

WIN! FREE BRANDS HATCH FESTIVAL ITALIA TICKETS

AUTO **Italia**

Issue 282 August 2019 £4.99

MARTINI MUSCLE

INTEGRALE ROAD LEGAL RACER ON TEST



SIMPLY SUBLIME

LANCIA AURELIA B20 & B24



ALFA ROMEO SZ

Amazing 'crypt find'

FIAT 130 SALOON

Underrated class

FERRARI SF90

1000hp hypercar



HOW DOES THE 350HP ALFA ROMEO 4C PERFORM ON TRACK?



MONZA
SPORT
www.monzasport.com



APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND NOW FIAT



SERVICE



APPROVED SERVICING MEANS:

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

COURTESY CARS AVAILABLE



Alfa Romeo Giulia Tb 16V

Black and grey cloth. Alloy wheels, air conditioning, 8,676 miles.
Price: ~~£22,995~~ £22,995



Fiat Tipo Easy Plus

18,610 miles. Great value estate car finished in Silver with black cloth upholstery. Air conditioning, Alloy wheels. Price: £8,750



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

- * No 1 out of 180 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Oct-Dec 2018
- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. July-Sep 2018
- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. April-June 2018
- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Jan-Mar 2018



London Road Ashington West Sussex RH20 3DD
Tel: +44 (0) 1903 893052 monzasport.com

AUTO Italia
www.auto-italia.net

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

Contributors Keith Bluemel, Peter Collins, Richard Heseltine, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Simon Charlesworth, Mike Rysiecki, Tim Pitt, Richard Dredge, Bryan McCarthy and Phil Ward

Art Editor Michael Ward

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.net
claire@gingerbeerpromotions.com

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

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

Classifieds email liz.solo@ntlworld.com

Printed in England
The MANSON Group Limited, Hertfordshire.
Worldwide Retail Distribution
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by:
Ginger Beer Promotions Ltd,
Enterprise House, Building 52, Wrest Park,
Silsoe, Bedfordshire, MK45 4HS
Email: claire@gingerbeerpromotions.com
ISSN 1357 - 4515

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein. All rights reserved. Reproduction in whole or part, without written permission, is prohibited. © Ginger Beer Promotions Ltd, 2019

CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Martin Buckley



Richard Aucock



Tom Scanlan



Matteo Grazia



Richard Dredge

WELCOME



The last week of May and the first week of June came with a short-lived frisson of excitement. It seemed like we would be reporting on the merger of Fiat Chrysler Automobiles with French company Renault. On 27 May, FCA sent Renault an official proposal to merge, with a 50/50 ownership split between the two companies. Fascinatingly, there's a historical precedent for this: exactly 60 years ago, Alfa Romeo started to build the Renault Dauphine under licence in Italy (as evidenced in the pic above).

Had the 2019 merger gone ahead, it would have resulted in the third largest car company in the world, with 8.7 million vehicle sales annually, and a huge market presence in pretty much every region and vehicle segment. If you added in Nissan into the mix, it would have been the biggest car group of all.

But the proposal was already dead by 6 June, when FCA announced: "It has become clear that the political conditions in France do not currently exist for such a combination to proceed successfully". From what I understand, Renault was divided over the idea. Frankly, it has an awful lot on its plate at the moment, not the least being big issues over its Nissan relationship, and an FCA merger was simply off the table.

That's a shame in many ways, as the combined strength of FCA and Renault would have been enormous. It would also have given Fiat an immediate 'in' on electrification, which it desperately needs, since it's currently paying Tesla hundreds of millions in carbon offset payments to avoid CO2 fines. FCA undoubtedly needs a big partner like Renault. For long-term prosperity, it's inevitable. But if the French company isn't to be the bride, who will be? Watch this space.

In other news, I've now seen Ferrari's new SF90 Stradale in the flesh and I have to say, I'm tremendously excited about it. Far more than just a worthy LeFerrari successor, it marks an absolute revolution for the Prancing Horse in so many ways. You can find out exactly why in our in-depth coverage starting on page 14.

Chris Rees
Editor

chrisrees@auto-italia.net



- Independent specialists
- Fixed price servicing
- Maintenance
- Restoration
- Full engine rebuilds

5 Ruxley Lane, Epsom, Surrey, KT19 0JB
020 8391 0002 www.autofficina.co.uk

CONTENTS

ISSUE 282

AUGUST 2019



14



22



30



36



42



56

FEATURES

- 14 **FERRARI SF90 STRADALE**
All-new 1000hp hybrid hypercar
- 20 **ABARTH 124 RETRO RALLY 70TH ANNIVERSARY**
Dress-up one-off special on test
- 22 **LANCIA DELTA INTEGRALE**
Walkers' Martini-liveried road-going racer
- 30 **ALFA ROMEO GIULIETTA SZ**
Entombed for 25 years, now rescued
- 36 **LANCIA AURELIA TWIN TEST**
B20 Coupe and B24 Spider compared
- 42 **ALFAWORKS 4C**
Lightened, tuned 4C at Brands Hatch
- 48 **GREAT ITALIAN CAR ADS**
Our favourite adverts of all time
- 56 **FIAT 130**
Misunderstood 130 saloon at 50 years old
- 62 **FERRARI CALIFORNIA BUYERS' GUIDE**
Full guide to Ferrari's first-ever front-engined V8
- 70 **HISTORIC MINARDI DAY**
F1 and classic race car action
- 72 **48H ALFA ROMEO LIZITALIA**
Portugal's biggest Alfa event
- 76 **CLASSIC ALFA CHALLENGE**
Silverstone hosts some fine classic racing

SUBSCRIPTIONS

SAVE OVER £10.00
SEE PAGE 54 FOR DETAILS

REGULARS

- 06 **NEWS**
Long-lost Gandini concept car recreated
- 92 **CLASSIFIEDS**
Find your perfect Italian car here
- 98 **OBSCURATI**
Bertone's Lotus-badged Emotion



62

ITALIAN CAR NEWS

GANDINI'S GARMISCH REBORN



A long-disappeared Marcello Gandini concept car has been recreated by BMW. The BMW Garmisch, designed by Gandini for Bertone in 1970, vanished after its debut at the Geneva Motor Show. It's been recreated using a tiny selection of period photos and some memories.

Marcello Gandini recalls: "The original idea came from Nuccio Bertone himself, who wanted to consolidate our existing relationship with BMW by designing a surprise show car for the Geneva Motor Show. We wanted to create a modern mid-

sized coupe that was faithful to BMW's design language, but that was also more dynamic and even a bit provocative."

Gandini assisted with memories such as the exterior colour (light champagne metallic). The 2019 Garmisch has been coachbuilt in Turin, just like the original car almost 50 years ago.

The most distinctive design feature is the boldly angular variation of BMW's kidney-shaped radiator grille, flanked by glass-covered headlights. Other unusual details include louvres on the C-pillars and honeycomb mesh over the rear window.

Inside, there's a unique vertical radio on the centre console.

Presented at the recent Concorso d'Eleganza Villa d'Este, its design was hailed by Adrian van Hooydonk of BMW Group Design: "Marcello Gandini to me is one of the grandmasters of car design and his cars always have been an important source of inspiration for my work. Building the BMW Garmisch gave us the opportunity to pay tribute to Mr Gandini, recall one of his lesser-known cars and highlight Bertone's stylistic influence on the evolution of BMW design."

PININFARINA TRIUMPHS AT VILLA D'ESTE

Pininfarina's futuristic Ferrari 512 S Modulo of 1970 has been voted 'Most Exciting Design' at the recent Villa d'Este Concours d'Elegance. Initially born as a pure object of research, it was presented at Villa d'Este as a running car following three years of restoration.

The public vote prize was awarded to Farina's 1938 Lancia Astura Cabriolet IV, while the 'Swinging Sixties' category went to a 1961 Ferrari 250 GT California Spyder SWB Pinin Farina. Another Pininfarina Ferrari, a 1966 275 GTB Competition Berlinetta, received two awards: 'Best Sound and 'Most Iconic Car'.



WIN, WIN, WIN! TICKETS TO FESTIVAL ITALIA IN ASSOCIATION WITH AUTO ITALIA MAGAZINE

This year's Festival Italia at Brands Hatch on Sunday 18 August is in association with *Auto Italia* magazine. We have teamed up with the MSVR circuit to complement the huge display of Italian machinery.

And you have a chance to win free tickets! Simply answer the question below to be in with a chance of winning one of five pairs of tickets to the event:

Q: 2019 is the 70th anniversary of the Abarth brand but where was its founder Carlo Abarth born?

A: Merano, Italy
B: Vienna, Austria
C: Stuttgart, Germany

Email your answer to: claire@gingerbeerpromotions.com before midnight on 31 July 2019. Winners will be notified by email.

See www.festivalitalia.com for more information on the event. Use code **italia10** to get a discount on entry tickets



166 FERRARIS SWING INTO LONDON

A car described as "the most significant Ferrari in the world" will make an appearance at the Concours of Elegance at Hampton Court Palace, London on 6-8 September. The ex-works 166MM Barchetta (chassis #0008M) was victorious at both the 1949 Mille Miglia and Le Mans 24 Hours – the only car of any marque to have achieved this double.

It will be the highlight of a Ferrari 166 celebration consisting of four 166 Barchettas. These include the 1949 24 Hours of Spa winner (chassis #0010M), which will be shipped over specially from its home in the USA. Next will be the 166MM specially commissioned by Gianni Agnelli of Fiat and Ferrari (chassis #0064M), painted in a distinctive two-tone blue and green scheme (pic right). Finally, the third ever Barchetta built (chassis #0006M) finished sixth at the 1949 Mille Miglia.



STERRATO TAKES HURACÁN OFF ROAD



Lamborghini has unveiled an unconventional new concept car, the Huracán Sterrato, that mixes elements of the Huracán and Urus. Lamborghini cites its Jarama and Urraco rally cars of the 1970s as inspiration.

Described as a "super sports car for challenging environments", it's based on

the Huracán EVO with a 640hp V10 engine and four-wheel drive. The electronics are specially calibrated for off-road driving, while ground clearance is raised by 47mm. The track is widened by 30mm, with new 20in wheels on balloon tyres fitting the wider arches, which have integrated air intakes.

