitted with a Ferrari engine to be front-wheel drive, and one of very few FWD eight-cylinder cars in history. In its day, it was the most powerful front-wheel drive car on the European market. No surprise, then, that when you accelerate with the steering wheel at any angle except dead centre, you get a tug of torque steer. On its 205/55 ZR15 Pirellis, the handling never feels truly incisive and the suspension is set up pretty soft.

The 8.32 could very well be the ultimate Q car. It's also the ultimate in absurd saloons. It's deeply flawed but also, somehow, deeply lovable.

HOW MUCH?

The 8.32 was priced in excess of £40,000 when new – more than twice the price of other Themas. Quite a few of the 3520 examples built have now been scrapped or dismantled for their engines, while others have been neglected as the costs of running a Ferrari-engined car are, well, Ferrari-sized. Despite the car's rarity and its Ferrari badging, an 8.32 is easily the cheapest route into a Ferrari-engined car. Expect to pay at least £10,000 for a good example, perhaps as high as £20,000 for a very good one, while Rowan Atkinson's old example recently fetched nearly £30,000 at auction.



MASTERFUL MASER



MASERATI GRANTURISMO

If the Lancia Thema represents one Ferrari V8 extreme, this Maserati is another, very different one. Maserati became part of the Ferrari dynasty in 1999, and although the companies formally separated again in 2005, the Modena-based Trident marque continued a close relationship with the Prancing Horse – indeed, it does so right up to the present day.

The GranTurismo is as close to a ‘Ferrari’ grand tourer as Maserati has ever produced. Based on a modified Quattroporte V platform, it uses not only a Ferrari-built V8 engine but also a transmission based on the Ferrari 599 GTB’s.

Of all the GranTurismos made from 2007 to date, what better example of the breed to bring along than the hardcore MC Stradale? Owned by Matt Yates (who runs the online Maserati forum, www.SportsMaserati.com), this is the rare two-seater version, produced in 2011-2012 only, of which just 497 were made. Due to requests for a four-seater version, it was replaced in 2013 by a 2+2 which also had 10hp extra power (460hp). Making it even more special, designer Frank Stephenson has even signed Matt’s bonnet on its underside.

The GranTurismo was launched in 4.2-litre V8 guise but within a year was joined by a 4.7-litre option. Both are part of the F136 family, produced by Ferrari in Modena. In Ferraris, this 90-degree naturally aspirated

V8 had a flat-plane crankshaft but in the Maser it’s a cross-plane crankshaft. The 4.7 engine in this MC Stradale has 450hp; as a comparison, the contemporary Ferrari California’s F136 developed 460hp in 4.3-litre form.

The powerplant is sheer bliss in the MC Strad. For a V8, it really loves to rev, and approaching the redline is where you’ll want to spend most of your time, as much for the sound as the performance. Matt’s example is standard except for a BMC air filter and Larini centre ‘H’ exhaust, and it sounds symphonically glorious.

The Cambiocorsa-type MC Race Shift gearbox certainly splits opinion but Matt is firm in its defence. He prefers it to the alternative ZF automatic, and argues it’s all about how you drive it: in other words, always in paddleshift manual mode. In auto, the gearshifts come too early and can be ponderous unless you switch to ‘Race’ mode, especially in traffic. Shifting manually, the changes aren’t as super-sharp as a current Ferrari F1 ‘box but they’re a lot better than the older Maserati 4200’s. Drop down a couple of cogs and floor the throttle and the reaction is visceral. Beware though: clutch wear is a big factor with MC Shift. It can be severe, and Matt recommends never wheel-spinning from a standing start, since it loads up the clutch springs to breaking point.

The MC Strad is a lightweight beast (110kg less than the GT), with an unlined polycarbonate bonnet and bootlid, no electric seat adjustment or steering

MC Stradale is the sportiest member of the GranTurismo family: a real hard-edged grand tourer



TECHNICAL SPECIFICATIONS

MASERATI GT MC STRADALE

ENGINE:	4691cc V8 DOHC
BORE X STROKE:	94mm x 84.5mm
COMPRESSION RATIO:	11.3:1
FUEL:	Bosch injection
POWER:	450hp at 7000rpm
TORQUE:	376lb ft (510Nm) at 4750rpm
TRANSMISSION:	6-speed automatic, rear-wheel drive
SUSPENSION:	Double wishbones (front), multilink (rear), anti-roll bars
BRAKES:	Carbon discs 380mm front, 360mm rear
TYRES:	255/35 R20 front, 295/35 R20 rear
DIMENSIONS:	4880mm (L), 1850mm (W), 1350mm (H)
WEIGHT:	1770kg
MAX SPEED:	187mph
0-62MPH:	4.6sec

HOW MUCH?

Expect to pay £60k to £70k for a good MC Stradale in two-seater spec, perhaps £5000 more for a later four-seater. Matt reckons the MC Strad is now at the bottom of its value curve and will probably only head upwards in the future. That's not the case with the regular GranTurismo, though, which continues to offer superb value. We've seen examples below £20k now but the sweet spot in the range is probably the 4.7-litre MC Shift, for which you'll pay about £35k in great condition. That's sensational value for money.



column controls and carbon-shell seats. Despite the weight-saving, this is still a hefty car, but it feels very lively indeed.

The carbon brakes are stunningly effective when you hoof on the pedal. There are a couple of caveats: they can be much less effective when cold, and some people won't like the pedal feel, which is a little 'dead'. Contrary to popular belief, by the way, carbon discs do wear; Matt reckons that very hard use can

mean replacement at 50,000 miles.

The standard Pirelli P Corsa tyres have very little grip in cold conditions but tend to last well – Matt's typically last two years. The GranTurismo tends to live up to its name (as a grand tourer) but the MC Stradale does a good job of hardening the edges to make it more of a sports car – even though Matt's Stradale lacks the Full Monty rollcage and harnesses, it's a wonderfully focused sports tourer.



FOUR-DOOR FERRARI?



ALFA ROMEO GIULIA QUADRIFOGLIO

There is no such thing as a four-door Ferrari. But if there were, the Giulia Quadrifoglio would surely be something very close. And after all, it does have a Ferrari family connection in what's under the bonnet.

The Quadrifoglio's 2891cc twin-turbo engine is based on Ferrari's F154 V8 engine (as used in the 488 GTB) with two of its cylinders lopped off to make a V6. While the 488's 3.9-litre V8 has 670hp, the Alfa's V6 has 510hp – actually a higher specific output than the Ferrari unit.

Not surprisingly, given the V8 it's based on has been voted Engine of the Year (twice), it's a sensational unit. Peak power arrives quite high for a turbo engine, at 6500rpm, and it can rev up to 7000rpm. Yet you don't need to extend it so high to go very quickly indeed, since peak torque of 443lb ft (600Nm) arrives at just 2500rpm. Even on part-throttle, it's epically quick. Max it out, though and it'll do 0-62mph in 3.9 seconds and reach 191mph.

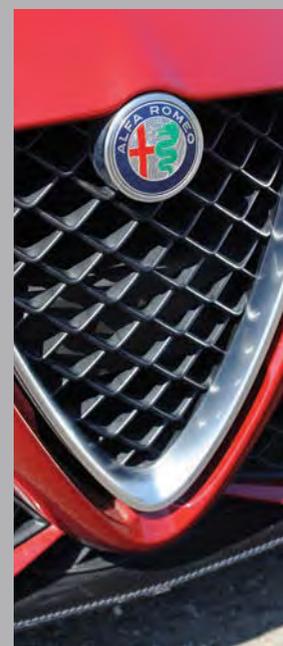
The other reason to press on is the noise. In 'Race' mode (more of which anon), the exhaust emits a wonderful crackle on each up-change. Like the Ferrari V8, though, it doesn't sound as dramatic from the outside as you might think.

All UK QVs have a ZF eight-speed automatic 'box that's superbly smooth and fast-acting. Still, I find

myself using the large metal paddles behind the steering wheel to shift by hand almost all of the time.

All UK QVs are also rear-wheel drive (Q4 four-wheel drive isn't compatible with right-hand drive). As you toggle through Normal, Dynamic and Race modes, the throttle response sharpens up, and the suspension, steering, transmission, rear differential, stability control and brakes are all affected. A button in the middle of the DNA knob lets you select soft or hard damper settings, too. There's a lot of 'liveliness' when you're in 'Race' mode because the stability control is disengaged. Drifts can be extreme indeed, but the car's inherent balance means it's predictable and controllable. One notch down, in 'Dynamic' mode, the perfect 50/50 weight distribution means the handling is incisive, with confident, concise turn-in, very little body roll and a reasonably compliant ride. The electric steering is very fast-acting, too, with just 2.2 turns between locks, and pleasingly sharp in feel.

The QV has cool bits of kit, like carbonfibre for the bonnet, active front splitter and rear spoiler. Our car has optional Sparco carbon front seats – amazing to look at but functionally a little awkward and adding £2950 to the price. The three-spoke steering wheel feels great, and there's a smattering of carbonfibre and brushed aluminium to enhance the cabin. The TFT display ahead of the driver even lets you see what lateral 'g' force you're pulling.



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA QUADRIFOGLIO

ENGINE:	2891cc V6 twin-turbo petrol
BORE X STROKE:	86.5mm x 82mm
COMPRESSION RATIO:	9.3:1
POWER:	510hp at 6500rpm
TORQUE:	443lb ft (600Nm) at 2500rpm
TRANSMISSION:	8-speed auto, rear-wheel drive
SUSPENSION:	Double wishbone (front), four-bar multilink (rear), anti-roll bars
BRAKES:	Ventilated discs 360 x 28mm (front), 350 x 28mm (rear)
TYRES:	245/35 R19 (front), 285/30 R19 (rear)
DIMENSIONS:	4639mm (L), 1873mm (W), 1426mm (H)
WEIGHT:	1580kg
MAX SPEED:	191mph
0-62MPH:	3.9sec

As for 'g' force when braking, that's epic, too. Our car has optional carbon-ceramic discs (£5500) that deliver racing car style braking distances and immediacy.

It's a charmer, the QV. Drive one and, as sure as the sunset, you'll find yourself working out how to get one. That's me to a tee, at any rate.

HOW MUCH?

The price new is £61,595 – something of a bargain in our book considering the power on offer. Already the first second-hand QVs have come on to the market, and are now dipping below the £50k mark. Beware though: there are a few crashed-and-repaired cars around, priced accordingly.



OTHER FERRARI-POWERED NON-FERRARIS

ASA 1000 GT

The very first Ferrari 'spin off' was the ASA, the so-called Ferrarina or 'baby Ferrari' which was initially destined to have Prancing Horse badges. Its engine was basically one third of a Ferrari 212 Colombo V12: four cylinders, 1032cc and 91hp.

DINO 206/246 GT

The first Dino was never badged as a Ferrari, being advertised as "almost a Ferrari". It shares its engine, essentially, with the Fiat Dino. The early 308 GT4 was also badged as a Dino, not a Ferrari, and was the first ever V8-engined car made at Maranello, from 1973.

LANCIA STRATOS

Its engine may be stamped 'Lancia' but the V6 in the middle of the Stratos was pure Dino 246. Fewer than 500 were ever made.

MASERATI MC12

Maserati's mid-engined monster was basically a Ferrari Enzo underneath, with a 630hp version of the Enzo's 6.0-litre V12. Just 50 MC12s were made from 2004 to 2005.

ALFA ROMEO 8C COMPETIZIONE

'8C' badged Alfas all have eight cylinders, and the one in the 2007-2010 8C Competizione was the same Ferrari-derived 450hp V8 engine as in the Maserati GranTurismo. 500 8C coupes and 500 8C Spiders were made in all.



VERDICT

We are fortunate that Ferrari power isn't confined only to exotic sports cars. Ferrari technology has found its way into all sorts of cars from other marques, from Fiat to Lancia, Alfa Romeo to Maserati. Our test of two four-door saloons, one two-door GT and one open-topped sports car has given us a great insight into the wonderful world of quasi-Ferraris.

Perhaps surprisingly, considering its 'lowly' badge, the Fiat Dino is easily the most valuable of our quartet; indeed, it's worth more than all the other cars put together. Yet perhaps that shouldn't be too surprising: the Dino is by far the most charming of our gathered clan, as well as the most achingly beautiful. The Ferrari connection is enough to make it a guaranteed classic, something that the market has finally recognised.

Lancia's four-door Thema 8.32 may have been born of a barking mad idea but to drive, it's surprisingly

mundane. The V8 engine is fantastic, of course, but it feels dialled down and muted in such a heavy, wafty barge of a car. We still love it, though.

In my book, the Maserati MC Stradale marks the high point of the modern Maserati V8 era, with the best development of the Ferrari-built V8 engine and the most uncompromisingly sporty slant of the whole GranTurismo family. And since the GranTurismo is ducking out of production with no direct successor, this is the model that enthusiasts will unquestionably look back on with the most affection.