The underbody is reinforced and extra protection includes a rear skid plate/diffuser, beefed-up side skirts and carbon/resin mudguards. Off-road LED lights comprise a roof-mounted light bar and bumper lights. Inside, the rally 4x4 theme continues with a titanium roll cage, carbon seats and aluminium flooring.

NEW 500 ‘STARS’



Two new Fiat 500 models – the Star and Rockstar – have slotted in at the top of the range. Both feature chrome details, alloy wheels and a fixed glass roof. A new metallic Powder Pink colour is one of 10 colours offered for the 500 Star. Inside is new ‘Matelassé’ upholstery, while the dashboard breaks with 500 tradition by not matching the body colour, but switching to matt white or matt Bordeaux. The 500 Rockstar borrows its bumpers and side sills from the 500 Sport, and can be ordered in new Portofino Green matt paint. The cabin features pinstripe fabric seats with leather side panels and two new dashboard colours (matt dark green or matt grey). The Star and Rockstar are available in both hatchback and cabriolet guises, priced from £15,395 to £19,665. Meanwhile, all Fiat 500s from Lounge trim upwards now come with a seven-inch touchscreen with Apple CarPlay/Android Auto as standard.

FERRARI CELEBRATES ‘90 YEARS’ AND ‘HYPERCARS’

The Ferrari Museum in Maranello is launching two new exhibitions. The first celebrates 90 years of the Scuderia Ferrari racing team, the second the marque’s hypercars. Cars featured in the ‘90 Years’ exhibition span the Alfa Romeo 8C 2300 Spider (the very first car to sport the Prancing Horse logo, at Le Mans in 1932) to the SF71H, Vettel and Räikkönen’s F1 steer in 2018. In between are highlights such as the Ferrari 500 F2 in which Alberto Ascari won two world titles in 1952/1953, the Ferrari D50 that Juan Manuel Fangio drove the fourth of five world titles, Mike Hawthorn’s Dino 246 F1 and the 156 F1 of John Surtees. Also on show are the 1975 312 T of Niki Lauda, the 312 T4 in which Jody Scheckter took the Drivers’ title in 1979, the F2004 in which Michael Schumacher took his final World Champion title in 2004 and Kimi Räikkönen’s title-winning F2007. Closed wheel racing is also celebrated with a 166 MM and a 275 P. Meanwhile ‘Hypercars’ tells the story of Ferrari’s milestone range-toppers, including the 1984 GTO, 1987 F40, 1995 F50, 2002 Enzo, 2013 LaFerrari and LaFerrari Aperta, plus the recent P80/C one-off. Both exhibitions run until May 2020.



FERRARI SCOOPS INTERNATIONAL ENGINE AWARD FOR FOURTH TIME

Ferrari’s 3.9-litre V8 twin-turbo engine has retained the International Engine of the Year Award for the fourth consecutive year – the first time this has ever happened. This was in addition to taking the ‘Above 650PS’ and ‘Best Performance Engine’ awards.



NOVITEC ENLARGES 812

Tuning firm Novitec has revealed a new wide-body ‘N-Largo’ version of Ferrari’s 812 Superfast. The carbon bodykit adds 14cm to the 812’s width, while aerodynamic enhancements include bargeboards beside the front and rear wheelarches. Larger Vossen forged wheels (21in front, 22in rear) fill the wider arches. Other enhancements include revised suspension with a front-lift system and an upgrade for the V12 engine to 840hp. Novitec claims a 0-62mph time of 2.8 seconds and a top speed of 214mph. The cockpit can also be tailored to the owner’s preference.



STELVIO POLICES SPANISH ROADS

The Spanish ‘Guardia Civil’ traffic department has ordered 97 Alfa Romeo Stelvios to patrol its road network. Replacing the force’s existing Alfa Romeo 159 Q4s, the Stelvios are all 2.0 Turbo 200hp Q4 automatics, suitably adapted for police use with LED roof lights and a folding message panel.



GIULIA

AUTHENTIC ACCESSORIES

CARBON PACK
QUADRIFOGLIO TRIM LEVEL

60020933388

PACK INCLUDES:
DOOR SILLS, FRONT GRILLE, MIRROR COVER, GEAR KNOB

AUTO ITALIA SPECIAL OFFER
FROM £277.50
A MONTH

Visit your local Retailer now with this edition of Auto Italia in hand to benefit from the exclusive in store 10% discount off selected Genuine Fiat, Alfa Romeo, Jeep, Abarth and Fiat Professional accessories. (Cannot be used in conjunction with the Carbon Pack Quadrifoglio Trim Level offer above)

Fully Fitted Price £1,850.00 3 month finance* £616.67 6 month finance† £277.50 includes VAT and fitting

All finance shown is 0% APR
*3 month = no deposit + 3 equal instalments
†6 month = 25% deposit + 5 equal instalments
0% FINANCE AVAILABLE
NO FEES • MONTHLY INSTALMENTS • QUICK & EASY
TERMS & CONDITIONS APPLY
ASF Auto Service Finance

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



DE TOMASO REBORN

The legendary De Tomaso marque is returning, just in time to celebrate its 60th anniversary. The team behind Apollo Automobil is responsible for the revival of the De Tomaso brand, having bought the rights to the name in 2014. No details on the new car have been released, but camouflage shots show what appears to be a mid-engined supercar, very much in the vein of De Tomaso's most famous product, the Pantera. The new car is code-named 'Project P' and will be officially unveiled on 4 July 2019 at the Goodwood Festival of Speed.

De Tomaso's heritage includes Formula 1 cars and one-time ownership of such brands as Ghia, Innocenti, Vignale, Moto Guzzi, Benelli and even Maserati. Original founder Alejandro De Tomaso passed away in 2003, since when the brand has been dormant.



FRANGIVENTO SUPERCAR BREAKS COVER

A prototype of a new Italian super, the Frangivento Asfanè DieciDieci, has been unveiled at the National Motor Museum in Turin.

Powering the car is a Lamborghini 5.4-litre V10 turbo, driving the rear wheels via an eight-speed automatic gearbox, while up front two electric motors power the front wheels. The combined power output is fully 1010hp. The bodysell is hand-made in aluminium and carbon, the chassis in aluminium.

'Asfanè' means 'go, not go' in local dialect, while 'DieciDieci' means 'TenTen' in Italian, a reference to the car's power. Based in Moncalieri, Frangivento is headed by Paolo Mancini and designer Giorgio Pirolo. The company claims to have received expressions of interest from China, Italy and the Middle East. It's thought the car will cost around 2 million euros.



TRIPLE FLAMINIA RESTORATION

Cotswolds-based classic car restorer, Thornley Kelham, has completed the restoration of three Lancia Flaminia Zagatos. Prior to the restoration work, Thornley Kelham commissioned 3D scans of a Zagato, from which a buck was produced, facilitating body repairs for all future Flaminia Zagatos.

Two of the three restorations are Sport 3Cs, with three-carburettor V6 engines. The third is a Flaminia Sport 3C 2.8, produced in 1963, and is arguably unique, being fitted with Series I Flaminia headlights.

Not only has Thornley Kelham restored these three, it has a further two Super Sports currently being completed, while a further Super Sport is currently being offered for sale.



ZAGATO DB4 GT LE MANS REVEAL

Aston Martin's DB4 GT Zagato Continuation has made its public debut at 24 Hours of Le Mans 2019. The first complete DB4 GT Zagato Continuation – one of only 19 being made – represents around 4500 hours of craftsmanship at Aston Martin's Heritage Division. It's finished in Rosso Maja red with Obsidian Black leather upholstery over carbonfibre race seats. A roll cage is standard, as are Borrani wheels.

The Zagato's engine is larger than the original 2017 DB4 GT Continuation's, with a capacity of 4.7 litres and a power output of 390hp, transmitted via a four-speed manual transmission and limited-slip differential. The DBZ Century Collection is priced at £6 million plus taxes.



TAROX GIULIA BRAKE UPGRADE

All current Alfa Romeo Giulias can be upgraded in the braking department thanks to a new Tarox kit. The range includes three different disc sizes from 305mm right up to the top-of-the-range Quadrifoglio, with two-piece 360mm discs up front and 350mm rear discs. The upgrade is claimed to deliver a stronger bite, improved pedal feel and less fade. 'Strada' pads are also available for all Giulia models. Prices for discs start at £275 per pair, up to £828 for Quadrifoglio discs, while pads start at £88 per pair.



LANCIA
CLASSICHE

CLAIM YOUR HISTORY

LANCIA CLASSICHE CERTIFICATION
AND RESTORATION SERVICES



Heritage

PASSIONE SENZA TEMPO



Lancia Classiche - Turin, Italy

www.fcaheritage.com | Toll Free Number 00800 52624200



mitcar.co.uk
Organized by AROC East Midlands Section
Now in its 19th year
The Italian car event
- with a difference!

£5 PER CAR

JAGUAR LAND ROVER CLASSIC WORKS
PROLOGIS PARK,
COVENTRY, CV8 3LF

MIDLANDS ITALIAN CAR DAY

SATURDAY 31st AUGUST 2019
FROM 9AM TO 3PM - ADVANCE TICKETS ONLY VIA MITCAR.CO.UK

MITCAR is Waterproofed for 2019 - no muddy fields!

ALL ITALIAN CARS WELCOME!
CLASSIC WORKS ADMISSION INCLUDED - NORMALLY £40
DOGS ALLOWED OUTSIDE ON LEASH - NO BARBECUES - CATERING
PRIZES FOR BEST PRESENTED CARS - EMAIL: EAST-MIDS@AROC-UK.COM

GET BEHIND THE SCENES AT THE WORLD'S BIGGEST CLASSIC CAR FACILITY!
PLUS ALL THE USUAL MITCAR ITALIAN CAR ENTERTAINMENT!

MITCAR CONFIRMED

The 2019 Midlands Italian Car Day (MITCAR) is being held at the Jaguar Land Rover Classic Works at Ryton near Coventry on Saturday 31 August.

MITCAR was first established in 2001 by John Griffiths (AROC) and Bryan Alexander (Ferrari OC), with the gathering moving to a new venue each year. After a very wet MITCAR in 2018 at Arbury Hall, this year there's a fully waterproof venue: JLR's ex-Ryton works in Coventry, now home to JLR Classic Works. It incorporates an impressive classic car showroom, a vast workshop with space for 480 cars, plus a huge car collection that will also be open.

Outside, Italian cars will extend across two sites, all on hard standing. Major Italian car clubs are invited, with prizes for the best presented cars including the fabled 'Camshaft Trophy' for the car of the day, as chosen by public vote.

Parking space is restricted so admission is strictly by advance ticket, at £5 per car. Opening times are 9am to 3pm. Details and tickets available at MITCAR.co.uk

ITALIAN QUARTER

The Italian Quarter @ Gloucester Goes Retro takes place on 24 August 2019 in Gloucester, and all Italian vehicles are invited to attend. Cars will be shown alongside the Victoria Basin in the historic Gloucester Docks. The event runs from 10am to 5pm. For information and entries, email paul@italianautomotoclub.co.uk

DEALING IN DREAMS

The last remaining copies of *Dealing in Dreams*, the autobiography of Ferrari dealer John Collins of Talacrest, are being offered to the public. Very few copies now remain, and can be obtained direct from www.talacrest.com, with all proceeds going to charity.



VALENTINO BALBONI'S SVJ EXHAUST

Having been making uprated exhausts for the Lamborghini Aventador since 2016, Valentino Balboni has launched a new exhaust for the Aventador SVJ. Weighing only 4.66kg, it's made entirely of titanium. Only 63 units will be made, 15 of which will be signed by Valentino Balboni.



OBITUARY: NIKI LAUDA

The world of motor sport is reeling from the death of three-time Formula 1 World Champion Niki Lauda on 20 May 2019, aged 70. For all his many achievements, he will always be remembered most for his strength of character following his fiery accident during the 1976 German Grand Prix at the Nürburgring. The reigning title-holder was on course to seal repeat honours with Scuderia Ferrari, only for the accident almost to claim his life. He suffered third-degree burns to his head and face, and his lungs were seared, which led to him receiving the last rites. The Austrian later claimed that hearing the priest's words was the catalyst for his recovery.

Few thought he would ever leave hospital, fewer still that he would ever race again, yet he returned to competition barely 40 days later. He finished fourth in the 1976 Italian Grand Prix, having voiced his displeasure to the media that Ferrari had signed Carlos Reutemann to replace him.

Lauda had overcome family objections to become a racing driver, and showed little in the way of promise in Formula 3 in 1970. He took out a bank loan to fund a season in Formula 2 a year later. A 'pay driver' with March and BRM, he attracted the attention of Ferrari, thanks in no small part to Clay Regazzoni putting in a good word. Lauda won three F1 rounds in 1974, before taking his first title a year later. In 1977, he claimed his second crown, before moving to Brabham, which was then using Alfa Romeo engines. He retired part way through the 1979 season to establish Lauda Air, only to be tempted back by McLaren after two years away. He won his third title in 1984 and retired again a year later, his legendary status already assured. **Richard Heseltine**



Maranello CLASSIC PARTS

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

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

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

[@Maranelloclassicparts](https://www.facebook.com/Maranelloclassicparts) [@Maranelloclassicparts](https://www.instagram.com/Maranelloclassicparts) [@Maranelloparts](https://www.twitter.com/Maranelloparts)

PRESERVING THE PAST, PRESENT & FUTURE.



Highbred Hybrid

Welcome to a new era of speed – the fastest road car Ferrari has ever made. With fully 1000hp from its plug-in hybrid drivetrain, to its four-wheel drive platform, it's a natural-born successor to the LaFerrari.

Named in honour of Ferrari's goth year of racing, the SF90 Stradale is a hypercar like no other

Story by Chris Rees
Photography by Ferrari

So here's something special. Ferrari has just launched a new model – its second of five newcomers this year – that out-performs the old LaFerrari yet will, we think, cost a lot less. It's a true and almost complete revolution for Maranello, with so many firsts to its name: Ferrari's first plug-in hybrid, its first with 100% electric drive capability, and it has more downforce and less drag than any previous model. It's also the first V8-engined range-topper that Ferrari has ever had. Oh, and it's number one on the time sheets around Ferrari's Fiorano test track.

Since 2019 marks the 90th anniversary of the Scuderia Ferrari racing team, the name for such a devastatingly fast road car is a completely natural one: SF90 Stradale. 'SF90' references Ferrari's current Formula 1 car, while 'Stradale' tells us it's a road-runner.

The F1 link is not spurious, since the experience of Ferrari's Formula 1 team in the modern hybrid era is brought to bear in this all-new petrol-electric hypercar. More than 'just' a hybrid – as the LaFerrari was – the SF90 Stradale is Ferrari's first-ever plug-in hybrid, with two power sources, internal combustion and battery, the latter rechargeable by plugging it in.



1000hp 2.5secs AWD



The SF90's beating heart remains a mid-mounted petrol engine, in the form of a massive evolution of Ferrari's multi-award-winning V8 twin-turbo unit. So much has changed that it's almost a new engine. For starters, it's grown in size from 3902cc to 3990cc thanks to a larger bore of 88mm. It also has a new cylinder head, fuel injection system, valves, intake/exhaust manifolds, con rods and pistons, to name just a few. The exhaust system now sits higher up, as evidenced by the tail pipes that dramatically exit at almost hip height.

The new V8's power leaps up to no less than 780hp, as well as delivering significantly better fuel efficiency. To this you can then add the oomph of three electric motors, the power of which (220hp combined) makes the SF90's total power output a scarcely believable 1000hp, while peak combined torque is a monumental 900Nm. The single rear electric motor, which Ferrari calls the MGUK (Motor Generator Unit, Kinetic) sits between the engine and the new transmission, while a further two electric motors power the front axle.

The dual-clutch transmission is all-new, too, evolving from seven gears to eight. The first seven gears are focused on delivering peak performance, the eighth on cruising efficiency, while the new clutch design means the engine/gearbox assembly sits 15mm lower down in the car, benefiting handling. The gearbox is also 10kg lighter than the old seven-speed unit, partly down to the fact that there's no reverse gear – that's now incorporated into the front electric motors. There's no longer a starter motor, either, since the electric motor now performs that function, and nor is there an alternator.

This all saves weight, but the main weight-saving

measures (and rigidity-boosting ones, too) can be found in the chassis and bodyshell. These use a mix of exotic materials, including carbonfibre and new, patented types of aluminium. Examples of how Ferrari has offset the extra 270kg weight of the hybrid system include hollow castings (in place of ribbed ones) and an all-carbonfibre bulkhead. The chassis has 40% more torsional rigidity than previous Ferrari platforms and also better NVH (noise, vibration, harshness) characteristics. Overall weight is an impressively low 1570kg, resulting in a record-breaking weight/power ratio of 1.57kg per hp.

So how does that all translate into raw performance? Get ready for this: the SF90 is the fastest road car Ferrari has ever made. It will do 0-62mph in 2.5 seconds and 0-124mph in just 6.7 seconds, and attain 211mph. It's also capable of lapping Ferrari's Fiorano circuit in 79 seconds – some 0.7 seconds faster than the LaFerrari.

The hybrid powertrain provides one other big benefit: it's four-wheel drive. The rear axle is powered by the V8 engine, the front wheels by electric power alone. Four-wheel drive intervenes automatically, for instance assisting you when turning into corners and when exiting them, as well as being used in launch control mode. The system is not all-wheel drive all of the time. At speeds above 130mph, the front axle disconnects, leaving the car rear-wheel drive only. Yet when the car is powered only by electricity – we're coming on to that in a moment – it's 100% front-wheel drive, which means this is the first front-wheel drive Ferrari ever – yes, really!

Aerodynamics are massively important to the SF90, which has the highest downforce, and the least aerodynamic drag, of any Ferrari road car ever. In

Cabin features curved HD digital info panel, second manettino for hybrid drive modes and a (kind of) return to H-gate gearshift

particular, there's a new patented active rear spoiler that Ferrari calls a 'shut-off Gurney'. At low or very high speeds, the fixed and movable sections are aligned, allowing air to flow both above and beneath the shut-off Gurney, reducing drag. In high downforce conditions (like cornering or braking), the movable bit of the spoiler lowers electrically, uncovering the fixed element and broadening the load surface, boosting downforce.

There's more clever aero elsewhere, such as a front 'underwing' to boost the effectiveness of the underbody vortex generators. New Brembo brake callipers have aero 'trumpets' to guide air flow from

A notably curved windscreen, slender A-posts and a wide track help lend it an ultra-sleek look. The headlight design marks a clean break from Ferrari's usual L-shape, adopting a more slender C-shaped 'slit' that integrates the air intakes for the brakes. The headlights are matrix LED units, another first for Ferrari.

Bold flying buttresses extend to the rear of the car, which is dominated by those high-mounted twin exhaust pipes. The rear screen no longer follows the line from the roof to the rear bumper, but is interrupted stylistically, while the tail lights mark another radical change, switching from Ferrari's iconic round shape to a

“ When powered by electricity, it's 100% front-wheel drive, which means this is the first FWD Ferrari ever ”

intakes under the headlights, better cooling the pads and discs. And we love the optional wheels, whose fin-shaped profiles cleverly extract air from the wheelarches and align airflow with the car's flanks.

It looks totally fresh, too. The exterior design represents a clean break for a Maranello mid-engined berlinetta. Ferrari's design chief, Flavio Manzoni, says: "We wanted a clearly futuristic look... [an] almost 'spaceship-like', futuristic personality. The SF90 is an extreme car that looks like a slingshot ready to be released. It's a car that looks ready to pounce."

The cockpit has been moved closer to the front of the car than in previous mid-engined Ferraris, which reduces drag, while the cabin area sits lower down, too.

squarer profile. You can clearly see the engine thanks to a transparent cover and an exceptionally open engine compartment, while up front is a transparent Lexan panel to let you see the hybrid system.