So much for the past; what of the future? It's looking pretty bright if Alfa Romeo's Giulia Quadrifoglio is a signpost. It's comfortably the fastest Ferrari-engined car of our group, and can even challenge many pukka modern Ferraris for pace. Once again, I find myself asking the question: where do I sign? Followed by: where did I leave my £60k stash? 🇮🇹

Many thanks to Mark Devaney of 24 Hundred - The Dino Workshop (www.dinouk.com), Matt Yates (www.SportsMaserati.com) and Andy Heywood of McGrath Maserati (www.mcgrathmaserati.co.uk)





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Pinin's Finest Hour

This 275 is not just 'any' GTB but a one-off special and the personal car of the legendary designer, Battista Pininfarina. It's just become one of the most prized Ferraris ever sold at auction

Story by Chris Rees
Images by Gooding & Company / Mathieu Heurtault





That any Ferrari from the truly classic era – let's say the 1950s to the late 1960s – has stellar desirability is beyond question. That's not to say, of course, that some of Enzo's creations have more stature than others, though. A handful of Ferraris from this classic era have passed into 'heroic myth' status.

Of the cars that fall into this elevated class, the 275 GTB, launched in 1964, has one of the fullest arsenals of talents at its feet. It is achingly beautiful; it has Colombo's glorious V12 engine, arguably at the height of its development; it was crafted by Scaglietti in a hand-made way that later cars would inevitably diverge from; and it is quite rare (just 483 were made).

What, then, of a 275 GTB that is truly unique? What of a car built specifically for the use of the master designer whose hand directed the shapes of the great Ferraris throughout its classic era? A car that stunned show-going crowds in its day, and has lost none of that power to astonish in the intervening period?

Such a car would be among the most desirable cars, not only that the Ferrari badge has ever adorned, but of any marque at any point in history. It would not even be fanciful to hail such a machine as a work of art, rather than a mere means of transport.

Of all Ferraris, it is the ones that bear the 'Speciale' tag whose halo shines most brightly. The 'special ones' – one-offs built to the individual order of favoured clients – have no equal in the Ferrari firmament. And when Battista Pininfarina, the head of Enzo Ferrari's favoured design house, came to choose his own personal car, it was a 275 GTB built specially to his own requirements.

By 1964, when the 275 GTB was launched, Battista was an old man, well into his seventies. The dynasty that he founded in 1930 had flourished under his guidance, and the coachwork he created for contemporary chassis was distinguished by its elegance, simplicity, peerless quality and thoughtful construction. By 1964, Battista had enjoyed 12 years of experience working with Enzo Ferrari, and arguably his

dramatic yet understated designs were at their height at the time, defining the look of Italy's most prestigious car maker.





It was in 1964 that Pininfarina was supplied with two chassis of Ferrari's new 275 model on which to create 'Berlinetta' enclosed bodywork. Chassis 06003 served as the prototype, while chassis 06437 was retained as Battista Pininfarina's personal 'Speciale', with many unique features that differ from the regular 275 GTB. Indeed, the prototype and this car were the only examples of the iconic 275 GTB that were built by Pininfarina in Turin, rather than Scaglietti in Modena. The inner structure of the bodywork is specific to this car, in fact, sharing nothing with the Scaglietti-built cars.

The broad outline of Pininfarina's regular short-nose 275 GTB is familiar, certainly; but on this example there are





Battista Pininfarina and Enzo Ferrari, 1963. The GTB Speciale makes its public debut at Frankfurt in 1965



Photo: Marcel Massini

details which intrigue, lines that leap out as singular, and an air that this car has had very special care lavished upon its birth.

At the front end are more prominent indicators, recessed marker lights in the front wings, smaller bumpers, a unique grille and different headlamp covers (secured by intricate brackets rather than a chrome surround). The bonnet's prominent oval-shaped central bulge was necessitated by the fitment of the six-carburettor version of the V12 engine.

To the sides, this car has

specially made window frames and gutters, while the door handles are different, too. Quirkily, there is no quarter-light on the driver's side, since Battista believed it distracted from the purity of the car's shape; one was kept on the passenger's side, though.

At the rear, there are external boot hinges in chrome (as seen on later long-nose GTBs), a unique numberplate mount and a recessed tail panel with a unique motif and special badging. Below the bumper are three curved panels that fill the area between the exhaust pipes – a proto-diffuser, if you like. As with regular GTBs, wire wheels were exchanged for alloys, in this case Campagnolo 'Starburst' wheels, which look absolutely superb. As built in 1965, 06437 was painted in an Alfa Romeo shade called *Acqua Verde Metallizzato*, an elegant bluish green.

The interior is considerably more luxurious than the standard 275 GTB's, with very comfortable



TECHNICAL SPECIFICATIONS

FERRARI 275 GTB SPECIALE

ENGINE:	V12 60-degree quad-cam
CAPACITY:	3286cc
BORE X STROKE:	77mm x 58.8mm
COMPRESSION RATIO:	9.2:1
INDUCTION:	Six Weber 40DCN 17 carbs
POWER:	300hp at 8000rpm
TORQUE:	240lb ft at 6000rpm
TRANSMISSION:	Five-speed manual transaxle
BRAKES:	Solid discs all round, Dunlop four-pot callipers
TYRES:	215/70 R15
DIMENSIONS:	3538mm (L), 1578-1589mm (W), 1540-1578mm (H)
WEIGHT:	1200kg
MAX SPEED:	155mph
0-62MPH:	6.6sec



leather-trimmed seats in China Red, and electric windows. The dashboard is finished in polished wood veneer that curves at each end to meet the door panels. Here you'll find a full complement of black-faced Veglia gauges and a host of special knobs and switches – as well as Heuer Rally-Master timing dials (we can't imagine Battista wanting to do many rallies, it must be said...). Other bespoke cabin details include a special centre console and door panels, polished air-vent covers in the footwell and a Pininfarina badge on the glovebox.

Even its mechanical specification is elevated beyond standard. There's the highly desirable six-Weber 40DCN carburettor version of the 3285cc Tipo 213 V12 engine. Boasting 300hp at 8000rpm, this was one of the most powerful engines of its day. The five-speed manual gearbox in its rear transaxle position allowed for incisive handling balance, while Dunlop vacuum-assisted disc brakes on all four corners provided stopping power befitting the performance.

This 275 GTB Speciale was registered to Carrozzeria Pininfarina in March 1965 with the Turin numberplate, TO 685458. As Battista's personal car, he was immensely proud of it, and unveiled it at the company's winter press conference in the Swiss Alps at St Moritz, to great acclaim.

It got its first showing to the general public at the September 1965 Frankfurt Motor Show. Later that year it was proudly paraded at the Paris and Turin shows. Having been presented at the Florence Concours d'Elegance as well, it made its final show appearance in period at the Brussels Motor Show in January 1966. No question, it was a genuine show star in period.

Straight after the Brussels show, ownership passed

from Carrozzeria Pininfarina to a private buyer in Italy. Battista Pininfarina died very soon after this, on 3 April 1966, which quite possibly makes this 275 GTB the very last car he ever owned.

06437 crossed the Atlantic to the USA in 1968, where it remained, in the state of California, for many years. During its time in America it was repainted in dark red but thankfully none of its distinctive original coachwork features were lost.

In 1992, the GTB was sold to the celebrated Ferrari collector, Brandon Wang, and was restored to its original specification and look. It then won a whole string of awards, including First in Class at the 1992 Newport Beach Concours d'Elegance, and another class win at San Diego. The following year it picked up the Excellence Cup trophy at the Cavallino Classic in Palm Beach, Florida and was first in class at the FCA Ferrari Concours event in Carmel Valley, California the same year.

It was then sold on in 1993 and has remained, for the past 25 years, in a private collection of coachbuilt and competition Ferraris, out of sight of the public gaze and not driven.

Then in 2018, it emerged to be sold at auction by Gooding & Company, which described it as "surely among the most important and distinctive Ferraris ever built." Its history and provenance have been documented by the Ferrari historian, Marcel Massini, and its one-off nature and the personal Battista Pininfarina connection ensured it sold for a suitably high price. While regular 275 GTBs have been auctioned in recent times at between £1.5 million and £2.5 million, this one sold for \$8,085,000 – or around £5.75 million. Impressive indeed. 🇮🇹

As Battista's own personal car, this GTB has lots of delightfully different details that make it unique





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LITTLE ITALY

It's rare, even in an Italian city, to find a coterie of Italian car specialists cheek-by-jowl in one small area. But Norwich has fully four of them, just a stone's throw apart in a bustling business enclave. We visit them all

Story by Johnny Tipler
Images by Michael Ward

NORWICH

ITALICAR

NICK HARPER

RICHARD DRAKE

ALFASHOP

VITTORIA

CATANIA SS 514



When you run an older Italian car, you often need to go to great lengths to locate a reliable specialist. Once your car is a few years down the road and heading towards 'classic' status, it usually drops off the main dealer network as it needs more specialist expertise to be maintained properly. Really picky owners have been known to travel halfway across the country to find their ideal garage.

However, Norfolk is spoilt for choice because, located in a light industrial zone off the Norwich ring road, are not just one but four devoted specialists handling Italian marques, including Alfa Romeo, Fiat and Lancia. This tight Italianate enclave caters for most needs, from sales and spares to servicing and maintenance. They are, in order of when they were established on site, Alfashop, Richard Drake Motors, Nick Harper and Italicar. Overkill? Not at all, because each one provides a different service, as we discovered when we visited all four.

ITALICAR: ITALIAN JOBBERS

Italicar is run by a pair of brothers who are driven by their enthusiasm for the cars. The clue is in the company name: Luke and Kirk Miller grew up with Italian cars, because their father, Billy Miller, was – and still is – an enthusiast, running Norfolk's one-time Fiat main dealership Woodland Car Sales a couple of



155s being delivered, and the first car I ever drove was a 164," says Luke. "I sat on dad's knee, changing gear as we went around the caravan park where we were staying, terrifying everybody else who was on holiday! It was a 3.0-litre V6, and I wasn't allowed to get out of first gear!" They learned to drive in Alfa 33s, which

“ Fully indoctrinated, the boys set up their business on what they knew best, Fiat and Alfa Romeo ”

decades ago. Fully indoctrinated, the boys set up their own car sales business in 2007, basing their trade on what they knew best, Fiat and Alfa Romeo.

"We were used to seeing brand new Alfa 164s and

were regular showroom fodder back then.

A measure of the vehicles they specialise in today is on the forecourt: Alfa 147 GTA, Fiat Coupé Turbo, Lancia Delta S (UK-badged as a Chrysler but now



appropriately Lancia-fied) and a pair of 2.5 Busso Alfa 156s. They have no particular marque preference when it comes to the business side, although Luke admits to preferring Alfas, while Kirk is Fiat-biased.

"I was always more into Fiats," says Kirk. "I like the Fiat Coupé – a better car than the Alfa Romeo GTV, but on the other hand the GTV is the one which is going crazy in the classic market, the one everybody wants, and the Fiat Coupé isn't." As Luke admits: "Most of our customers are Alfa, and we sell more Alfas than anything else." There isn't a cut-off on the age of the cars they're handling, though, being of a certain age, they know more about late-1980s and early-1990s cars, especially Fiat and Alfa Spiders from that period. "Dad worked on those and sold them, so we've inherited his know-how and expertise."

Occasionally they're asked to keep an eye out for something special, although they don't tend to handle anything newer than three years old. "Our customers can pass a dozen Alfa Giuliettas on a 17 plate on their way here, whereas we can offer something like a Fiat 127 1050, which they're very unlikely to find on the main dealer's forecourt. It's the older stuff that we're interested in, and if it appeals to us we'll buy it. If somebody wants to buy it from us, then so much the better."

Their turnover is around 100 cars a year, and they're well worth checking out for left-field Italian models. A couple of specialisms are chrome exhaust manifolds for the Busso V6, and sticker sets for the 156 front slam panel. "We've sold 30 sticker sets this year," says Kirk. "There's 12 stickers in all, and we've reproduced the full set."

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DRAKE MOTORS: DOWN TO EARTH

Diagonally across Renson Close is Richard Drake Motors. Richard is a down-to-earth, old-school mechanic with a wry sense of humour, who applies his mechanical skills to good effect on the race track. I first met him in the mid-1980s when I'd just bought a Giulia 1300 TI. Straightaway its twin-cam engine bounced a valve and, rather than fix it, I elected to have a 1600 unit installed, effecting an immediate improvement in performance. Richard carried out the transplant, and so straightforward did he make it seem that it wasn't long before a 2.0-litre unit was fitted, along with a limited slip diff from a 2000 Berlina. He lowered the suspension as well, providing me with something of a wolf-in-sheep's-clothing. Suffice to say that Richard has looked after every subsequent Alfa I've had, including the latest 2.5 156, shortly due for a set of Eibach coilovers. He doesn't do many engine transplants these days, though he is the go-to guy for servicing and maintenance on them, in road and race format.

Over the years, Richard has seen a shift towards working on classic models. Much of his client base is long-term Alfa aficionados. "Older people tend to hang on to their cars. They've probably had Alfas since the 1970s, and they will have Alfas till the bitter end, while the younger owners buy an Alfa because it's on a scheme, and they'll keep it for three years and then

NORFOLK ITALIAN CAR SPECIALISTS



move on. I do quite a lot of servicing on modern ones, but I prefer doing the old ones. Their owners are prepared to have it done properly with all the right bits, whereas a lot of modern cars on three-year finance schemes don't; no cam belt, no clutch, tyres or exhaust. I don't know if the younger owners are going to be Alfa owners in 30 years' time."