Moving inside, the cockpit is described as "aeronautically-inspired" but it also takes many cues from F1. For instance, the steering wheel has a touchpad and buttons that allow the driver to control virtually everything using thumbs alone – very F1.

The central instrument cluster is entirely digital, with a huge 16-inch curved HD screen – the first time this type of screen has ever been used in a production car. When the engine is off, the instruments go black – all very minimalist – while when it's on, the default screen



TECHNICAL SPECIFICATIONS

FERRARI SF90 STRADALE

ENGINE (ICE):	3990cc V8 turbo
COMPRESSION RATIO:	9.5:1
POWER (ICE):	780hp @ 7500rpm
TORQUE (ICE):	800Nm @ 6000rpm
HYBRID SYSTEM:	3 x electric motors
POWER (ELEC):	220hp
COMBINED POWER:	1000hp
COMBINED TORQUE:	900Nm
BATTERY CAPACITY:	7.9kWh
ELECTRIC RANGE:	15 miles (at up to 84mph)
TRANSMISSION:	8-speed F1 dual-clutch
BRAKES:	398 x 223 x 38mm (front) 360 x 233 x 32mm (rear)
TYRES:	255/35 ZR20 (front) 315/30 ZR20 (rear)
DIMENSIONS:	4710mm (L), 1972mm (W), 1186mm (H)
WEIGHT:	1570kg
TOP SPEED:	211mph
0-62MPH:	2.5sec

is dominated by a large circular rev counter, framed by a battery charge indicator, with a sat nav screen to one side and audio info on the other.

On the central tunnel, the automatic gearbox is now controlled by 'toggles' instead of buttons, nestling in a superb metal 'gate' that references Ferrari's legendary classic manual H-gate. A new slim Ferrari key, shaped like a Cavallino badge, is another new item (and one which will be shared by all future new models). Another first for Ferrari is a head-up display that projects information on to the windscreen.

Look on the steering wheel, and as well as the regular *Manettino* for selecting driving modes there's another selector, dubbed the *eManettino* that allows the driver to choose between four power unit management modes. In 'eDrive' it's 100% electric – making this Ferrari's first car capable of driving in fully electric mode. You can travel up to 15 miles without the V8 engine starting, up to a speed of 84mph, all noiselessly. In default 'Hybrid' setting, the system automatically decides whether to keep the internal combustion engine running or to turn it off. In contrast, 'Performance' mode forces the V8 to run all the time, guaranteeing that power is instantly and fully available. Finally, 'Qualify' mode allows the electric motors to work at their maximum potential (220hp) and to prioritise performance over battery charging.

Ferrari's SSC (Side Slip Control) system has evolved to become 'eSSC' (electronic Side Slip Control). This sharpens up the handling systems in three ways. First is Electric Traction Control (eTC), which directs the torque from the V8 and electric motors to the individual wheels best suited for grip. Second, new brake-by-wire control allows for regenerative recovery under braking, boosting performance and brake feel. Thirdly, Torque Vectoring manages electric traction on the front axle to maximise traction when exiting corners.

The SF90's price has yet to be revealed, but it will be less than the car it replaces, the LaFerrari (which cost £1 million), but more than the 812 Superfast (£263,000). Admittedly that's quite a big grey zone but Ferrari says there's already a long waiting list. Of course there is; the SF90 Stradale is not only the fastest car Ferrari has ever made, but a revolution so profound that it's already seared itself into history as a solid platinum classic before it's even turned a wheel. 🇮🇹



WANT SOMETHING MORE EXTREME? GO 'FIORANO'

Does Ferrari's fastest-ever car seem a bit, well, namby-pamby to you? Then may we introduce you to the even more extreme 'Assetto Fiorano' pack (pictured above). This includes many lightweight parts made from carbonfibre (such as the door panels and underbody) or titanium (springs, exhaust system), resulting in a weight saving of 30kg. Other differences include race-derived Multimatic dampers and a high-downforce carbonfibre rear spoiler (generating 390kg of downforce at 155mph). The Assetto Fiorano also includes special Michelin Pilot Sport Cup 2 tyres with a softer compound and fewer grooves. We can see a clear majority of SF90s having this package somehow...



FERRARI PARTS SPECIALIST

SUPERFORMANCE

UNRIVALLED
ENGINEERING
AND TECHNICAL
EXPERTISE



LARGEST
INDEPENDENT SUPPLIER OF
PARTS FOR FERRARI CARS

OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING

UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE

DEPENDABLE
BIG ENOUGH TO COPE
SMALL ENOUGH TO CARE

CONTINUOUS
REMANUFACTURING OF OBSOLETE
AND UNAVAILABLE PARTS

FAST EXPRESS
WORLDWIDE SHIPPING DAILY



SUPERFORMANCE.CO.UK 01992 445 300
CELEBRATING 36 YEARS FERRARI PARTS EXPERIENCE
UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW
CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



All Stickered Up

Story and images by Chris Rees

The phrase head-turner could have been coined for this car. Driving down the street in what appears to be an escapee from the Monte Carlo rally is eliciting more attention than any supercar.

But despite appearances, what you see before you is no extreme rally car, but merely a dress-up celebration of rally prowess. This one-off has been conjured up by an inventive team at Abarth UK to evoke the early 1970s Fiat-Abarth 124 Rally, which did, ah, pretty well in competition back in the day. It's called the "Abarth 124 Retro Rally 70th Anniversary" and it's as lairy as you like.

Apart from the eye-popping colour scheme, its most notable feature is a hardtop. However, the Retro Rally car is not, as you might expect, based on the 124GT (Abarth's hardtop model) but is a regular Abarth 124 Spider with the carbon roof added (an option that'll set you back a whopping £4356). All that lovely carbon has been painted yellow and red – well, almost all; the little extensions that house the removable hardtop's bolts are still gloriously naked carbon.

While the inspiration for the fixed hardtop comes from the 1970s Fiat-Abarth 124 Rally, it's very much *unlike* the ultra-thin glassfibre used in the 1970s. Instead, it's utterly rigid, beautifully foam-padded inside, and yet remains very light (weighing just 16kg). You

can remove the hardtop but you'll need to undo five screws, which is a fiddly job; but at least the low weight means it's easily liftable by one person. The roof also boasts proper window rubbers and a glass rear screen with a demister.

The hard roof boosts rigidity, claims Abarth, not that you really notice it on the move. What you do notice is a bit more wind noise around the B-pillars but the superior insulation boosts overall refinement. So I find myself opening the windows all the time to hear the Record Monza exhaust – nothing sounds like an Abarth, especially when you press the console-mounted 'Sport' toggle to open up the exhaust valves fully.

The classic 124 Rally livery consists of red paint ('Costa Brava 1972 Red') with lemon-zest wheelarches, lower bodywork and roof edging. Despite this definitely *not* being a Fiat, the retro livery has 'Fiat Abarth' decals, as well as 'Olio Fiat' labels, because that's how it was in the 1970s. Then, of course, there are those white racing squares on the doors with '70' numerals celebrating Abarth's 70th anniversary. The white-finished wheels are regular 'Sport' wheels, by the way, rather than the 124GT's OZ Ultra-Light alloys.

Curiously, perhaps, the no-cost option 'Heritage Pack' has not been fitted, so there's no matt black bonnet or bootlid – but then this Retro special is meant to replicate the early 1970s rally car look, and those cars

THIS 'RETRO RALLY' DRESS-UP ONE-OFF SPECIAL HAS BEEN CREATED BY ABARTH TO CELEBRATE 70 YEARS OF THE BRAND

TECHNICAL SPECIFICATIONS

ABARTH 124

ENGINE:	1368cc 4-cy turbo
POWER:	170hp @ 5000rpm
TORQUE:	184lb ft @ 2500rpm
TRANSMISSION:	6-speed manual, rear-wheel drive
TOP SPEED:	143mph
0-62MPH:	6.8sec
WEIGHT:	1060kg
PRICE:	£34,956



mostly had red main bodywork and yellow lower bodywork and roof surrounds.

Shy and retiring sorts will want to steer clear of this sort of war-painted thing. But let's face it, Abarth buyers aren't shy or retiring, so go on – knock yourself out.



MIDDLE BARTON GARAGE
FIAT AND ABARTH SPECIALISTS
 ABARTH AND FIATS 1955 - 1989 ESTABLISHED 1987



**Spares and Workshop -
 Servicing Repairs -
 Restoration**



Middle Barton Garage, Troy, Ardley Road, Somerton, OX256NG

Tel ++44 (0)1869 345766 Fax ++ 44 (0)869 346581

www.middlebartongarage.com

ABARTH CLUB OF GREAT BRITAIN AND MIDDLE BARTON GARAGE



The Abarth Heritage Group, open to all Abarth cars manufactured prior to 1990, will be celebrating the 70th Anniversary of the founding of Abarth & Co. The celebration will take place at Brands Hatch on Saturday 17th and Sunday 18th August 2019

● **Saturday 17th August – evening Prosecco reception and dinner with guest speakers, at the Brands Hatch Mercure Hotel**

- **Sunday 18th August at the Brands Hatch Festival Italia**
 - Designated Main Paddock display area for the Abarth Heritage Group
 - Grand circuit cavalcade for all Abarth Heritage cars
 - Two circuit demonstration sessions for selected fast/competition Abarth Heritage Group cars
 - Each participating Abarth Heritage Group driver and Abarth car will receive two tickets to the Festival Italia
 - the entry fee for the Abarth Heritage Group package is £40.00 per person

**ENTRY FORMS CAN BE OBTAINED BY EMAILING
 abarthclubgb@gmail.com**



WALKERS' CRISPNESS

It looks like a pukka Martini-liveried rally integrale, but this immaculately prepared Walkers Garage Lancia is arguably even better than the original. We tested it out during some fast laps in this incredible road-legal rally/hillclimb special

Story by Richard Aucock
Photography by Michael Ward

We're standing in the Yorkshire sunshine, swooning over the Martini colours of Lancia's rally icon for the umpteenth time. "It really is such a beautiful livery," we comment. Owner Steve Smith from equally iconic experts, Walkers Garage, manoeuvres it into place and tells us: "You should have seen the original ones up close. They looked smart from a distance but the colours were just sprayed on – they didn't even bother finishing inside the shut lines." And Steve would know: he used to rally them.

No such problem with Walkers' amazing Delta integrale road-legal hillclimb car. The graphics are truly beautiful from a distance, but also up close. "It's a specialist job to fit, and we got one of the best specialists to do it." Given the quality of the bare metal respray in Lancia White beneath, anything less would be sacrilege.

This car has been a labour of love over several years for Steve and the team at Walkers. The project started with an order from a long-standing customer to build the Delta integrale of his dreams. He didn't want a museum piece, but something to hillclimb or race (or, rather, employ others to do on his behalf).

Walkers got to work, starting by sourcing a 1992 integrale Evo from somebody who was emigrating to Florida. It was a completely standard car, which they carefully stripped down to bare metal. Steve: "We decided early on it would be a ground-up rebuild, and the customer was happy to invest the funds to do this."



The first job was to fit a body strengthening kit, sourced from a company producing original-spec components in Italy. "Abarth used to make the kits," says Steve. "They consist of extra plating around every joint, additional bracing for the top of the suspension and other details." It sounds a fiddle to weld in and fit, but arguably not as much as the modern FIA-approved Custom Cages roll cage. "All the strength is in the cage:

the most exotic, but "the parts we know from experience are the best". Wherever possible, components were brand new, either bought in or produced in-house, but canny Steve didn't let the project get away from him. As we'll see, there was just one obvious exception.

We had already been chatting for ages, when I became aware of photographer Michael walking over to

“ We were aiming to build one of the best race-ready integrales there is ”

it's a fundamental part of the car." The original-spec cage is no longer FIA-approved, added Steve. "The loop in the centre, above the occupants' heads, was not thick enough to withstand modern tests."

Work was progressing nicely, but then Walkers received one of 'those' phone calls. "The customer got in touch, apologising. His business had taken a downward turn and he wouldn't be able to continue with the build. We had a decision to make: stop the build, or carry on as we were." For Steve, who lives and breathes Lancias – and who once drove one to an amazing 20th place overall on the RAC Rally as a budget-constrained privateer entry – there wasn't really a decision to be made. "We carried on, aiming to build one of the best race-ready integrales there is."

Steve's motto was simple: "Spend what needs to be spent, without going daft." This car would be treated to a rebuild benefiting from the decades of expertise within Walkers. The parts fitted wouldn't necessarily be

the car. "Just need to move it for the next shot." What happened next was bizarre: he went to the rear, pushed it... and the car started moving immediately with seemingly no effort. It was like he was pushing a supermarket trolley. Michael let go and the car rolled on before gently coming to rest. I blinked in amazement at Steve, who grinned. "Just over a tonne, that..."

Lightweight glassfibre panels and bumpers (again sourced from Italy) contribute to the weight savings, as do Perspex windows. The windscreen is heated, adds Steve, "because I was scarred by memories of the thing steaming up whenever I went through a water splash during competitions in the 70s". A Walkers intercooler, water and oil cooler are also fitted, as is a Walkers heating system.

Steve shows me the various air intakes and outlets, including the ducting in the enlarged Evo-spec front wings. "The biggest thing in motorsport is cooling. Any opportunity you have to get air out, you use it."

As for air going in, a Walkers air filter kit feeds the engine. And, as we're there, and Michael wants to get some shots, it's time to pop open the bonnet and ogle the magical motor.

Steve had already told me the headline figure – 437hp. "That's on 95 octane fuel, too – the original customer was from overseas, where high-octane fuel isn't easily available. We had to make sure it produced as much power as possible using standard pump fuel." The cylinder head is gas-flowed and built from a new casting. All-new internals include forged pistons connected to steel rods. Abarth asphalt-spec cams give it vicious bite, and a MoTeC ECU with all-new engine wiring loom adds underbonnet beauty.

"All the wiring has been upgraded, and is aerospace-spec," says Steve. "It's very thin, very light, but still able to take a high current load." Other engine goodies include four MoTeC coils ("we ran out of spark with the originals once we went past 350hp"), new injectors, Garrett competition turbo, ceramic-coated exhaust manifold, 75mm stainless steel exhaust and Bosch competition fuel pump and pressure regulator. There are certain parts you can no longer buy, so the inlet manifold and cam cover are original. Steve seems mildly disappointed with this.

But hang on, Steve, I say: what was that you said about not going daft? He grins. "Well... I suppose I didn't really need to fit a £15,000 gearbox, either." I quietly gasp. A standard gearbox case with fancy internals would have been less than half the cost – but, explains the former top-line rally driver, wouldn't have been a super-fast six-speed sequential dog 'box that allows engine-cut flat-shifts. Steve, clearly, worships this gearbox (it was even used in Alfa Romeo Giulietta Italian Touring Cars for a few seasons). He gives me a

Although fully prepared for rally and hillclimb use, this Lancia is actually road-legal. And for sale...





masterclass of how 'dog ear' gears work, before reminiscing about his days on the forest rally stages. "We only used the clutch for setting off: once underway, it was right foot for accelerator, left foot for braking – that's it."

By now, Steve is in his stride. Michael has to wait while we both get on our hands and knees to inspect the front suspension. Bespoke Walkers suspension is fitted, the front and rear arms being a direct replacement for the originals, without modifications. At the rear, the weak rear suspension and differential carrier is replaced by a tubular motorsport-spec design. "With the standard set-up, if you hit a kerb when drifting sideways, it would fold up and buckle. This design is rock-solid."

The 8x17 Monte Carlo wheels ("They're aftermarket, as Speedline threw the original moulds away") are there to allow a Walkers large-diameter brake upgrade, with

discs and four-piston callipers from Alcon. The hydraulics (and oil hoses) are from Goodridge – and despite being motorsport-spec, it does have a cable for a handbrake. "This is a legal requirement for the MOT. Racing cars, of course, don't have handbrakes."

The steering rack is much faster. "The standard Delta integrale is 3.6 turns lock-to-lock. This is 2.2 turns. It's much better in slides, as it needs less shuffling of the wheel to sort out." Literally, a dab of oppo and Steve's away – as I'd find out later. Suspension? Four-way adjustable competition-spec, with Intrax dampers. Steve has also fitted a Walkers floor-mounted pedal box, competition seats, Sabelt harnesses and Lifeline extinguishers. It's also ready-wired for a map light and trip meter, for those eager to get even more serious.

A proprietary Stack digital racing dash replaces the original gauges and dials. "It picks up temperatures from dozens of feeds, and is much more accurate,"

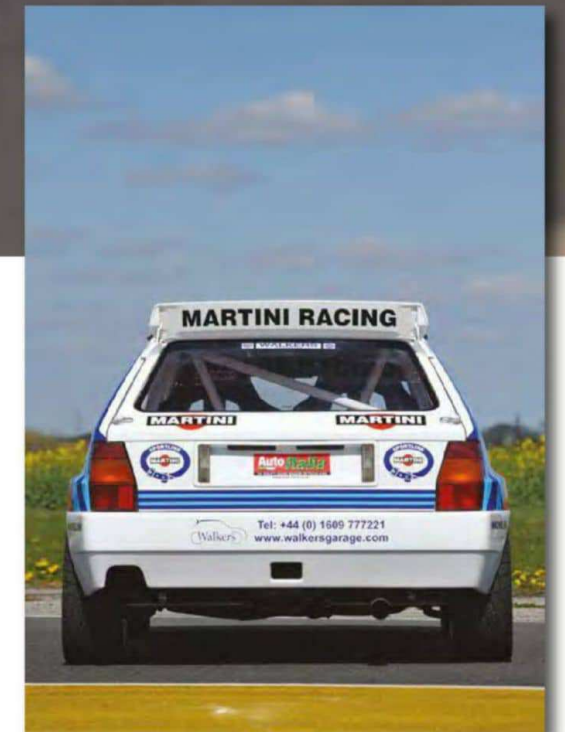
Forged pistons, Garrett race-spec turbo, Abarth rally-type cams and MoTeC ECU help unleash 437hp

Front-end turn-in is sensational, allowing for very late braking and early acceleration off the apex

says Steve. "You can adjust the warning lights, so they'll flash up if something drops below, say, 30psi. Many racing drivers are familiar with this instrument panel and it's much more idiot-proof than a mass of dials and warning lights." Steve, see, is familiar with the standard integrale dashboard layout, and how it can confuse the uninitiated. Detail geeks, however, will like how other switches and stalks have been replaced with OE-spec standard items.

Steve and I wander off so that Michael can finish the shots and I can learn how tyre temperatures tell you the state of your steering geometry. And discover that Steve's exotic integrale actually weighs around 160kg less than the period Group A cars did at the time. Just as we get on to how he bought his first factory-spec Group A car, Michael calls us over. Time for the action shots. And I'm coming along for the ride.

I thread my torso through the roll cage into the






surprisingly high-set passenger seat. Steve, like a pro, buckles up the six-point harnesses in no time – and then sorts it out for me, as I'm making a pig's ear of it. Earlier, he'd done a few warm-up laps, allowing Michael and I to enjoy the raw, evocative, pure motorsport mash-up of engine howl, exhaust blare and gearbox whine. The vital 70 degrees water temperature wouldn't take long to generate before we could step it up and give Michael what he wants. With a fierce, purposeful thud, Steve engages first, and we're away.

A few corners later, Steve's already dialled in. The sensation of the front end turning instantly on a pinhead, and immediately adopting feel-great poise through corners, is glorious. My mind can barely keep up, either with how late Steve turns in, or how early he's back on the power, flooding the cabin with more of the gearbox whine that used to dominate BTCC in-car videos in the 1990s.