Up on the ramp is a 1937 Lancia Aprilia with a damaged crownwheel and pinion, but he doesn't often have a car as vintage as this here. Early-to-mid 1960s is normally the oldest he handles. "I enjoy working on them all," he says, "and I do plenty of newer ones, MiTos and Giuliettas, but you can get your teeth into the older ones. It's more of a mechanical thing: faults on older cars are mechanical faults, things you can actually diagnose and sort out, whereas with modern cars the diagnostic side is getting more and more complicated. You could service an old one and know it will keep going for a fair while, but with a modern one you never know what's around the corner."

Richard started racing in 1984, participating in the AROC and Julius Thurgood's *Top Hat, Cloth Cap* series, running a variety of cars, mostly Alfasuds, and more recently a GTV 3.2 and Bertone 2.0 in the CSCC's Modern Classics series. He's never won a championship, though he has won races outright. He's always worked on the cars himself, keeping costs down. His most successful race car is the Alfasud: "It's cheapish to run, quite light, quite quick as long as you're at Cadwell or Mallory Park, it's good fun and you meet a lot of people."

Richard's Alfa 156 track day/race car is destined to receive a 3.2-litre engine out of a 166, elevating it in one quick step from 150hp to 240hp. "That will make it a seriously quick car in a straight line. The only drawback is that a lot of power in a front-wheel drive car is not the easiest thing to control, particularly in the wet." Still, it's a good example of Richard's incorrigible pursuit of mechanical superlatives.

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NICK HARPER: HARPER'S BAZAAR

No nepotism here, but Nick Harper's interest in Italian cars began when he worked for the Italicar boys' dad, Billy Miller at Woodland Car Sales. "I was one of their technicians for 25 years until 1994," he recalls, "and then I decided to give it a go on my own. I love Italian cars, and I love Italian bikes. It's not a job, it's a passion, working on cars and the resurrection side."

Like Richard Drake, Nick is a one-man band, doing servicing, mechanical repairs and general fettling. "I like to look after the customer. I say, 'Look, this is what the problem is with your car, if you want it fixed, I'll do it'." In terms of general service turnaround, he might get through 10 to 15 cars in a good week. "If I get a GTV come in, by the time I've done a service and a cambelt you're looking at a good day's work. When I worked at Woodlands all those years ago, I did a lot of factory training, even won top UK technician. That was all at head office, and in those days, you'd be doing courses every two or three months on the Uno, Tipo, injections, gearboxes, so I can also repair transmissions too. These days I also get the QV MiTos and Giuliettas in here, but nothing newer, like the Giulia QV – they need special equipment to service them."

Nevertheless, Nick says he'll take on anything, jobs that perhaps other workshops won't undertake, and that's his forte. "I've had people come here when I've had the tops off a V6 and the whole engine is completely stripped, and they'll say, OMG, I didn't realise that's what that entailed, but that's how it is to do a cambelt on a V6, and you've got to use the proper tools, especially on injection and MultiAir systems, where some of the new parts cost £1000."

I reflect that, if you're in the realms of a 156, that's possibly what the whole car is worth. Nick is upbeat: "They are pretty reliable, the 156s, and I think they were the good days of Alfa Romeo; then they changed engine suppliers and went with Vauxhall,



and that put a lot of people off, although they were still beautiful in design."

His personal 155 showcases his business. It looks like a BTCC Silverstone, though in fact it's a 1995 wide-body 155, which he spent 600 hours preparing. "It's only got 47,000 miles on the clock, but it was in a state of disrepair when I bought it. I stripped it back to bare metal, and everything has been replaced including shock absorbers, springs and wishbones."

When he's not working on customers' cars he's grafting on his own. Alongside is a 3.0 V6 GTV Cup, one of only 155 RHD cars made. It has an eat-your-dinner-off-it engine bay: "I did all the mechanicals on this one as well," he says proudly. An apt testament to his prowess.

CONTACT:

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Nick is a one-man band who specialises in tackling jobs that no one else can do, or will do



ALFASHOP: HAPPY SHOPPER

Alfashop goes back to 1982, when Jeremy Wales set up shop in a Nissen hut - formerly Tibenham airfield dance hall - at Tivetshall, south Norfolk. In the early days, he was dismantling Alfas and selling the parts in *Exchange & Mart* by mail order, having completed an apprenticeship at Robinsons, the Norwich Alfa dealer.

As well as a repair shop, his former rural base also provided 6000sq ft of storage space for secondhand components accruing from dismantled Alfa Romeos. Gradually the emphasis of the business switched

from breaking cars to carrying out repairs, and when he and his crew started importing parts from Italy, the operation metamorphosed into its present format, distributing parts to other Alfa specialists in the UK and abroad.

Seven years later, in 1989, the firm relocated to its present site on Beech Drive, just around the corner from the three neighbouring Italian specialists. With a staff of six, the main thrust of the business is spares, followed by workshop, and then car sales. Turnover is just over £1m, 80 per cent of which comes from spares. "We buy quite a lot of parts in bulk, like 20 MultiAir



units at a time, to get the best price," explains Jeremy. "Most of what we do is for 1990s models onwards but we've been going long enough to understand the cars from the 1960s and 1970s - we were brought up on 105 series models."

Alfashop is still asked regularly for parts for the 164, GTV6 and 75 because it continues to be associated

money. You can always find cheaper, but quality is much more important."

Talk turns to values of classic Alfas: "The problem with the Alfetta is that the parts are really difficult to find, whereas you can buy everything for the 105 series very quickly, but there's not enough people repairing Alfettas because there's not the value in the car to

“ The key to our success is sourcing parts: we only sell components we're happy to fit in our own workshop ”

with these models. "The long-term owners still run those cars and they'll need the appropriate spares, but the younger companies haven't got that depth of knowledge or know where to find the correct parts."

As modern Alfas become ever more complex, Alfashop is adapting its business accordingly. "You can't simply tweak something anymore, you have to replace the whole unit, and the key to our success is the careful sourcing of parts: we only sell components that we're happy to fit in our own workshop. We've got masses of contacts all over Europe, and accounts with all the major suppliers: if you buy it right, you sell it right, and that's what we're best at."

"We're very fussy when it comes to fitting parts: if they don't fit well in our workshop, we won't supply them." In general, you get what you pay for, and there's no point in trying to source a cut-price part. "We're not the cheapest, but we aim to give good value for

make it worthwhile. You can't see MiTos or Giuliettas ever being rare and collectable, whereas V6 GTVs and GTAs will always have potential. And the 2.5 156 is a better driver's car than the 156 GTA, because the suspension is more compliant, and the GTA engine is a bit harsh. The 159 1750 turbo is unusual, so there's always going to be value in those."

Jeremy sees a certain continuity in Alfa ownership as people keep the faith. "Back in the old days when people had Alfasuds, it used to be like Swap Shop on a Saturday morning, but they've since grown up, had their kids, and they're back into an Alfa and they turn up in a 156 or a 159. People always come back to Alfa. It's a kind of addiction!"

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Like the enthusiasts who flock through his doors, to Jeremy Wales, Alfa Romeo feels like an addiction





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Baby Boomer

It may be based on a humble Fiat 600 chassis, but Vignale's pretty coupe has a semi-exotic air. This UK-based example boasts some nice mechanical upgrades to match those looks

Story: Phil Ward
Images: Michael Ward





Mike Kason is no stranger to *Auto Italia* magazine, having had several of his cars featured on these pages. His interests have been eclectic, with cars ranging from a Fiat Topolino Giardiniera, an Abarth 1000 OT, a Ferrari 512 BB and a highly modified Fiat X1/g running a Nord Auto Alfa touring car engine. The underlying theme has been excellence in preparation and restoration. His latest project, this superb Fiat 750 Vignale Coupe, is no exception.

With family connections in Italy, Mike set about searching for a 750 Vignale, his quest taking him to the popular Italian used car website, www.subito.it. Even if you are not buying, it is fascinating to view the wide range of cars on offer, and not just classics either. Cars sourced in Italy are usually complete and original. Many are unmolested and have survived in much better condition than exported examples. Mike eventually located his 1962 750 Vignale on the website, a one-owner car in rust-free condition with just 37,000km on the clock.

Being based on the Fiat 600D, most regular servicing parts, both original and reproduction, are available. Mike enlisted the services of Berni Motori to source the parts and to restore the bodywork. Welsh-Italian Tony Berni is well known for his prominent Abarth business but he also deals with specialist vehicles like the Fiat





750 Vignale. Some years ago, he restored my own Moretti 1000 Sportiva.

Although low-mileage, the original 29hp 767cc 600D engine was set aside and a brand new 1050cc 70hp Autobianchi A112 Abarth unit was located via Tony Berni. Visually, the units are very similar, a great benefit being that the A112 engine mates to the 600D gearbox so the crankshaft rotates in the correct direction. A new A112 32/34 carburettor and alternator were installed and new Abarth parts included an alloy sump, uprated driveshafts, new 'old stock' silencer, radiator with an electric fan, Abarth short-belt water pump and front-mounted radiator. Stopping power has been sensibly uprated with front discs and steel rear drums. At first glance, you wouldn't notice the mechanical improvements, which have all been tastefully implemented without compromising the car's appearance.

One really obvious improvement is a set of Borrani wires. They were an option, albeit an expensive one, on many coachbuilt cars in period. Searching on subito.it again, Mike came up with a period set in top condition; not only that but they were also the ultra-rare design with alloy rims. The front suspension has an Abarth transverse leaf spring that allows the car to sit

parallel, and well planted, to the road without the nose-up pigeon-toed attitude of many rear-engined Fiats. The 155/80 x 13 tyres are just right, filling the wheelarches perfectly.

Although in excellent condition, the steel bodywork was stripped back to bare metal and repainted in the original off-white colour. It has to be said that the panel fit on this car is superb and the doors close with ease and precision. While Vignale downsized its Maserati 3500 GT design for the 750 – note the sidelight and rear wing shapes, for instance – it maintained its excellent build quality. Retro-style wings mirrors have been fitted and the alloy headlight bezels, which usually fall off, are steel replacements. Apparently the five-inch light units don't offer much in the way of night-time illumination, though. Finally, the bumpers were rechromed and the electrical system was completely rewired.

Remarkably, the blue interior is largely original, although the seat squabs have been revitalised. The steering wheel and instruments are also original. Sensibly, the tachometer has been modernised internally for improved accuracy.

With barely 100 miles on a brand new engine, our test drive is considerate and brief. The interior is spacious

Borrani wires are a period-correct option and enhance the 'mini-Maserati' profile, despite tiny dimensions



FIAT 750 VIGNALE COUPE



and comfortable. There is lots of glass area which, combined with thin roof pillars, gives great all-round visibility. The rear seats are marginal for use by anyone other than children but the seat back does fold down to provide some loading space that extends under the window to the rear of the car.

The steering wheel is huge and seems to be out of proportion to the rest of the car. It is located well over to the left so the driver feels very close to the door. The whole car feels very well bolted together and is devoid of rattles and squeaks.

The Abarth A112 engine is known for its torque and there is a satisfying pressure on the seat back during acceleration. The longer Fiat 850 diff ratio keeps the revs down and the car can be driven within the broad power band without it feeling busy. Given the 'Abarthised' specification, when fully run in this coachbuilt classic will no doubt show a clean pair of heels to some much larger machinery, and with 70hp and just 604kg, it's sure to be a great performer. 🇮🇹



CARROZZERIA VIGNALE'S STORY

Alfredo Vignale began his career working on car bodywork in 1924 at the age of 11. At 18 years old he was constructing bodies for Stabilimenti Farina and at 24 he opened his own workshop. In 1947 he was building bodies for the Cisitalia 202 Aerodynamic Berlinetta, as designed by Giovanni Savonuzzi. The first car under the Vignale brand was created in 1948, based on a second-hand Fiat Topolino.

There followed a lasting collaboration with designer Giovanni Michelotti. The first product of the Michelotti-Vignale relationship was a custom-built Fiat 1100 Cabriolet. After that, they had a series of successes, among them the Lancia Aprilia that won a class prize at the Concorso d'Eleganza Villa d'Este in 1948, and the Abarth 205 which was much admired at motor shows throughout 1950. Vignale's reputation became truly established when he built bodies of great beauty for around 150 Ferraris between 1950 and 1954. These cars are much sought after by collectors and are now very valuable.

In 1957, Carrozzeria Vignale won the contract to build series convertibles on behalf of Lancia for the Appia at its new plant at Grugliasco, behind the Fiat Mirafiori factory and not far from Bertone and Pininfarina. In 1959 Vignale was able to increase its work on behalf of major clients with the Triumph Italia (built for the Italian

importer Salvatore Ruffino) and Maserati 3500 Spyder, followed by the Sebring, Mexico and Indy.

Among Vignale's achievements included coupe and roadster bodywork for the Fiat 600D and the very successful coupe and spider built on the Fiat 1500 chassis in 1961 and Fiat 850-based cars built from 1964.

In 1965 Vignale started an important collaboration with the English Jensen company and built bodies for around 1000 Interceptors. Almost at the same time, Fiat presented the 124 and 125, which provided the mechanical basis for the Eveline and Samantha coupes, which were produced in small series by Vignale. They were even imported to the UK by Frixos Demetriou.

Vignale is noted for its Gamine roadster based on the Fiat 500 which was a huge success. Although it was building up to 12 Gamines each day, low profit margins, combined with the insolvency of several large foreign customers, led to reduced production and heavy depreciation of the equipment. However, the hardest blow the untimely death of Alfredo Vignale in 1969. Without the guidance of its founder, Carrozzeria Vignale only survived for a few more years. Finally, in 1974, the Vignale name disappeared altogether as it was merged into Carrozzeria Ghia, owned by Alejandro de Tomaso.



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Street Fighter

Intended for the mean streets of Monaco, this Belfast-built wide-arched wonder is an absolute riot to drive

Story & images: Michael Ward





If things had gone to plan, we would have photographed this little monster back in March. But the 'Beast from the East' had other plans and as the location was going to be the famous Harland and Wolff docks in Belfast, we thought that lots of horsepower and an icy surface next to the sea wasn't such a great combination.

So we're grateful that the sun is shining as we roll out this striking little modified Abarth 595, and we won't have any moments like Titanic. As popular as they are, the Abarth 500, 595 and 695 can sometimes feel like they blend into one another, with only a few special editions really standing out from the crowd. That can't be said for this aggressive black-and-orange, wide-body Romeo Ferraris Cinquone.

This striking-looking example is based on a newly acquired 595 Competizione with the Performance Pack option. It is rumoured to have had nearly £47,000 worth of tweaks and mods added to it.

Costing around £10,000, this dramatic

bodywork conversion is not for the faint-hearted, nor for those Abarth drivers who can't read an owners' manual and use Facebook as the font of all knowledge. All four wings, front and rear bumpers, bonnet and bespoke 18-inch alloy wheels are included in the kit. As with all glassfibre bodykits, inevitably you need a fair amount of time physically getting it to fit. You need a lot of patience to get it right.

There are also plenty of options on how to squeeze more power out of Abarth's torquey 1.4 unit. Romeo Ferraris offers several engine tuning variations with power outputs up to 250hp. The tuner's UK distributor, TMC Motorsport of Belfast, also offers the full span of tuning options. Daron Brown, owner of TMC, claims that this particular 595 is pushing out 280hp. That's down not just to clever engine mapping; some very serious engine upgrades are also involved. The pistons and rods are forged, the flywheel has been lightened and larger injectors have been fitted. It also has a







Big front end has function as well as fury, allowing air to flow into the front-mounted intercooler

large front-mounted intercooler which feeds a whopping custom hybrid turbo.

Those 18-inch alloys are manufactured specifically for Romeo Ferraris and are stamped accordingly. The wider offset negates having to use 40mm spacers, which would put undue load on the wheel studs and bearings. Giving the Abarth roller-skate a much wider track enables better roadholding and a more manageable power delivery. This, coupled with world-class Öhlins dampers and front and rear anti-

or throw you across the road into the opposite lane. When accelerating hard, the revs just keep climbing, never seeming to run out of puff. The lightweight titanium exhaust system also isn't brash or boomy and doesn't sound too much like a modified car; it's actually very civilised.

Orange is a very powerful colour to use with black. TMC has used just enough to catch the eye and not burn out the retinas. The custom interior and dash have been retrimmed in Alcantara and leather but are

“ The power has been managed so that it doesn't all come in at once and throw you across the road ”

roll bars, offers much more driveability compared to the standard car.

I've always thought the Abarth 500 family was a bit too choppy and giggly to enjoy properly on the UK's rubbish road surfaces. I would argue that this modified car is so much more refined, but then it should be with the serious investment it has consumed.

On the road, the power has been managed so that it doesn't all come in at once and shred the front tyres

not overdone. The rear seats have been removed (Biposto style) and replaced with a large subwoofer (show car style). There's a wealth of carbonfibre inside, all of which looks and feels high quality and not just stuck on. The car was going to be fitted with orange race harnesses but that was thought to be just a step too far for a road car and just a bit too much orange!

Blasting from traffic light to traffic light and thugging around the Belfast dual carriageways, the

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Abarth is in its element, but it's the B-roads where it really stands out. The front end is grippy and doesn't wash out when carrying speed through the bends. The steering still feels a little rubbery, as it does on the standard car, but the suspension is a revelation. The Öhlins system really does the job and smooths out the ride which would otherwise be bit harsh and jolting.

The transmission is the standard manual five-speed with factory limited slip diff, and not the six-speed Punto unit as fitted to the Trofeo cars - there really isn't the room here.

Taste is a personal thing and clearly this car won't be for everyone, be it the colour, body kit or the price. As it is, this little fighter is destined for a new owner in Monaco, where I think it will fit in just perfectly. 🇮🇹

WHO IS ROMEO FERRARIS?

Romeo Ferraris is not some newly formed social media tuning parts shop. Based in Opera, near Milan, the legendary tuner has been improving cars and winning races since 1959. It's even dabbled in offshore powerboats but back in the day, the humble Fiat 128 benefited from the company's attentions. Not just adding carbs and a cam, the 128 had its own bespoke cylinder head design which enabled an eye-watering 156hp at 11,300 rpm from an 1100cc unit. These cars were eventually banned by the SCCA in the US.

The company is now run by Mario Ferraris and has, in recent years, made a name for itself in the TCR International race series with its race-winning Alfa Romeo Giulietta 1750 tb. This has led to more Giuliettas being prepared for the 2018 WTCC season, tempting a well-known name out of semi-retirement: Italian legend Fabrizio Giovanardi will be back in a World Touring Car for the first time since 2006 and 13 years since he last drove an Alfa Romeo.



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Turin Flare

We've unearthed a true treasure trove of images captured at the 1971 Turin Show. In the first in a series of period photography retrospectives, you can almost smell those 1970s vibes...

Story & images: Richard Heseltine

Even by its own lofty standards, the 53rd running of the *Salone dell'Automobile* in Turin was an event to remember. More than 540 exhibitors, including 64 car manufacturers and 15 coachbuilders, descended on Turin in November 1971, the show witnessing the unveiling of several landmark future classics. And the Gianniini 128NP, of which more later.

Alfa Romeo used the exhibition to trumpet the arrival of the new Alfasud, while Ferrari and Pininfarina unleashed the time-defying 365 GT4 BB to an awe-struck audience. Not to be outdone, Bertone unveiled the definitive Lancia Stratos HF outline, while Ford's Ghia studio revealed the Ercole Spada-penned GT70 which was mooted for production but sadly remained stillborn. Throw in a new Fiat (the 128 Sport Coupe),

an Abarth-ised Autobianchi A112 and assorted wackiness from the likes of Zagato, Coggiola and Coriasco, and it's enough to make you pine for a time machine. Join us as we look back at our highlights from 47 years ago via these never-before-published images. You can almost smell the coffin nails and cheap cologne.

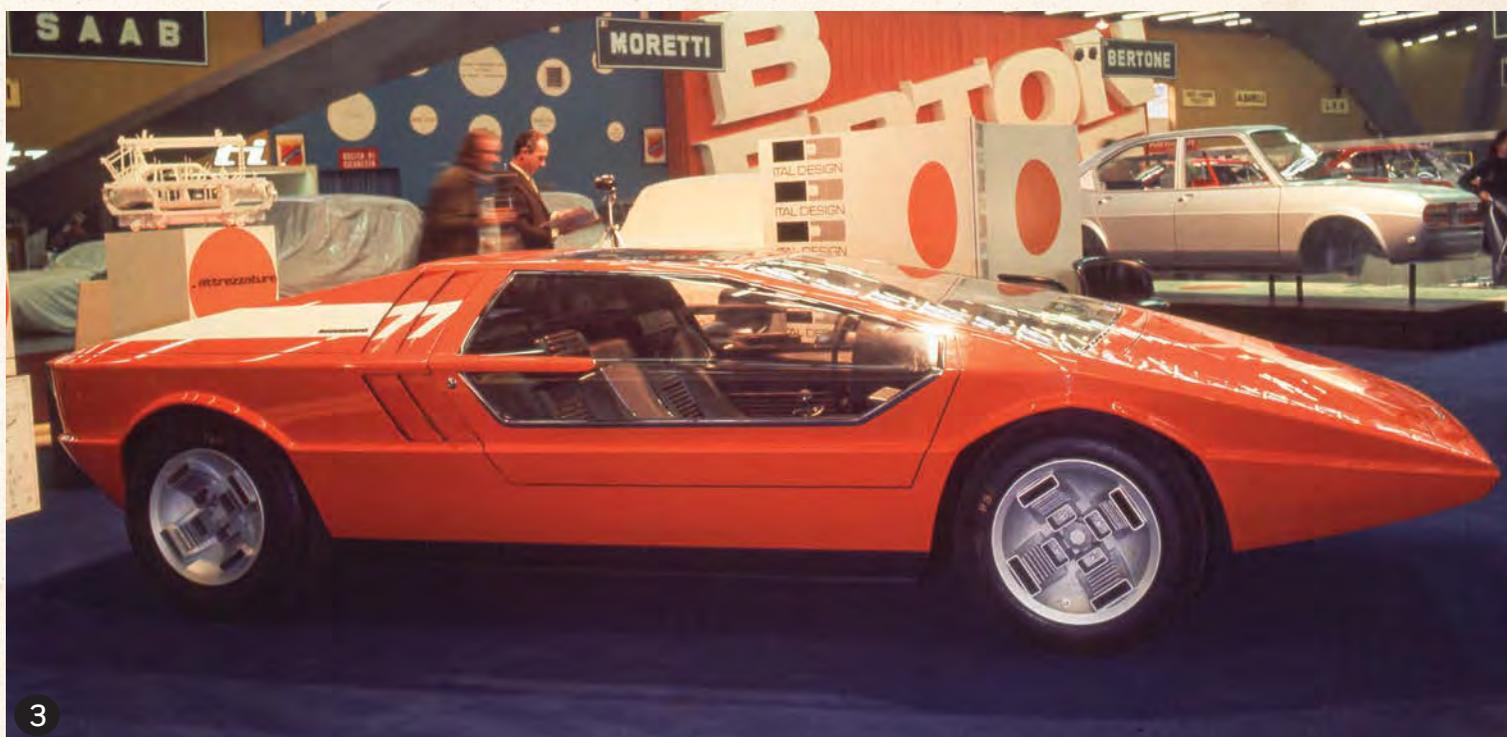




01. Ford's GT70 was constructed with rallying in mind. Ercole Spada of Ghia was tasked with shaping the production version which would have featured a Cosworth BDA four or Ford Cologne V6 power, but the car pictured here remained a full-scale model. Just to add to the confusion, the design has also been attributed to Filippo Sapiro...

02. Ready for a forest stage. Bertone's resident Magic Marker-wielding genius, Marcello Gandini, produced the prototype Lancia Stratos HF a year after the original Stratos Zero concept first broke cover. Resplendent in matt blood orange, it was the star of a show that hardly lacked big draws.

03. Giorgetto Giugiaro went for broke with his ItalDesign Boomerang. This bright orange projectile cast a long shadow and helped popularise the 'origami' styling fad. The 1971 show car was a mere mock-up but a complete runner appeared subsequently.





04. Pininfarina was still completing the Ferrari 365 GT4 BB show car on the eve of the event. It was pushed onto the stand at 10.30am on the opening day. The Turin styling house also displayed an NSU Ro80-based device which was described in *Road & Track* magazine as “aesthetically appalling.”

05. Several coachbuilders displayed their takes on the Fiat 127. Francis Lombardi produced a well thought out four-door version, while Coriasco produced this handsome two-door *prototipo*. An estate car variant with a conventional 127 front end was also displayed by the Turin *carrozzeria*. Neither was adopted for production, and Coriasco remains better known for its commercial vehicles.

06. It's hard to believe that the basis for Zagato's stand-filler was a 1961 SWB Ferrari California Spider. The car was acquired by Luigi Chinetti Jr in 1969 and





7

dispatched to the most characterful of Italian coachbuilders with a view to displaying at the 1970 Turin Show. However, endless detail revisions saw its release postponed for a year. The angular styling was the work of Giuseppe Mittino.

07. Italdesign enlivened the standalone 'Carrozzeria Hall' with a raft of show-stoppers, including the Caimano ('crocodile'), a Giorgetto Giugiaro-designed Alfasud-based one-off which was reputedly created in a hurry. It was displayed minus running gear but was later made driveable.

08. According to the accompanying press release, the new Alfasud was aimed at "millions of potential owners in the middle-income bracket." The car was warmly received, for the most part, even if a few event reports thought such a car was perhaps unbecoming of a marque such as Alfa Romeo.



8



This truly bizarre - not to say hideous - creation is called the Baldelli Murena. Made in Sicily, it was Abarth powered



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10. Rome tuning firm Giannini had a relatively large presence in Turin, displaying several hotbed Fiat 127s and 128s, an 850-based 2+2 *thing* plus this monstrosity. Designed, if that's the right word, by Adolfo Melchionda, and based on 127 running gear, its misshapen glassfibre body was, according to virtually all event reports, badly moulded and also damaged in places. It remained unique. Shock.

11. Former Ghia designer Sergio Coggiola, who went it alone in 1966, had shown his Volvo 1800ESC (aka Viking) at the Paris Motor Show a month before it appeared under the lights in Turin. Coggiola had form with Swedish marques, his resumé also including the Saab Sonnett III production car. This shapely GT, by contrast, remained unique.