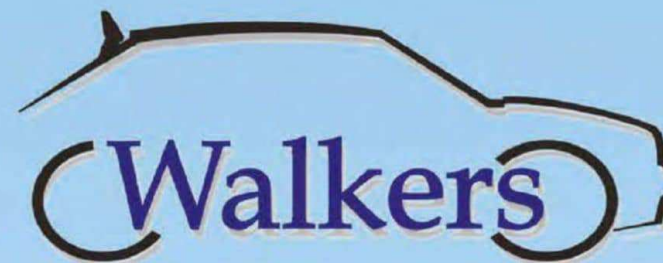
If the first lap was quick, the second is frightening – mostly because of just how fast this thing accelerates. All those horses, little more than a tonne in weight, a 50:50 torque split and a gaggle of limited-slip differentials (plus nice sticky tyres thanks to the hot spring sunshine) easily compress my stomach. It's like a

motorbike, gulping through the seamless-shift gears and hurtling towards the horizon at a mind-boggling velocity, before race-spec brakes painfully compress shoulder blades into seatbelts. Steve, hands blurred on the steering wheel, fires it arrow-like and beautifully-balanced through corner after corner.

At the end of the run, Steve waits for the verdict. It's amazing. What a thing! It looks beautiful and could be a garage queen of the highest order – but from just a few laps, I know it really deserves to be given a life of action. Steve and Walkers have spent a fortune making this car perform even better than the iconic originals. It oozes authenticity and deserves to be used as the original owner outlined in his spec: raced, rallied, hillclimbed, campaigned.

Whether it will be another matter. Steve's labour of love is now up for sale, with a six-figure price tag. It's surely worth every penny. As we leave Blyton, I watch Steve loading it up on to his low-loader and repeat to myself once again: it really is *beautiful*. Then Steve's comment about how cars need to be used flashes back. Could you be the one to make full use of this incredible machine? 

Some 'rally stage'-style checks in progress prior to the car's hot action laps for photography



Walkers for everything Delta
A quality selection of used integrals



FOR SALE:

Original Lancia and aftermarket spares.
Factory trained technicians with many years of experience.

40 years motorsport competition & preparation

In house fabrication department.

Extensive stock of quality bespoke Delta parts from our fabrication department.

Radiator, Intercooler, oil cooler kits

Adjustable suspension arms, tubular diff carrier, chassis strengthening bars, 39 piece body strengthening kit,

Corrosion repair panels.

Mandrel bend exhaust systems, original or competition in stainless steel

Roller bearing turbos up to 600 hp or re-conditioned OE

Transmission up-grades including race clutches

Brake system up-grades - adjustable bias pedal boxes - grooved discs etc

Modified cylinder heads, various cam profiles, steel engine parts, baffled sumps - etc etc - all in stock

Standard or track day suspension systems in stock

Speedline & Compomotive wheel stockists

Goodridge hose stockist

Competitive restoration and service packages available



Race car with 6 speed sequential gearbox



UK DISTRIBUTOR FOR TEKNOFIBRA HEAT RESISTANT MATERIALS



www.walkers-garage.co.uk

South Otterington, Northallerton, North Yorkshire DL7 9HT
Phone +44 (0)1609 777221 info@walkersgarage.com

Vault Find

Incredibly, this Alfa Giulietta SZ has emerged from 25 years in oblivion, so entombed in an underground vault that it had to be hoisted out. Not so much a barn find as a crypt find, then – and it's in sensationally original condition

Story by Ruoteclassiche/Carlo Di Giusto
Images by Ruoteclassiche/Paolo Carlini



At first sight, the house at 50 Via Candiolo, Turin seems to have only one storey. Surrounded by imposingly tall, impersonal blocks of flats, it looks even lower than it actually is. Passing by, you would barely notice this little house stuck between two concrete monsters, with its shutters pulled rigidly down and its garden gone to seed. Perhaps the old red Renault parked in the backyard, or the Fiat 500 and Panda out front might have caught your attention – all of them neglected, long off the road and apparently forgotten.

But the crumbling house was not as abandoned as it seemed – and it also possessed an underground secret. The house's owner, now sadly passed away, was one Osvaldo Avalor. Fully aware that the Turin area he was living in was becoming less and less safe, Signor Avalor decided to create a huge secret shelter below ground level, accessed by a lift from the garden, half-hidden behind a tree. That old Fiat Panda was not parked there by chance. It was used to conceal, even to block, the opening. Osvaldo's stage set was very effective, since nobody ever suspected the existence of his underground garage and its contents. Only a few were even aware of what was in Osvaldo's back shed, which was once home to his electrical shop.

Osvaldo more or less retired from that business in 2010, deciding to concentrate on cars, which were his real passion. In his final years, he devoted himself to working on both his and his few friends' cars. After a while, he started to sell off his collection, and then he stopped seeing people. It was said he was very ill with diabetes. His foot was eventually amputated; apparently his only concern, once he'd left the operating room, was whether or not he'd be able to continue driving.

Cars and racing were a true obsession for him, arguably the only reason for life; something in the blood, you might say. Very few people know that his father Mario and uncle Piero were both skilful drivers, having raced in various Mille Miglia events during the late 1940s and early 1950s, often driving cars that they had assembled themselves. Mario excelled in the up-to-750cc sports car category. In the 1947 edition of the Mille Miglia, for instance, he left in his wake no fewer than 40 other competitors. Tragically Piero lost his life in the 1952 Mille Miglia, together with his co-driver Sandro Fiorio (the man in charge of public relations at Lancia, and the father of Cesare Fiorio, the legendary Lancia rally team manager). That sad occurrence

marked the end of a successful, promising career, and brought to an end his brother Mario's sporting ambitions. That was it: no more racing.

Osvaldo Avale, who was born in 1942, sadly died in August 2018 at the age of 76, leaving no will and having no heirs. The Italian government immediately

1984, when my uncle took his Dino to him. Osvaldo spent all his time in the shed, working on his and on his customers' cars. His place was an institution in Mirafiori – an old-time workshop for electrical repairs. The last time I saw him was in March 2018. He had changed a lot, but his determination remained the same. I asked

“ Covered in layers of dust, it looked slate-grey when it was pulled out. Under it all was metallic light blue paint ”

took possession of his car collection – but more on that later. One man who knew Avale well is 25-year-old Simone Ingrassia, a real car enthusiast who was a regular at Osvaldo's shop ever since he was a child. “This area of Turin became more and more dangerous. That's why Osvaldo decided to build a bunker. Access was only through a narrow staircase from his house, or through an elevator located in his backyard, well out of the public eye. The Giulietta SZ was already there in

him if he had something to sell, and he offered me two Fiat 500s, one with a special engine. In his way, Osvaldo was a hero from another time, for me – genuinely and truly passionate about cars.”

The contents of the hidden shelter were uncovered in November of last year, some three months after the owner had passed away. There were vain attempts to remove the locks to enable the cars to be extracted from the bunker. After chopping down

an adjacent tree, various people in yellow overalls, car transporters, cranes and recovery teams all swooped in. What they managed to bring out was a stunning collection of dream cars: a Cisitalia 202 Cabriolet, a Fiat 500 Sport (built by his father Mario), a 1961 Moretti spider, several Panhard 24 CTs and quite a few more old wrecks.

But it was the emergence of this Alfa Romeo Giulietta SZ, hauled out from the secret shelter under Osvaldo's home, that was the real find. News of the discovery quickly spread around the world. Covered in a thick layer of dust, it looked slate-grey when it was pulled out and loaded on to the transporter. In fact, under the layers of grime was metallic light blue paint.

The story of SZ chassis number 101.2600101 goes like this. It was sold on 19 February 1962 by a Turin-based Alfa Romeo dealer called Dario Vico, ordered in delicate sky-blue livery with steel and aluminium Borrani Record wheels. That colour scheme and that specification told a story that, despite the SZ being eminently suited to competition work, this was very much *not* bought as a racing car, but a pure road machine. The 21-year Torinese man who originally

ordered the SZ definitely did not plan on racing it. He didn't even bother to remove the ‘in rondaggio’ (‘running-in’) stickers on the rear window and windscreen. At some point, he also installed an Autovox car radio inside the glove compartment, a roof-mounted aerial and two Swedish-made ‘Säkerhetsbälte’ safely belts. The current number plate is not the original one, though; TO 427125 was apparently lost, so the owner applied for a new one in 1966. One thing that is clear is that the car was always maintained with maximum care.

Giulietta SZ 00101 was already in Osvaldo Avale's shop by 1984. He filed for homologation with ASI (Italy's historical car register) and the documentation was duly signed by ASI's technical secretary, Federico Robutti. However, the SZ pretty much disappeared from sight as soon as the papers were received in November 1985. Its yearly insurance slips were carefully preserved, as well as all other paperwork, so that we can tell that the car was road-legal up until 1995. When it was discovered in 2018, the odometer read 94,790km – a mere 3700km more than in 1987.

Even ignoring its remarkable state of preservation,

The first owner had no intention of racing this car. He didn't even bother removing the 'running in' stickers from the window



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIETTA SZ

ENGINE:	1290cc 4-cyl twin-cam
BORE X STROKE:	74mm x 75mm
COMPRESSION RATIO:	9.7: 1
POWER:	98hp at 6500rpm
INDUCTION:	2 x Weber 40DCOE2
TRANSMISSION:	5-speed manual
TYRES:	155-15
SUSPENSION:	Transverse arms, coil springs, anti-roll bar (front), longitudinal arms, central A-arm, coil springs (rear)
DRUMS:	Drums all round
DIMENSIONS:	3920mm (L), 1540mm (W), 1250mm (H)
WEIGHT:	854kg
TOP SPEED:	124mph

this SZ is a true rarity, being one of only 169 original-shape (pre-Coda Tronca) SZs built between 1960 and 1961. Zagato's construction method of aluminium bodywork over a tubular steel frame made it an extremely lightweight machine; unladen, it weighed a mere 854kg, helped by light Plexiglas windows and alloy wheels. The strict two-seater interior is minimally trimmed, with a lightweight glassfibre dashboard, skimpy seats and thin doors.

Thanks to the low weight and good aerodynamics, it could reach 124mph despite only having a 1290cc, 97hp engine. To drive, the SZ was essentially a barely-contained race car, with very agile handling and sharp steering, although it was hardly a refined cruising machine.