12. Fiat unveiled the 128 Sports Coupe in Turin, *Road & Track* going as far as to describe it as "the second most important car at the show [after the Alfasud]." Fiat announced four different versions, the PR bumf promoting the 1300-engined versions as being "genuine 100mph cars."

13. Fiat-Abarth used the Turin show to introduce its new Formula Italia one-make race series. Cars featured a 1608cc 'four' allied to a five-speed Lancia Fulvia 'box. This single-seater category would go on to launch the careers of future stars such as Bruno Giacomelli, Ricardo Patrese and Michele Alboreto.



13



11



12

14. The De Tomaso 1600 prototype was never intended for production. Company founder Alessandro de Tomaso had spotted Bertone's Fiat X1/9 being mocked up in a small Turin body shop and instructed stylist Tom Tjaarda to produce a close crib by means of a wind-up. Tjaarda later admitted: "The X1/9 hadn't come out yet. When Nuccio Bertone saw it, he turned white."



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CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Amelia Island Concours d'Elegance

In March 2018, the great and the good descended on Amelia Island in Florida for the 23rd annual concours event

Story & images by Keith Bluemel



The 23rd edition of the Amelia Island Concours d'Elegance once again occupied the 10th and 18th fairways of the Golf Club of Amelia Island, adjacent to the Ritz-Carlton Hotel. Over 300 cars and motorcycles awaited the attendees' delectation. They say lightning doesn't strike twice, but this definitely seemed to be the case as the weather forecast for the traditional Sunday show was ominous, as it had been last year. The decision was made once again to bring the show forward to Saturday. As it turned out, lightning didn't strike twice, as Sunday's weather was just as good as Saturday's, but

the deed was done and Saturday it was. As per last year, Saturday's 'Cars & Coffee' gathering, normally held on the main show field, was transferred to the free-to-enter MotorXpo field across the street.

As a prelude to the main event, three major auction companies held significant auctions. RM Sotheby's sale was on site at the Ritz-Carlton, with Gooding & Company at the nearby Amelia Island Plantation, and Bonhams at the Fernandina Beach Golf Club. Others from Motostalgia and Hollywood Wheels also took place in the locality.

At the Bonhams auction on Thursday, the top sale was a 2015 McLaren P1, which sold

for \$1.71 million. A 1968 Ferrari 330 GTC made \$545,100, while world auction records were claimed for two Porsches.

Gooding & Company's auction on Friday realised the highest overall total sales of the 'Big Three' at over \$35 million, with a 95.4% sell-through rate, and 14 cars achieving \$1 million plus figures. Amongst the Italian offerings were a 'barn find' pair that had lain together since being garaged in 1991: a 1966 Ferrari 275 GTB 'Long Nose' model with very rare alloy bodywork, and a 1967 Shelby 427 Cobra. The Ferrari eventually sold for \$2.53 million, the Cobra for \$1.045 million.

RM Sotheby's posted \$27.7 million in sales.



The top number was claimed by a 'matching numbers' 1966 Ferrari 275 GTB, which sold for \$2.205 million, while a 1930 Isotta Fraschini Tipo 8A S Boat Tail Cabriolet was hammered at \$1.27 million.

Each year, a motoring personality is chosen as the honoree of the show. This year the recipient was the 1972 and 1974 F1 World Champion Driver, and two-time Indianapolis 500 winner, Emerson Fittipaldi. As is the custom, there was a class dedicated to the cars that he had driven during his career.

The concours always has a number of special features amongst the various

classes, of which there were 35 this year. Some of the most popular feature classes featured Italian cars. It was the 60th Anniversary of Luigi Chinetti's North American Racing Team (NART), and the 50th Anniversary of the Ferrari 365 GTB4 Daytona, while there was a major celebration of one of motor racing's most iconic liveries, the red-and-blue colours of Martini Racing.

The display of Martini-liveried cars was a real treat for Lancia and Porsche fans. John Campion's superb collection of racing Lancias consisted of a Beta Monte Carlo Turbo, LC1 and LC2 sports prototypes, Delta integrale,

S4 and 037. Perhaps the most attention, though, was paid to John's Martini-liveried Fiat 242E service van, complete with an 037 front clip on the roof rack.

As might be expected, the NART class was predominantly Ferrari, predominantly red and predominantly competition car-orientated, apart from a lone 1968 Corvette that the team had run at Le Mans, a 275 GTS4 NART Spider and a 365P 3 Posti, one of two of the central driving position examples built. There were also NART connections in the Ferrari Daytona class, with a 365 GTB4/C and a trio of special-





bodied examples commissioned by Luigi Chinetti Jr.

Apart from the cars mentioned, the other classes had a vast selection of interesting vehicles of great diversity, including further Ferraris and other Italian exotica, making it difficult to take in everything during the course of the day, particularly when you added in the manufacturer displays and trade stands.

A 1963 Ferrari 250/275P from the JSL Motorsports Collection was awarded the prestigious Best in Show Concours de Sport Trophy. This car won the 1963 Nürburgring 1000km race, driven by John Surtees and Willy Mairesse, as well as the 1964 12 Hours of Sebring with Mike Parkes and Umberto Maglioli.



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Techno Classica

Why on earth should the Italian car enthusiast go to Germany?
For the sheer scale of what's on show, that's why

Story & images by Axel Catton



Does it make sense for enthusiasts of Italian cars to travel to Germany to buy a car or look for that elusive part? It sure does if you travel to Essen, which is served by airports in Düsseldorf and Dortmund, each just half an hour away. A day trip isn't out of the question.

For 30 years, the city in Germany's northern industrial heartland has hosted the Techno Classica show, a formidable display of everything you can think of in the classic car world.

The battle between Essen's Techno Classica and Stuttgart's Retroclassics over whose show is bigger was brought to the boil this year since both events were held on the same weekend. Madness. While Stuttgart boasts more exhibition space, Techno Classica this year registered 188,000 visitors over a period of five days, more than any other show. Some 1250 dealers and suppliers offered 2700 cars for sale, as well as tons of parts and automobilia, spread out across 14 halls and numerous outside sales areas.

Traditionally, Germans love Italian cars:

Fiats to every possible Alfa model, Ferraris to Lamborghinis. This has led to a great pool of classic Italian cars fuelling aftermarket parts manufacturers and suppliers. Entire halls were dedicated to parts bins: hundreds and thousands of electrical parts, lights, door handles, seats... you name it. Many of the specialist dealers and suppliers in Essen are Italian, bringing their wares directly from Italy. "It makes sense for me to come here, as Germany is one of my biggest markets," said Rossano Brambilla from Italian accessory



manufacturer, Virginio Brambilla. "It also helps me gauge what I could be doing next."

Essen is not just about the high end of the market. There were literally hundreds of regular, affordable classics for sale inside the halls and outdoors. Whether a 1980s Alfa Spider or a 1960s Maserati, Essen had them all. For many who already own a classic, the show is also a prime destination in the search for restoration and parts specialists. Essen's strength is its diversity. Whether you are looking for an original Battaini jack for a Lamborghini 400 GT or a

brochure for an Alfaetta, if it's on the market, it will surely be here.

Essen tries to dedicate each of the 14 halls to a certain theme. For example, hall 7 was the VW Group hall, with displays by Audi, VW, Škoda, but also Lamborghini and Bugatti, while hall 1 had everything you could think of in the Mercedes world. In addition to a sea of Italian parts, there were also (German) clubs dedicated from anything from Alfa to Zagato. Now, how much sense does it make to get in touch with a German Alfa club, you might ask. But given the size of everything that is

German, these clubs often have great parts remanufacturing activities going on that UK owners can benefit from as well.

So, last but not least, what about prices? Understandably that's where the big German show falls down slightly. All cars command what cynics call the 'Essen tax', a sharply inflated sense of value by most all private and trade sellers. Nevertheless, for those who like the 'kid in a candy shop' feeling, the chance to immerse themselves into the world of their specific brand, Essen is definitely worth a trip.



TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET

PHIL WARD



ALFA ROMEO GT 3.2 V6

Six months into Alfa Romeo GT 3.2 V6 ownership and I am still coming to terms with the fact that the GT is not the '156 Coupe' that I expected it to be. It's a completely different animal. With its amalgam of 156 and 147 parts, I was expecting the same characteristics and driving experience as my previous 156 V6, but this is not the case.

The heart of the 156 V6 is the superb 2.5-litre engine mated to a very slick six-speed gearbox. The feedback from the free-revving engine is great, with performance that's guaranteed to put a smile on your face. While the GT's creamy 3.2-litre Busso V6 provides an additional 48hp, the driving experience is completely different. Yes, it feels more powerful than the 2.5 and it has a much broader spread of torque, but it lacks excitement. Eyes front and the impression is of one of effortless, endless acceleration. Eyes in the rearview mirror and that car at the traffic lights is rapidly disappearing into



the distance.

I have yet to check the details but I reckon that the GT's gearbox is a different unit to the 156, it definitely has a heavier feel and a longer throw.

Alfa Workshop has fitted a 4H-Tech C630 Shortshifter to my car, the manufacturers claiming a 30% reduction in change speed, and it has made a significant improvement.

It's easy to install, with convenient access to the gearbox provided by removing the battery.

While mentioning the battery, I had a most alarming experience on

the motorway with a full house of warning lights illuminating and manic instrument needles. Thankfully the engine was unaffected and I was able to divert to Alfa Workshop





for assistance. A quick diagnosis revealed the culprit was the 70-amp fuse mounted on top of the battery. Apparently, unlike conventional hot wire fuses, they begin to fail, with intermittent contact causing the dramatic indications. I have owned numerous 147s and 156s with similar battery connections and have not experienced this issue before. It's definitely worth carrying a spare fuse!

While the previous owner had made the effort to repaint the front brake callipers and apply new logos, regrettably he didn't replace the discs at the same time. When I obtained the car, there was flutter under hard braking, and while the discs did not appear to be worn they were obviously warped. With

the condition becoming worse, the discs and pads were replaced and my attention turned to the 'clicky' clutch pedal. Despite lubrication to the master cylinder pushrod, the irritation persisted so a new master cylinder was fitted – problem solved. The clutch operation is now light and smooth.

I am using the car regularly now but I have not completely bonded with it. For my preference the front suspension set-up needs improving. The ride is not as harsh as the 156 GTA's but nor is it as compliant as the 156 V6's, especially at low speed over speed bumps and poor road surfaces. Alfa Workshop reckons that the 3.2 engine is no heavier than the 2.5; overall the GT weighs in at 1385kg while the 156 V6

Sportwagon is 1330kg, so not much in it. Quite why a so-called GT car should have sporting suspension I do not know. My car runs on 17-inch GTA wheels; I would imagine that the optional 18s make the ride worse. Downsizing to 16-inch teledials would help but the GT has larger diameter brakes so the wheels would not fit. I have tried running lower tyre pressures, which helps, but the steering – already on the heavy side – is affected, as is tyre wear. Spending big money on an aftermarket installation only to find that it is no better than the original – or worse – is a big risk. It has been suggested that adopting 156 2.5 V6 suspension would provide a better ride. If anyone has done this I would certainly welcome the feedback.



WRITE TO THE EDITOR AT: **AUTO ITALIA, GINGER BEER PROMOTIONS LTD, ENTERPRISE HOUSE, BUILDING 52, WREST PARK, SILSOE, BEDFORDSHIRE, MK45 4HS**
OR EMAIL CHRISREES@AUTO-ITALIA.NET

DESIGN ITALIA

I read your May 2018 editorial piece with interest. I agree in part that car design has become somewhat diluted in recent times. Yes, some designs can be seen as 'lazy' or 'following trends' and even 'copying' but aren't there many more constraints on design than there used to be?

Safety now plays a huge part in car design, as well as EU regulations. Correct me if I am wrong but it is my understanding that bonnets have to be within a certain height from the ground, the whole front of the car has to incorporate a crumple and pedestrian crash zone. As such, the engine and peripheral components have to be a certain distance from the bonnet itself. Add to this side impact protection systems, rear impact and crumple zones, and we can see how car designers have a difficult job. Cars are also getting wider and heavier, something I'd like to see reversed. Gone are the days of angles and edges. Italian car designers have had to say goodbye to the snout low-nose days of the Countach and De Tomaso Pantera.

The exemption seems to be for designing a SUV or an off road vehicle when designers are allowed to create any slab-sided monstrosity they see fit – the Lamborghini SUV effort being an exception.

I for one am always impressed and amazed by car design and the imagination car designers

have. It goes without saying, and I'm sure most of us will agree, that there is only one country which excels beyond all others when it comes to car design. Italy's output is prolific and exemplary. Not only that, but for every designer we know, there are several others we don't. *Auto Italia's* 'Obscurati' feature in every issue testifies and enlightens me to this. Great magazine.

Mark Scotchford

ABARTH PROTOTYPE AT RACE RETRO

A few weeks ago, I visited Race Retro and enjoyed wandering around seeing a wide range of cars and many old friends. I descended to the depths of the Autojumble in an unheated cattle shed. It seems incredible to me that the premier historic racing car show in the UK cannot do better. As my pace quickened to leave the near-freezing environment, I was surprised to see the remains of an Abarth prototype. I recognised it as a car that I had surveyed for Bonhams a couple of years ago. What a comedown, I thought – it had been an 'assembled' show car in sunny San Marino and was now a dismembered pile of bits in a freezing cow shed.