In January 2019, after having had its layers of dust accumulated over the years wiped off, the Giulietta SZ and 12 other cars belonging to Avalor were put up for sale in a government auction as 'title-free inheritance goods'. The official auction estimate was comically low – 14,000 euros – and it was no surprise that a 15-minute bidding war ensued in the sale room. The winner of this frenzied action ended up being an Italian classic car dealer called Silvauro, which bid a huge 567,000 euros (although the eventual price paid was



allegedly even higher than that). This is a record value for an Alfa Romeo Giulietta SZ, but clearly justified by the car's superbly original condition. For now, this historic machine has been added to the go-strong collection of Silvauro's Dario Belloli. Perhaps it will be put up for sale, perhaps it will be retained.

What is certain is that the car will not suffer any kind of restoration, but kept in its current, beautifully preserved condition. This is something that Zagato's current Marketing and Brand Manager, Paolo Di Taranto, fully supports, having viewed for himself its remarkable state of conservation. We can only add our own seal of approval that this historic machine will be preserved as it is. 🇮🇹

Untouched engine bay includes a sticker showing air filter replacement at 91,000km in 1987 and an oil change at 94,000km in 1994



Southwood

CAR COMPANY

Alfa Romeo Giulietta Sprint Veloce Alleggerita 1957

Matching numbers, prepared by Facetti to 130bhp for OKP Germany and campaigned by them. Lightened and balanced, with just 28 hours run. Currently race configured but with all original parts to return the car to Stradale specification if this is the preference of the new owner. Alfa Romeo Classiche certified and Mille Miglia eligible.



Moretti 2300S Cabriolet 1962

Designed by Michelotti, one of a handful produced. Shown at the 1962 Turin Motor Show. This wonderfully rare car has just received its first service following a seven year, 2,300 hour restoration by marque specialist. Highly original and correct specification with Abarth upgrades fitted from new. Detailed history of restoration and period Turin Motor Show and Moretti launch photographs.



Alfa Romeo 1900 Abarth 1951 Series 1
Early Berlina with original Abarth performance upgrades, extremely rare and highly eligible including Mille Miglia



Alfa Romeo Giulietta Spider 1958
Multi award winning SWB Spider extremely well known within AROC with huge documented restoration file.



Alfa Romeo Giulietta Sprint Series 1 - 1955
Ownership history from new, full and detailed preparation by ourselves, very original and drives superbly.



Alfa Romeo Giulia GT Junior 1970
A lovely stepfront car originally supplied to Italy which came to the UK in 2003 and subject of a high quality restoration.



Southwood, the specialist supplier of exceptional Alfa Romeo Motor Cars

T: 01883 344226 M: 07442 506123 E: info@southwood.co.uk W: southwood.co.uk

M25 J6 - 5 mins | Gatwick 20 mins | Heathrow 40 mins | Central London 19 miles

Talented Twins

It's not just their colours that make this Aurelia couple look like reunited twins – they share virtually identical number plates. But just how alike in character are the B20 Coupe and B24 Spider?

Story by Tom Scanlan
Photography by Michael Ward



The laurel for making the world's first ever V6 engine for a production car belongs to Lancia. It was 70 years ago that work was nearing completion on this landmark powerplant. Under the watchful eye of the legendary Vittorio Jano, Francesco de Virgilio was responsible for this remarkable V6 – a format that many car manufacturers would soon follow (and still do).

The car that set the precedent was Lancia's Aurelia B10 (which was also, incidentally, the first car in the world to come factory-equipped with radial tyres). The Aurelia was introduced as a four-door, pillarless saloon at the Turin Motor Show in 1950. Power from the 1754cc 60-degree V6 was a modest 56hp at 4000rpm but that was still enough for a maximum speed of 84mph.

After much development and myriad changes, the Aurelia's pinnacle could fairly be said to be represented by the 1954-1955 fourth-series B20 Coupe and B24 Spider America. The coupe is surely one of Pinin Farina's greatest masterpieces, and the fabulous Spider from the same design house no less so. The latter was aimed at the US market – although, in the end, the majority were sold in Europe.



We're lucky enough to be driving two Aurelias today. The Coupe belongs to Will How and the Spider (not to be confused with the 1956 Aurelia convertible) is Anthony Hussey's. The latter is one of just 59 right-hand drive examples, while Will's Coupe, also right-hand drive, is one of 745 built.

Both were imported to the UK by a car dealer in London's Warren Street, which Anthony remembers as the 'Street of Rogues'. The dealers had their own slang: "Eat, light an' sound, four good boots, steel in the boots, money in the window, don't nail me to the floor." You what? That means heater, spotlights and a radio; four good tyres (radial ones) and the price is in the windscreen but I'll let you argue a bit!

The two cars arrived at the dealer at the same time in 1959, hence the closeness of their registration numbers, XYR 314 and XYR 317. Two other Coupes came in, XYR 312 (later written off) and XYR 313 (happily still in existence and awaiting restoration). As for XYR 315 and 316, does anybody know about these?

Anthony's car has some mouthwatering early history, having been campaigned in the 1956 Mille Miglia and Coppa d'Oro delle Dolomiti. The owner/driver was a well-known racer called Pietro Ferraro, who competed under the pseudonym 'Ermete' (the Hermit). While he didn't finish, he got as far as Rome, where, Anthony suggests, either he saw a pretty girl or felt hungry!

In 1966, Anthony paid Chequered Flag £375 for the Spider, perhaps £20,000 in today's money. Spiders today are worth three-quarters of a million pounds; as

for one with this racing provenance, that's anybody's guess. Why did Anthony choose an Aurelia? He recalls: "In 1966 I was looking for a sports car. An XK120 or an AC-Bristol were top of the list. A friend, Michael Scott, of g6 Club fame, told me that I should have a Lancia Aurelia Spider. I looked at one, checked its boy racer credentials and wasn't impressed: 0-60 in 11 seconds, top speed of 115mph. Sounded a bit of a yawn to me. It did look good, though. My sister was secretary to Maurice Smith, editor of Autocar, and I asked his chief road tester, Ronald 'Steady' Barker (who was very analytical), about the B24, saying it seemed a bit slow. 'What a car does is important but so is *how* it does it,' he replied. 'The B24 is much more sophisticated with its gearbox in the back, sliding pillar front suspension and de Dion rear. If you and two friends went for a cross-country blast, you would get there first. They will run away from you on the straights but on the twisty bits, especially fast sweepers, you will lose them.' I followed his advice and I have proved him right on many a rally."

Will bought his 1954 B20 Coupe in 2011, since when it has been meticulously restored. "It had had a number of previous repairs due to accident damage and corrosion," explains Will. "Some of these repairs consisted of glassfibre, chicken wire and paper! The front end wasn't straight, at least two inches shorter on one side. I took the boot, doors and bonnet to be media-blasted and hoped there would be something left."

Exquisite 'Aquaverde' B24 Spider is ex-1956 Mille Miglia. Short wheelbase makes it a feisty handler

With admirable attention to detail, Will also travelled to Italy to photograph a similar car which had not been restored so that the creators of the new panels had some reference. In the end, there was hardly any part that did not need some restoration. Will did what a bad back allowed him (having previously restored an Appia by himself) and a variety of specialists had some hand

tank from the fuel filter."

Whereas the Coupe has probably suffered no huge dramas in its life, not so the Spider. The scene is Waterloo Bridge, 1971. A friend is driving Anthony's Spider when 'bang!' – the engine blows out both sides of the crankcase ("He's still a friend, no blame attaches," says Anthony). The car stays in the

“ Rivals may run away from you on the straights, but on the twisty bits you will beat them ”

in the project. Omicron did the front axle that needs specialist tools, for example. The body was painted back into its original colour, Grigio Celeste (pale blue).

The end result earned Will the Best in Show award at last year's Lancia Motor Club Concours. It's a remarkable story for a car that, according to the logbooks, has covered more than 350,000 miles.

Will has added some sensible safety and reliability items. "I have improved the car to cope with the UK's roads, including LED bulbs, hazard warning lights and seatbelts. To ensure the car copes with today's petrol we've installed ethanol-friendly fuel pipes, and to avoid fuel vapourisation, there's a return pipe to the petrol

garage until 1980, when the piggy bank is fat enough for a restoration.

As a show car, XYR 317 has been to two Louis Vuitton concours, Cartier Style et Luxe at Goodwood, and has class wins at Salon Privé at Hurlingham and at Brooklands Double 12, both in 2008. It's also covered many thousands of miles in a total of 21 events, including Coronation Rallies, Circuit of Ireland Retros, Pirelli Marathons, RAC Classics, Targa Rusticana, Coppa Milano-SAN Remo and a snowy Monte Carlo Challenge in 1991. Next up for Anthony and his wife-cum-navigator, Lorna, is another challenge in Italy, La Leggenda di Bassano.



And then there was the 1996 LeJog rally – a disaster after a crash in the dark near Inverness. Anthony's navigator, the well-known motoring journalist, Phil Llewellyn, later headlined his story in the *Daily Telegraph*: "LeJog Ends in Le Crash!" What happened? Anthony reckons an oncoming Peugeot was blinded by headlights and a head-on collision resulted; fortunately, no one was too badly hurt. "For the car this meant a rebuild which was done by marque specialists, Omicron, and I took the opportunity to change the colour to Aquaverde, which was one of the factory colours available in 1955. Originally it was red."

So, what are the Aurelias like to drive? Once inside, the slim, large-circumference steering wheel dominates. Start the 2451cc V6 engine (by key in the Spider, a little chromed button in the Coupe) and a pleasant growl stirs the tachometer. Peak power is 118hp at 5000rpm, giving a top speed of around 115 mph.

The gearchange in the Spider feels extremely strong; the lever is quite long, but the movement is short, whether up and down, or across the 'H'. In the Coupe, it feels notchier, but both are a pleasure to use, and double de-clutching with a blip on the throttle is very satisfying, both in a tactile way and aurally.

With Lancia's familiar sliding pillar front suspension and de Dion rear axle on semi-elliptic leaf springs, the cars have more neutral, predictable handling than earlier Aurelias. In bends, there's perhaps a degree or two of lean as you keep your foot on the accelerator. As centrifugal forces increase, you grip the wheel more firmly and then release gently as you ease onto the next straight... delicious!