When I first saw the car fresh from the Maranello Rosso collection, it looked good from a distance. On closer inspection it was obviously a show car without any pretence of being a complete car. At that time, it wore some

lovely Abarth Campagnolo wheels and a nicely done fake engine. Someone had gone to the trouble of slicing off the rear end of an Abarth engine and fixing it to a steel frame. I remember being rather disappointed when I stuck my head under the rear of the car to find fresh air! In turn the frame was fixed to some parts of UK origin – all very Heath Robinson. It seems a shame that the display car has been dismembered and the 'fake' engine and Campags lost – it would have looked good in someone's reception area.

In common with the other Maranello Rosso cars there was little or no paperwork, so I have no knowledge about the production of this item. The weight of the bodywork suggests to me that it may have been a prototype shell, perhaps used for aerodynamic purposes. It was certainly never a racer unless there was a 'heavyweight' 2.0-litre class!

I must say how much I enjoyed Peter Nunns *I, Robot* article about the Strada Abarth 130TC. I too, was lent one by Fiat back in 1983 and remember it for its cracking performance, hard seats/ride and an amazing desire to consume petrol. When Middle Barton Garage started in 1987, I bought a 130TC and learnt about this car of great character. In those days, we serviced and maintained quite a number of 130TCs but as the years passed, the hot

Strada largely disappeared. I drove mine all over Europe and enjoyed it immensely. A change from Solex carburettors to 40DCOE Webers transformed both the performance and the fuel economy. It is still the only car that I've owned that would quite easily exceed the red line for RPM in fifth gear!

Today we still supply parts for 130TCs and in fact sold our last new exhaust just a couple of weeks ago. There is a small but dedicated band of owners in the UK and long may there be so.

Tony Castle Miller, Middle Barton Garage

RITMO NOSTALGIA

The Fiat Ritmo/Strada anniversary article brought back many fond memories of these good old little Italian runabouts. They were very popular in the Middle East and North Africa regions, whether on road or race track. They made their way to Morocco, Algeria, Jordan, Syria and countries in between, especially in Egypt where motorists also drove locally assembled versions. I say 'was' and 'were' because they've all disappeared. You would be lucky indeed if you saw one now, the Series I in particular.

Speaking of which, the enclosed photograph shows a Series I Abarth Ritmo 125 TC group 'S' rally car entrant, taken during a local event in Lebanon in spring 1993.

Mohammad Ayyad, Jerusalem

BRAVO, BRAVO

Just read the impressive Buyers' Guide article on the Abarth Punto (and the whole magazine, come to that) and scrolled through the back issue numbers for the latest Bravo. The one I'm after in particular (2.0 Sport) doesn't appear to have been covered, at least not on its own. I've been searching for a good example of this but there don't appear to be many in-depth reviews.

Am I right in saying the engine is the same or similarly as in Vauxhall's Astra? Having owned several Italian models I am currently 'without' and suffering from withdrawal! Keep up the great work.

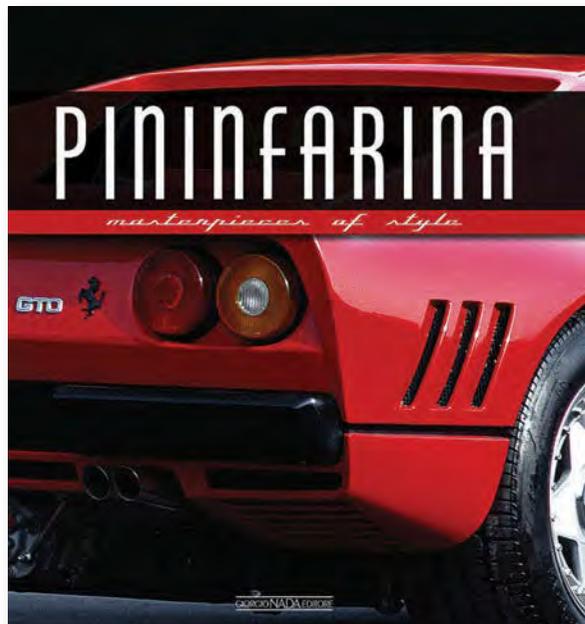
Carl Stacey

We did a Fiat Bravo Buyers' Guide in Issue 207, following a Bravo group test back in Issue 202. And you're right: Fiat did indeed provide diesel engines (1.9 and 2.0-litre) en masse to Vauxhall – Ed



BOOKSHELF

REVIEWS OF THE LATEST TITLES



Pininfarina:
Masterpieces of Style
By Luciano Greggio
Giorgio Nada Editore,
ISBN: 978-88-7911-700-5
£50.00

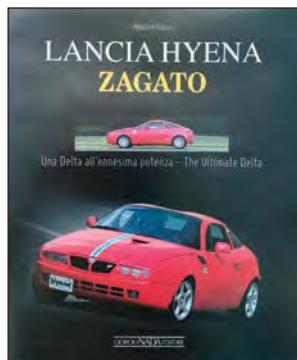
Summarising the entire story of Pininfarina in a single 216-page volume may seem impossible – in fact, it really is – but this book is your best chance to encapsulate such a long and eminent history in one tome. After all, Pininfarina is approaching its goth birthday and has done probably the best coachwork of any Italian carrozzeria on just about every car make going.

Some of the choices of featured cars are a bit odd (Peugeot 505 – really?) but on the other hand there are plenty of jaw-dropping cars to make up for it: Alfa 33 Coupe Speciale, Ferrari Modulo, Ferrari 375 America, Lancia Aurelia specials and experimental prototypes. In between are trailblazers like the 1947 Cisitalia 202, iconic

production models like the Alfa Romeo Giulietta Spider and Duetto, Lancia Aurelia and Fiat Dino Spider and the 124 coupé,

Perhaps the stars of the book are the huge number of achingly gorgeous Ferraris bodied by Maranello's coachbuilder of choice, from 250 GTs, via the 365 'Daytona' and 246 Dino to the Testarossa and 288 GTO. And Pininfarina is one of few Italian design houses whose output comes almost up to the current day with barely a blip in quality.

Most of the hundreds of images are period shots, with just a few

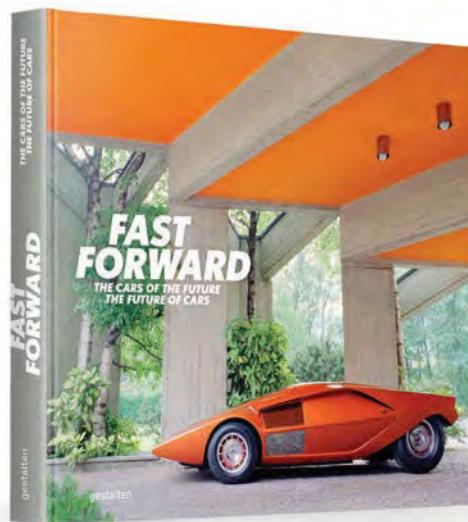


modern ones thrown in. The text is entirely in English, too – even though some of the translation is a bit clunky in places. I also never knew Pininfarina designed Lavazza coffee makers.

Fast Forward:
The Cars of the Future,
the Future of Cars
By Jan Baedeker
Gestalten
ISBN: 978-3-89955-902-6
£50.00

This sumptuously produced book examines a fascinating subject: visions of the future as seen in their day. It's the history of forward-looking concept cars, which means a very large percentage of the book is populated with Italian design house fantasies.

From Bertone's Stratos Zero, which graces the cover, to the current-day Touring Disco Volante, there is a rich stream of Italian designs and designers represented here. Just some of the highlights include the Alfa Romeo BAT series, Ghia's Supersonic, Giugiaro's Corvair Testudo, Gandini's Lancia Sibilo, Pininfarina Ferrari Modulo, Lamborghini Marzal, Maserati Boomerang and Alfa Romeo SZ.



Over 304 pages, the text is thoughtfully elucidated, the layouts superbly presented and the imagery does full justice to the subject matter. There are also exclusive interviews with designers like Flavio Manzoni, Ferrari's current Head of Design.

Lancia Hyena Zagato:
The Ultimate Delta
By Maurizio Grasso
Giorgio Nada Editore,
ISBN: 978-88-7911-624-4
£25.00

If you love the Lancia Delta integrale (let's face it, who doesn't?), you've got to give kudos to Zagato's Hyena, which is basically a rebodied integrale, of which just 24 were made from 1992 to 1996. No question, the

Hyena is in my Top 10 Italian cars of all time.

Mostly, this book is a triumph. In its 200 pages are well over 300 images (including early, previously unpublished sketches) plus extensive text in Italian and English. There's a good slug of info on Lancia's rally heritage and the Delta, of course; in fact, it's not until page 69 that you see your first image of the Hyena. Then there's loads of great background info on the car's development at Zagato, the pivotal role of Dutchman Paul Koot and the special attributes of the Hyena,

The final third of the book is devoted to profiles of each one of the 24 Hyenas built, which might have been more interesting, had the images not been mere computer-generated copycat images in different colours. Still, this is surely the one and only book that will ever be published on the car – and if you're a fan, you should get one while you can, especially as the launch price of over £40 has now come down to just £25.

COLLECTORS' GUIDE

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

Maserati Quattroporte III

The very last of the 'classic era' Maseratis, the third-generation Quattroporte is sophisticated, rare and great to drive – as well as being very good value

Story: Andy Heywood
Images: Michael Ward





When Alessandro de Tomaso took over at Maserati in 1975, he was keen not only to distance the company from its recent Gallic past but also to create a more back-to-basics approach.

Maserati's engineering and design ambitions under Citroen had, in his opinion, become too complex and costly, especially as the exotic car world was entering a recession resulting from the oil crisis.

The Maserati Khamsin had gone into production but was selling very slowly. Designers Gandini and Giugiaro pressed on with two very unusual designs for a new four-door car. The Quattroporte II that Gandini designed at Bertone used the running gear from the Citroen SM, which for De Tomaso meant too much complexity and not enough Maserati DNA – it was front-wheel drive after all. De Tomaso stopped development immediately.

Down the road at ItalDesign, the uncompromising angularity of the Medici concept

car was to prove that, left to his own devices, even the mercurial Giugiaro could get carried away and that his origami period may well have reached an illogical conclusion.

Even the Medici II, a reworking of the original, did nothing to impress the new Maserati boss.

While considering his options, De

Tomaso attempted to bolster cashflow by coming up with an interim model, the Kyalami. This hybrid of his existing De Tomaso Longchamp chassis and running gear with a Maserati V8 engine and a reworking of Tom Tjaarda's original Longchamp body by none other than Frua went on sale at the end of 1976, only one year after De Tomaso took over. The Kyalami was never homologated for the US market (Maserati's largest)

and consequently only sold in very small numbers.

However, it did manage to buy De Tomaso some time to develop his next model, the Quattroporte III.

This was the first time in the history of the company that a new model was conceived with the emphasis more on marketing and production than on engineering. De Tomaso knew instinctively which ingredients would be required and what would be his target market. The existing Maserati four-cam V8 engine was an essential part of the magic, as was relying on the well-established and respected Quattroporte name – the first series four-door Maserati had been a very successful model for the company in the 1960s. Development time could be shortened and costs reduced if he utilised existing components for the running gear, and if the car were simpler in its conception and production then it would be quicker to build. Finally, with the oil crisis hindering European sales for the foreseeable future, why not make a car with more appeal to a market less affected, like the USA?

The sub-structure of the Quattroporte III looked very much like a stretched Kyalami, which in turn could trace its roots back through De Tomaso Longchamp and before that to the Deauville. The latter had been De Tomaso's 1972 take on the Jaguar XJ6, including a facsimile copy of the Jaguar independent rear suspension system, which was now adopted by Maserati. As on Jaguars, this system used a Salisbury axle, mounted in a subframe with the driveshafts forming the upper suspension location. Twin springs and dampers on both sides supported the car and the brakes were inboard vented discs by Girling. At the front, again carried through from the Deauville, was a double wishbone system with vented Girling discs. The main metalwork was steel and very strong, though the chassis was crude compared to Maseratis of old, featuring square tube of shipbuilding proportions.

While the engine was already familiar to the cognoscenti, some further detail work was carried out in order to update it for use in the Quattroporte. The main bearing size was reduced and the oil system modernised to counteract previous complaints of oil starvation. A new water pump was designed to take up less space in front of the engine and an air pump was added to 'filter' exhaust emissions. Otherwise, the all-aluminium four-cam V8 with four twin-choke Weber





DCNF carburetors and that emotive crackle-black finish was just as expected. The standard capacity was 4.9 litres, with a 4.2-litre version available to special order. The transmission was one of the few unique choices, being a Chrysler TorqueFlite automatic that had not been used by Maserati or De Tomaso before, although a ZF five-speed manual (the same as in the Khamsin) was an option.

For the body design, De Tomaso went back to Giugiaro but with a clear brief: make it simple, elegant and appealing to the Americans. Giugiaro achieved that and more with a design that also showed his understanding of Maserati heritage. At the front, an imposing grille and four headlights led to a large glass area and a sweeping tail with dual protruding exhaust pipes. By European standards, this was a very large car, being just shy of five metres long and weighing 1938kg. However, for the Americans it was almost compact.

The Quattroporte III was announced to the world at the 1976 Turin Show. That car was a prototype, displaying some features that would not make production, like slimmer bumpers and Longchamp wheels, but for De Tomaso, the publicity boost was

essential. It showed that he meant business at Maserati and that he had ambition. Unfortunately, it would be three frustrating years before serious production could begin.

Maserati's cashflow was in dire straits and De Tomaso had to play hardball with not only the labour unions but also his suppliers to stay afloat. This inevitably led to delays in the development of the Quattroporte but much more pertinent was the amount of time and money required to meet the ever more Draconian US emission and safety legislation. A less determined megalomaniac would have packed up and gone back to breeding horses in Argentina but De Tomaso fronted it out with a wry smile and a big cigar.

Finally, in 1979, production started in earnest with 120 examples built that year. Exports to the USA started in 1980 and the numbers for that year went up accordingly to 390 examples. This

Pamperingly plush cabin has a very 1980s feel. Manual gearbox was available as an option to TorqueFlite automatic





Economy gauge is a bit of a travesty. It takes a lot welly to get the heavy QP III moving, so fuel economy isn't a great strength

helped make it Maserati's best year since 1974. During the first half of the 1980s, the Quattroporte III went on to be one of its most successful models, selling 2102 examples in total. De Tomaso had captured the zeitgeist both in Europe and the USA. In Europe, a Quattroporte was perceived as less ostentatious than the products of its competitors and discretion was a desirable attribute, especially in an Italy fraught with kidnapping and political turmoil. The Italian Head of State, Sandro Pertini, used a Quattroporte, for example, apparently even turning up to a meeting with Enzo Ferrari in one.

In the USA, the Quattroporte was a cool style statement and became something of a Hollywood star, featuring in films like *The Running Man*, *Rocky* and on TV in the legendary *Miami Vice*. Its most important starring role, however, was in *The Godfather Part III*. Until the modern era, it was the most-featured Maserati on film. Times were changing and Maserati's clientele was too. The old-school, old-money royalty of times gone by was giving way to the modern rich of music and film.

Once in production, there was very little development

because De Tomaso was already on to the next thing, which was of course the Biturbo. The heating control system was updated to use Biturbo parts in around 1984 but it was not until 1987 that there was any significant change. For a car that could trace its engine design back to 1963 and its chassis to 1972, to have lasted this long was already impressive, but sales had slumped against the weight of much more modern opposition. Maserati decided to celebrate what really was the end of its classic era with a final version of the Quattroporte called Royale.

The Royale featured minor detail changes on the outside such as wheel trims and stainless-steel sill covers but it was on the inside that most of the changes could be seen. The wooden dashboard inserts were now made from walnut instead of briar wood and the clock was a Lasalle oval with gold trim, like the later Biturbo. The interior was trimmed entirely in leather of a much higher quality than the standard car and some 'regal' touches were added, such as pewter goblets in natty little cubbies in the B-pillars, pull-out walnut picnic tables and even an optional fridge for rear passengers. Mechanically, there was no difference to the 4.9-litre V8, save for a change from black to red for the crackle finish on the cylinder heads. Like any limited edition, it was disproportionately expensive



(nearly twice the price of the standard car) and only 53 examples were sold, the last one in 1990.

Maserati never made the Quattroporte III in right-hand drive and never officially imported it to the UK. The position of the starter motor on the side of the engine precluded fitting a RHD steering rack, although two of the few personal imports were subsequently converted using Kyalami parts. At the end of the run, three Royales were sold new in the UK by the importer, Meridien Modena.

DRIVING IMPRESSIONS

The idea of a sports car in a saloon body has eternal appeal to the enthusiast. It was something that Maserati got right with the first Quattroporte and repeated with the third series. This extraordinary engine shows its character from the start, with a time-honoured throttle-pumping of the Webers, followed by a roar as throats are cleared. Even with the three-

lack of gearing being the limiting factor. Certainly, a cruising speed of well over 100mph was comfortable.

The one dynamic area where the car is weak is the brakes. With a large vacuum servo and vented discs all round, ultimately the brakes do work, but pedal travel is long and the feel spongy, which does not inspire confidence. In the cut and thrust of busy modern motorways, allowance for this must be made. It's a shame because otherwise the cars are surprisingly agile and great fun to twirl around country lanes.

Of course, this is really a luxury saloon and a comfortable place to travel; "Deep leather seats as plush as an English Gentleman's Club," said *Road & Track* in period. Air conditioning is standard, along with electric windows and electrically adjustable seats. They even have a heated windscreen. But the most pointless accessory of all (yes, even including the pewterware) is the economy gauge. This is nothing more than a basic vacuum gauge but with

“ The Quattroporte compared well to Rolls-Royce in terms of exclusivity and luxury – it's no wonder it did so well ”

speed automatic transmission, acceleration is brisk and the gearchanges sharp. But it is the steering which is the single most impressive factor. The ZF hydraulically assisted rack has the most extraordinary feel and weighting for such a large car. Load up the suspension into corners and for sure there is some roll but there's never a lack of control nor any feeling of wallow.

Both *Road & Track* and *Quattroruote* magazines tested the car when new and both were enthusiastic about the handling and performance. In 4.9-litre form, the V8 developed 290hp and even with the automatic gearbox, a 0-60mph time of 7.0 seconds was quoted by Maserati for the European version. *Road & Track's* US emission-compliant version could only achieve 9.3 seconds. Maximum speed was quoted at 148mph, with

green and red areas so that the driver can adjust his right foot to get the best fuel consumption – except that it's almost impossible to make forward progress without straying into the red.

COST & VALUE ANALYSIS

The launch price in 1979 on the Italian market was 37 million lire, equivalent to around 29,000 euros. In 1981, the price Stateside was \$56,000. At the same time, a Jaguar XJ6 Series III cost around \$29,000, but a Rolls-Royce Silver Spirit was over \$100,000. The Quattroporte compared well to the Rolls in terms of exclusivity and luxury branding and it's no wonder that it did so well.

However, as with all exotic cars with four doors, the secondhand market did not treat them as kindly as

This is a classic of 1980s Giugiaro styling, a rigorously applied version his 'folded paper' approach



COLLECTORS' GUIDE: MASERATI QUATTROPORTE III





their sportier siblings. By the end of the 1980s, used Quattroportes could be bought for around £10,000 in the UK, even though they were only a few years old.

The combination of low purchase prices and inevitably high maintenance costs usually leads to a deterioration in condition in older cars but because the depreciation happened so quickly with the Quattroporte, they hadn't had a chance to deteriorate. And they were also an instant classic, in that they were bought as cherished vehicles and not daily transport. That's not to say you couldn't use one every day, as they are robust and reliable cars, if a tad thirsty. But it means that, compared to more exotic Maserati models, they are usually in much better and more original condition today.

Like all classics, however, the last few years have seen a steady increase in values. The best examples, like the one featured here, will command around

£50,000 today, and even more for the ultra-rare Royale. You can still buy a QP III for £10,000, although nowadays that's project money. There is no point in buying a project if you can find a good example, though, as the cost of restoration will be far more than the difference in purchase price.

In the Maserati world, the Quattroporte III has been seen for many years as the cheapest way to own a car from the classic era. The fact that it's worth more today has not changed this, as all the other models have risen in value as well, some disproportionately so. However, it would be a shame to view the QP III on these grounds alone. It has huge character that's distinctly its own and deserves a better reputation. Who knows? As the focus of the classic car world now turns towards the cars of the 1980s, Maserati's film star from that era could easily become a super-cool choice. 🇮🇹

Thanks to McGrath Maserati,
Unit 8 Claggy Road, Kimpton,
Herts SG4 8QB
Tel: 01438 832161
www.mcgrathmaserati.co.uk

TYPICAL PRICES

4.2, 1979, LHD, blue: £13,500
4.2, 1980, LHD, blue, 55,000 miles: £19,500
4.2, 1981, LHD, silver: £24,500
4.2, 1982, LHD, brown, 21,000 miles: £42,000
4.9, 1984, LHD, white, 70,000 miles: £27,500

TECHNICAL SPECIFICATIONS

MASERATI QUATTROPORTE III

ENGINE:	4136cc/4930cc V8 DOHC
BORE X STROKE:	88mm x 85mm/93.9mm x 89mm
COMPRESSION RATIO:	8.5:1
INDUCTION:	4 x Weber 42 DCNF carbs
POWER:	270hp at 6000rpm/280hp at 5600rpm
TORQUE:	289lb ft at 3800rpm/289lb ft at 3000rpm
TRANSMISSION:	3-speed Chrysler TorqueFlite automatic or 5-speed ZF manual, rear-wheel drive
SUSPENSION:	Coil springs, telescopic dampers, anti-roll bar front & rear
BRAKES:	Ventilated discs all round
TYRES:	215/70 VR15 (f), 215/70 or 225/70 VR15 (r)
WEIGHT:	1780kg
MAX SPEED:	143mph
0-62MPH:	9.0sec



WIN!**FREE TICKETS FOR SUPERCAR SATURDAY****SUPERCAR SATURDAY
SATURDAY JULY 28TH**

This exciting event will be repeated at Brooklands in 2018. It is a rare opportunity for the public to get close to exclusive motorcars and also see them in action.

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

For your chance to win one of five pairs of tickets, all you have to do is answer the following question.

How many turbos did the Bugatti EB110 have fitted from the factory?

- a) 1
- b) 2
- c) 4

Email your entry to claire@gingerbeerpromotions.com before midnight on 17th July. Winners will be notified by email





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Alfa Romeo enthusiast.
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Alfaowner.com Club

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Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

Victoria Division. The most active and passionate owners in Australia. www.alfaclubvic.org.au

Alfa Romeo Owners' Club Australia (South Australian Division)

www.alfaclubsa.org.au

Malcolm Ebel

membership@alfaclubsa.org.au

Abarthisti

www.abarthisti.co.uk

www.abarthforum.co.uk

Abarth Owners Club

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

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

Cavallino House, 2 Church Way,
Whittlebury, Northamptonshire, NN12 8XS

gary.dearn@ferrariownersclub.co.uk

www.ferrariownersclub.co.uk

Fiat Motor Club GB

The original UK club for owners of all Fiat models.

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Fiat Club America

www.fiatclubamerica.com

Fiat Club Africa

www.fiatclub.co.za

Fiat Club of New South Wales

www.fiatclub.com.au

Fiat Club of Victoria

www.fiatclub.org.au

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Fiat 500 Club

www.fiat500club.org.uk



Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiplaowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-9ownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian1Boxall@btinternet.com

Fiat Scotland

Scotland's dedicated Fiat community

www.fiat-scotland.com



Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary,
Barnside, Wrotham Road, Meopham, Kent, DA13

0AU Lynne@Lamborghiniclub.co.uk

www.lamborghiniclub.co.uk

Lancia Motor Club GB

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia Clubs

www.viva-lancia.com



Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club www.stratosec.com

Maserati Club

Contact: Dave Smith

admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Contact: Matthew Yates

www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2018



June 29-30 & July 1
23rd Vernasca Silver Flag



July 12-15
Goodwood Festival of Speed



August 19
Festival Italia



August 30 - September 1
Salon Privé



June 8-11
Lancia Motor Club Sliding Pillar Rally
Chepstow
www.lanciamotorclub.co.uk

June 29-30 & July 1
23rd Vernasca Silver Flag
Classic car hillclimb, Castel'Arquato
www.vernascasilverflag.it

July 1
AROC National Alfa Day
Weston Park, Shropshire
www.aroc-uk.com/events-diary

July 12-15
Goodwood Festival of Speed
Chichester, Sussex
www.goodwood.com

July 20-22
Silverstone Classic 2018
Silverstone Circuit
www.silverstoneclassic.com

July 28 (DATE CHANGE)
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

Sunday 26 August
Midlands Italian Car Day ('MITCAR')
Arbury Hall near Nuneaton
Warwickshire, CV10 7PX
www.mitcar.co.uk

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



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ALFA ROMEO



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



Alfa Spider S3. RHD, Bell & Colvill, silver grey, leather Nardi wheel, 2 litre carb, new hood, 60,000 miles with good history. Not perfect but very clean and smart overall and structurally sound, totally usable and on the button. These cars are well overdue to go up in value, £12,500. Tel: 07798 797262. A26g/058



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



1972 Alfa Romeo Spider 2000 Series 2. 90,750 miles, yellow, excellent condition Spider 2000. Full body off rebuild in 2005, maintained regardless of cost since. Rear diff rebuild in 2012, gearbox rebuild and flywheel replaced at the end of 2015, receipts for work and parts available. Always garaged, very minor imperfections in paintwork at rear, limited mileage in recent years, £19,000. Email: kliddello1@gmail.com (located in London). A26g/037



1972 2000 Alfa Berlina. Blue, excellent condition, imported last October from Italy, never been extensively restored. Original doors and sills, wonderful shut lines. Drives and performs excellent, no crunching gears or whining diff, £9995. Celebrate the 105 Berlina's 50th anniversary! Tel: 07813 203727 (Essex). A26g/028



1970 Alfa Romeo JZ 1600. Dry stored for the last 10 years is now up for sale, the JZ is one of the best handling of the 105 series cars as it is a coupe built on the shorter Spider chassis. This is a 1600 and so is one of only 402 cars produced. The car is structurally very sound and runs well, it does need some work on the interior trim hence the very reasonable price, £40,000. I can be contacted on 01763 244441. Email: jamie@alfaworkshop.co.uk. A26g/039



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 Derbys). A26g/025



2001 Alfa Romeo 146 Turismo Internazionale. 114,000 miles, red. Registered by Autoworld Alfa Romeo Chesterfield and supplied to 1 private owner, complete with full documented service history. Original car with all owner manuals, 3 keys and original sales invoice, June 2018 MOT. Fitted with 5 speed manual and 2.0 TS engine, car is amongst the last few Alfa 146Ti registered and becoming increasingly rare, £1595, AROC member reducing collection. Email: redalfaromeo146ti@gmail.com (Chesterfield). A26g/038



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, full service history, full red leather interior, pearlescent metallic grey, 16" alloy wheels, ABS brakes and switchable traction control, dual zone digital climate control, heated front seats, cruise control, front fog lights, leather covered steering wheel and gearknob, remote central locking and alarm, driver, passenger and side curtain airbags, electric windows, reach and rake adjustable steering column, interior tailgate and fuel flap release, driver's seat height adjuster and electric lumbar adjustment, Alfa Romeo CD auto changer/RDS stereo system with steering wheel remote controls, electrically adjustable door mirrors, 60/40 folding rear seats, rear and front centre armrests, rear 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



1991 Alfa Romeo 164 3.0L V6 auto. 53,000 miles, metallic green, 2 owners. Virtually concurs 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. A26g/030



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



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 156 JTS Veloce. 2004, 78,900 miles, my 156 comes with 12 months' MOT, new battery, a fully stamped up service book to verify the genuine low mileage and 2 keys, last serviced at 70,342. Tyres are all Pirelli P7 Cinturato: fronts changed at 76,123 and rears changed at 70,876, I have owned this car since September 2016. Tel: Luke, 07467 147032. Email: luke515@btinternet.com (Berkshire). A26g/042



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



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



2000 Alfa Romeo GTV 3.0 V6. 105,700 miles, black. The good bits: Aero styling, Ragazzone Quad exhaust, Autodelta front splitter and side skirts, cup front wings, 3 keys, Koni STR front suspension shocks, Eibach springs, GTA teledials, MOT until Sep '18, Mocal oil cooler. Recent work: cambelt, front wheel bearings, full rear suspension rebuild, front suspension rebuild, refurbished brakes. Areas for improvement: bodywork, heated rear window, air conditioning, central locking, £4000. Tel: Jim, 07708 221163. Email: j.m.j.lawson@hotmail.co.uk. A26g/040



Alfa Romeo Sprint. Twin air, 13-plate, 50,444 miles, zero road tax, MOT, service history, please ring for more details. Tel: 01983 1330 (Isle of Wight). A26g/036
2005 Alfa Romeo GT 3.2 V6. 53,000 miles, rare Dijon Blue metallic, grey leather interior, new exhaust, top end engine rebuild, 1 previous owner, MOT and FSH, one of the best, £10,500 ono. Tel: Iain, 07969 998078. Email: robbo2006@btinternet.com. A26g/041

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1961 Lancia Flaminia berlina 2.5i
 LHD Excellent example
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1974 Alfa 1600 Junior Zagato
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1970 Lancia Flavia 2000 coupe
 4 speed, PAS, leather, nice:
 £15,995



1972 Lancia Fulvia Sport 1.3S
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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



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



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 TBlm240 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

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FIAT



Fiat X1/9. Five speed RHD, 1986, need restoration, complete with Belgian documents, very good project, little rust, engine OK and gearbox OK. Tel: 0032 475 829 538. Email: info@madereel.be. A269/050

2002 Fiat Stilo Abarth 2.4 20v. Yellow, 81,000 miles, service history, MOT expired July 2017, drives OK, tidy car, selling as spares or repair, £500. Tel: 07541 310419 (Lincs). A269/043



Fiat Seicento Sporting 1.1 MPI. 2003. Little use and only covered 13K miles! Not far off a new car, can only increase in value. Silver with grey and black trim, sunroof, alloys, power steering, overmats and full size spare. Had belt, exhaust and tyres, service history, tested, £1595. Tel: 01684 892906 (Malvern, Worcs). A269/023



Lancia Fulvia 1.3S Series 2 1975. Following a full mechanical restoration and re-paint less than 1000 miles ago my lovely left hand drive Fulvia coupe is for sale in south Hampshire. Imported from Vittoria in Sicily in 2014 the car has first class bodywork and has recently been repainted in bright red. 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 well known Italian car specialists at Brands Hatch. 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. A269/002

LANCIA



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



Lancia Gamma Coupe 2000. Pininfarina design, stunning and rare, August 1982. 2 owners, kept in a garage but ready to go! The car has recently been serviced, £5200, please contact me for more information. Email: josephmsu@gmail.com. A269/049

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1967 Maserati Quattroporte Series 1. A rare series one car from a long-term club member. The subject of much recommissioning work in his ownership. Manufactured in June 1967 and is a 4.2 litre version of the Tipo 107a Quattroporte. When new the car was exported to New York USA. By the time it was imported into the UK in 2009, it had been painted Italian racing red, it had also acquired a replacement engine. Much work has been undertaken to improve the interior with newly trimmed seats and door cards and a new carpets. The bodysell is basically sound and capable of passing an MOT but the paint and some of the outer body shaping is not to the kind of quality expected of restorers today. Much work has been done on the brakes and clutch and the engine starts easily, but the engine bay remains unrestored, this car should be viewed as a project. These are super cool, stylish cars with sportscar performance and handling, and this one has the added benefits of being left-hand drive, having the factory fit ZF power steering and the early ZF S5-20 five-speed gearbox. Not matching numbers but it has all its importation documents, previous MOT tests, UK registered, £49,995. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A26g/009



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



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. A26g/011



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 to improve driveability and handling. 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. A26g/003



2014 Maserati Quattroporte VI 3.0 DV6. The best colour combination + full Maserati service history, currently owned by club member, detailed photos available! Blu Passione Mica paint, Poltrona Frau full Sabbia leather interior, 20-inch Mercurio alloys, sat nav, Maserati touch control (8.4" touch screen display), skyhook adaptive dampers, Rosso painted brake calipers, adaptive Bi-Xenon front lighting system with headlamp washing, sports pedals in brushed stainless steel, Maserati 'active shifting' aluminium gear shift paddles, Alcantara head lining and pillars, open pore Radica trim, DAB radio, USB, aux, bluetooth, SD card reader, ambient lighting, power rear sunshades, electric steering column, Poltrona Frau leather steering wheel, heated and electrically adjustable front seats, laminated glass, rear view camera, electronic parking brake, tyre pressure monitoring system, cruise control, parking sensors, keyless entry and keyless go, push button start, automatic dimming heated and folding exterior mirrors, 60/40 split rear seats, dual zone climate control. Factory fitted Vodafone car tracker with 2 tracking fobs, full Maserati service history. MOT'd to December 2018, low running costs due to diesel MPG and low tax band of £190 per year! Registered: 10 December 2014, mileage: 39,836, highly spec'd example of Maserati's flagship vehicle. Blue, 2 owners, £28,000. Tel: 07711 369206. Email: martin.coia@hotmail.co.uk. A26g/006



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. A26g/007



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. A26g/020



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. A26g/004



2009 Maserati GranTurismo 4.7 S. FSH, immaculate 4.7S with only 19,000 miles! In Nero Carbonio with Nero interior light stitching and silver inserts. Owned by myself, club member marque specialist of fifteen years (PK Supercars) and collector. The car has FSH all keys and books etc, brand new Pirelli P Zeros all round on immaculate alloys. I have just serviced the car and treated the super clean underside with wax, £39,500. I also have several other models which will be coming up for sale soon. Please feel free to call Phil for any further info on 07951 467223. A26g/008

PARTS



Ferrari 328 radiator. From a 1986 Ferrari 328 GTB, used but in full working order and in good condition. Rare original Ferrari equipment and fitted with its original inlet and outlet pipes and fixings, for sale due to race car conversion project, would make excellent replacement or spare. Original Ferrari part number 126879, £650. Tel: 07931 362705. A26g/052



Ferrari 308 GT4 under valance. New old stock, £750, post or collection. Please text or call for more information: 07590 755179. A26g/051

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. A269/010

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). A269/019



Daytona rear quarter panel. Daytona quarter panel and part boot floor, new old stock. Taken off complete rear clip, £5000, post or collection. Any further information and more photos please call or text: 07590 755179. A269/053

Free Lancia Y10 spares. Any Fiat/Lancia owners, or breakers, who would care to take the parts away? Otherwise it's the scrappy for it all. There are spares/engines for Touring, LX and GTie models to go. Email: rbuz37@icloud.com. A269/044

Ferrari Boxer 512 BB rear bumper. New old stock, £750, post or collection. Please call or text for more info: 07590 755179. A269/045

Spares: Fiat 1500 cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A269/024



Registration number 'M200GTC'. Previously registered to my 4200 GT Coupe, now held on retention, this registration would look great on your Maserati 3200 or 4200, £1450. Tel: 07880 006744. Email: neil_luce@hotmail.com. A269/012

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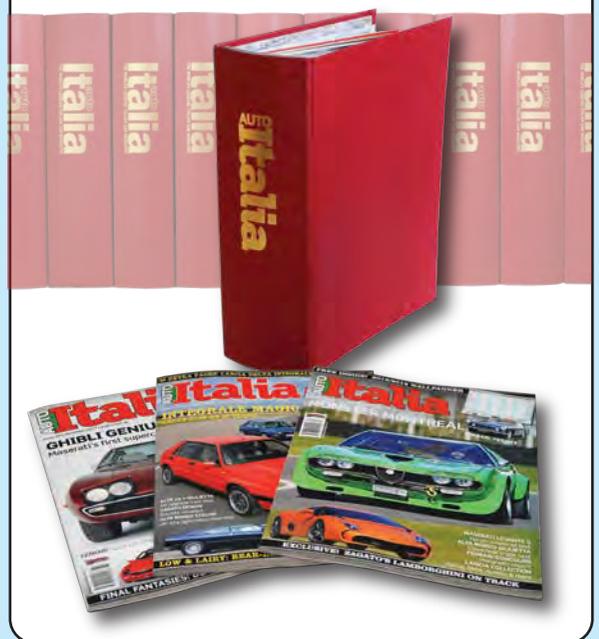
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CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

TOURING FIAT 124 C4

TOURING'S FIAT 124 C4 CONVERTIBLE WAS THE VERY LAST PROJECT FROM ONE OF ITALY'S MOST PRESTIGIOUS COACHBUILDERS

Story by Chris Rees



Carrozzeria Touring has a sensationally stellar history. Founded in Milan in 1926, it created some of the prettiest bodywork of all time on marques as diverse as Alfa Romeo, Ferrari, Maserati, Lamborghini, Lancia, Bristol, Lagonda and Aston Martin.

One company that Touring really had very little to with, however, was Fiat. Touring stuck to the prestige brands right from the start, bodying only a tiny handful of Fiats in its entire 40-year existence. It seems a moment of poignantly poetic pathos, then, that the very final work of this illustrious coachbuilder should be based on the humble Fiat 124.

In 1966, Touring asked Fiat for a standard version of its then-new 124 saloon on which to create a brand new body style: a two-door convertible. Other than Fiat's later 124 Coupe and Spider – very different animals indeed – this would be the only two-door

version of the 124 ever made.

As you might expect of Touring, this was much more than a simple roof chop exercise. The chassis was substantially reinforced to make up for the loss in rigidity of losing the roof, the sills being much deeper to accommodate extra strengthening. The two doors were of a very different shape to the saloon's: they were

shallower, yet wider to facilitate easier access to the rear seats (the convertible retained the 124's four-seater layout).

The windscreen had a steeper rake and the side glass elements – both main windows and quarter-lights – were all bespoke to the car. Overall, this was a very well proportioned shape, with successful balance of volumes. The mechanical side of the car was entirely untouched. Even the cabin was all but identical to the four-door saloon's, the only differences being more complete instrumentation and a wood veneer finish.

As for the soft-top, there was a simple hood frame and a fabric roof that was reportedly very well designed and completely weather-tight. Touring also created a glassfibre hardtop for the car, intended for winter use, in the same colour as the body.

The so-called Fiat 124 C4 by Touring Superleggera was introduced at the 1966 Turin Show. As presented, the light blue show car had a brown interior and a black fabric roof. Apparently at the show, it was extremely well received and around 1000 orders and expressions of interest were received for the car, both from dealers and private individuals. Even Fiat's boss, Gianni Agnelli, was reportedly impressed – but not enough to permit Fiat to take up production.

In any case, Carrozzeria Touring was by this time in dire financial straits, fighting big debts. Just a short while after the 124 C4 made its debut, at the end of 1966, Touring fluttered out of existence. Only a single 124 C4 prototype was ever made, and fortunately it still exists, in excellent condition, in the hands of an Italian collector.





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