Anthony has a story that sums up the Aurelia's prowess. "I and a friend, Roger Bowen, in his black B20, were running together in one of the early Pirelli Marathons. We were lying somewhere in the second half of the field and loving every minute of it – driving

as hard as we wanted in the company of like-minded people and not really caring where we ended up on the leader board, as long as it wasn't plumb last. We were in the company of John Handley and Tony Moy's Volvo PV544, which had a trick engine. Aurelias aren't the fastest accelerators but, with the gearbox in the back balancing the engine, the front brakes become almost redundant. Huge speed, for those days, can be carried through corners, which is why the likes of Fangio, Ascari and Behra used them as road cars. Roger and I arrived at the control just in time, and paused to have a chat. Two or three minutes later the Volvo appeared and a very red-faced John exclaimed: 'Now I know why people rave about Aurelias. I couldn't keep up. Time after time you went into corners at what looked like crazy speeds. You weren't throwing them into slides, they just looked balanced. And it's not as though you even know how to drive!' A wonderful driver and a dear friend."

What does each owner think of the other's car? Anthony: "Will's B20 made my B24 feel elderly and sluggish, which was no surprise. My drive confirms that the Spider is overdue a service. I need a very heavy foot to get full power, the edge is off the tune and the gear change feels clunkier. Handling is pretty much the same, though. Aurelias carry so much speed that when they do cut loose you have to be quick to catch them, and the Spider on its shorter wheelbase is a touch more nervous than the B20. Will's gear change is faster than mine, more switch-like. His car feels lighter, more agile."

As for Will in the Spider: "It's completely different to my B20 Coupe. The wheelbase is 200mm shorter and it's 100kg lighter. The feel is much sportier – it may be the wind in the hair, but the handling feels sharper and more positive. It is unkind to the Spider to compare it with the Coupe, though, as my car has had a complete ground-up restoration by Adam Atfield and a shed-load of new parts." 🇮🇹

Considering how close they are to each other technically, the Aurelias feel very different to drive



*Padre
Figlio*®

FATHERS+SONS+FERRARIS

Provence

18-20 OCTOBER 2019

LAST CALL FOR ENTRIES
APPLY NOW!



www.RadunoPadreFiglio.com



FOUR CAST

What's the prediction when combining the latest, lightened, power-enhanced AlfaWorks 4C with a cold, greasy Brands Hatch? A day of utter exhilaration, that's what

Story by Chris Rees
Photography by Michael Ward

Never has the phrase 'drive to the conditions' been more appropriate. Brands Hatch has a sheen of bitter dampness across it that simply is refusing to budge. Your local ice rink probably has more grip than Brands today. And our companion for these treacherous conditions? A highly tuned, lightened Alfa Romeo 4C, whose builder – Jamie Porter of AlfaWorks – has issued us with stern instructions to “keep it on the black stuff”.

OK then, I'm prepared for the challenge. Er... not quite. Nothing has prepared me for just how awful the surface is. There is *no* grip here. Turning into Druids bend at what seems an ultra-gentle pace, the rear end starts to step out. Wow. OK, let it ease itself back into line. Pussyfoot the throttle, spot the apex, feed the power in... it's gone again! The rear end is twitching more than Herbert Lom's tick in *The Pink Panther*. And this after I've left it till mid-morning for the track to dry out slightly...

Hang on. Let's pause. Rather like the back end of this feisty Alfa, I'm getting ahead of myself. Let's rewind to the reason why we're at Brands in the first place. That's simple: since we last drove the AlfaWorks 4C on Cambridgeshire B-roads three years ago (*Auto Italia* August 2016), there have been quite a few updates.

Perhaps the most important single item is the new bespoke ECU. It's been developed because it was becoming difficult for the standard ECU to cope with the increasing power of AlfaWorks' mods – the engine and gearbox ECUs talk to each other and there was



something of a communication breakdown. The new ECU is capable of ignoring the signal from the gearbox ECU, so that any amount of turbo boost can now be dialled in. Jointly developed with Norfolk-based power electronics specialists, SCS Delta (www.scs-delta.co.uk), the ECU took quite some finessing. You see, it's not only the gearbox ECU that the engine talks

was making 280hp. In the spec in which we tested the car today, with its new hybrid turbo in place, it makes fully 348hp on the dyno. More power and less weight a very quick machine doth make. Jamie says it'll do the quarter-mile in around 12 seconds, with a terminal velocity of 117mph. I'll get to how fast it is on track in just a minute.

“ I engage ‘Dynamic’ mode on the Alfa’s DNA knob, telling myself that will probably be OK. Mistake! ”

to, but also the electronics in the brakes, traction control and dashboard. In fact, the new ECU represents six months' worth of work.

On Jamie's 4C is a Helmholtz exhaust, fitted because he was tired of the droning noise from the original exhaust at 80mph-ish. This straight-through system uses a special resonator to remove this drone, with two different diameter pipes to produce a sound with much more depth than Alfa's own race exhaust. At idle, it sounds burbly and purposeful, in contrast to the standard system's rather flat note. It comes with carbon tips, too, which can be angled as desired. The Helmholtz resonator can be removed easily if, for instance, you want to fit a fruitier-sounding pipe. Weighing 6kg, it adds only 1.5kg to Alfa's race system.

Speaking of weight, there's plenty of carbonfibre bodywork on the car now. The side skirts are carbon; the nearside one with an air intake for gearbox cooling, the offside one a cold air intake for the engine. The bumpers are carbon as well. It's no surprise that the extensive carbon goodies have reduced the weight by some margin – around 20kg in total – and even more if you include the lighter OZ Racing wheels (17-inch front, 18-inch rear).

The last time we visited AlfaWorks, the 4C engine

Because there are many more mods to report on. The new ECU means the gearchange is now sharper, as is the throttle response. There's also a new gearbox oil cooler to keep temps down (price: £800 plus VAT). Chassis-wise, first up are new dampers. Having tried Öhlins and Intrax systems, Jamie has plumped for Nitron race-spec single-way adjustable dampers (price: £2295 plus VAT). “I have great respect for Nitron,” says Jamie. “They always have time for you and their stuff is not only good value but perfect for the 4C.”

The front geometry is new, increasing the camber and altering the caster slightly. Since semi-slick tyres are fitted, the front suspension is rose-jointed, with cross-axis joints on the front upper and lower wishbones and the rear wishbones (price: £480 plus VAT). That means that pretty much all rubber has been eliminated from the Alfa's suspension set-up (in fact, there is one piece of rubber left, on the top mount of the rear dampers).

The removal of rear-wheel steer also helps when fitting stickier tyres to the rear. Jamie found that the car was understeering and becoming more unpredictable. The stickier tyres in question are Toyo Proxes R888Rs, the legendary rubber that's beloved of track day enthusiasts because their semi-slick tread

On the straights, 348hp of 4C is monstrously quick, but tricky surface prevented full-beans cornering



pattern delivers such epic grip in the dry, while remaining road-legal. Simply drive the car to the track, enjoy near-race levels of grip, and pootle home again.

That's what's happened today. The 4C has been driven down to Brands Hatch from AlfaWorks HQ in Royston – no trailers, thanks. Trouble is, that light rain I mentioned earlier has resulted in a track surface that's on the treacherous side of slippery. The briefing instructor tells us that one spin will be overlooked, but a second will result in the day ending for the culprit. (That rule is quickly revised, however, as droves of cars start to pirouette and there are even a few 'offs'.)

It's my mission not to spin. As I head out on to the track, 'Race' mode – where pretty much every assistance aid is switched off – is obviously out of the question. I engage 'Dynamic' mode on the Alfa's DNA knob, telling myself that will probably be OK. Mistake! On its 215/45 ZR17 front and 235/40 ZR18 rear Toyo R888Rs, things are much more 'dynamic' than I'd expected. There appears to be zero grip, and even at

what seem like namby-pamby speeds, the squirming is uncomfortable to say the least. It would have been easier to run on a full-wet track than this unpredictable, ice-like surface. What a shame the track conditions are so atrocious, as I'm not getting the experience I'd dearly wanted.

Luckily, the Alfa Romeo racing legend that is Ted Pearson is with us, and he's keen to try the 4C, too, and I call shotgun. Ted sensibly switches the DNA controller to 'A' for All-weather – and Brands Hatch is certainly throwing all weathers at us today – but even so the twitchiness is very much still there. Ted says he prefers driving with no aids at all in conditions like these, but on semi-slick rubber designed for dry tarmac, there really isn't much choice.

The lack of grip is most noticeable at Clearways, which doesn't dry out for the entire day. Here, as you give the throttle full beans on to the main straight, the back end moves – quick dab of opposite lock – then moves again – more oppo – then again, and again. Yes,

Visible Alfaworks mods include carbon sills and bumpers, plus lightweight OZ Racing wheels



IN ITALY, NO ONE GROWS UP WANTING TO BE A TRAIN DRIVER

Selling The Italian Dream

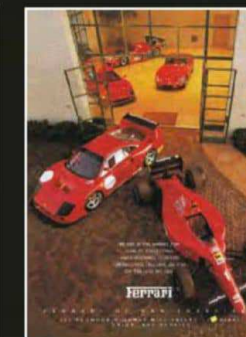
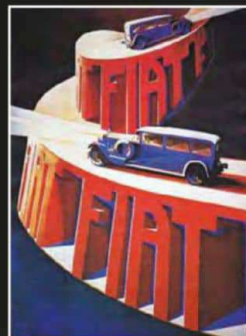
There's something about Italian cars that has always inspired ad agencies to produce brilliant campaigns. Here are some of our favourite Italian car ads of all time

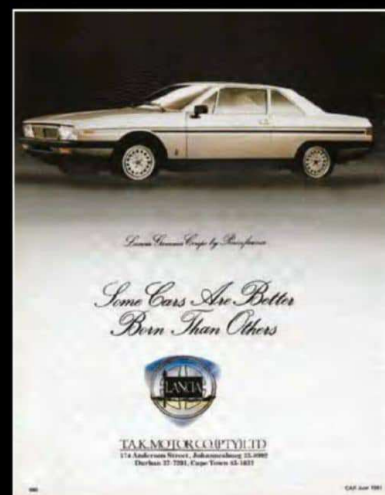
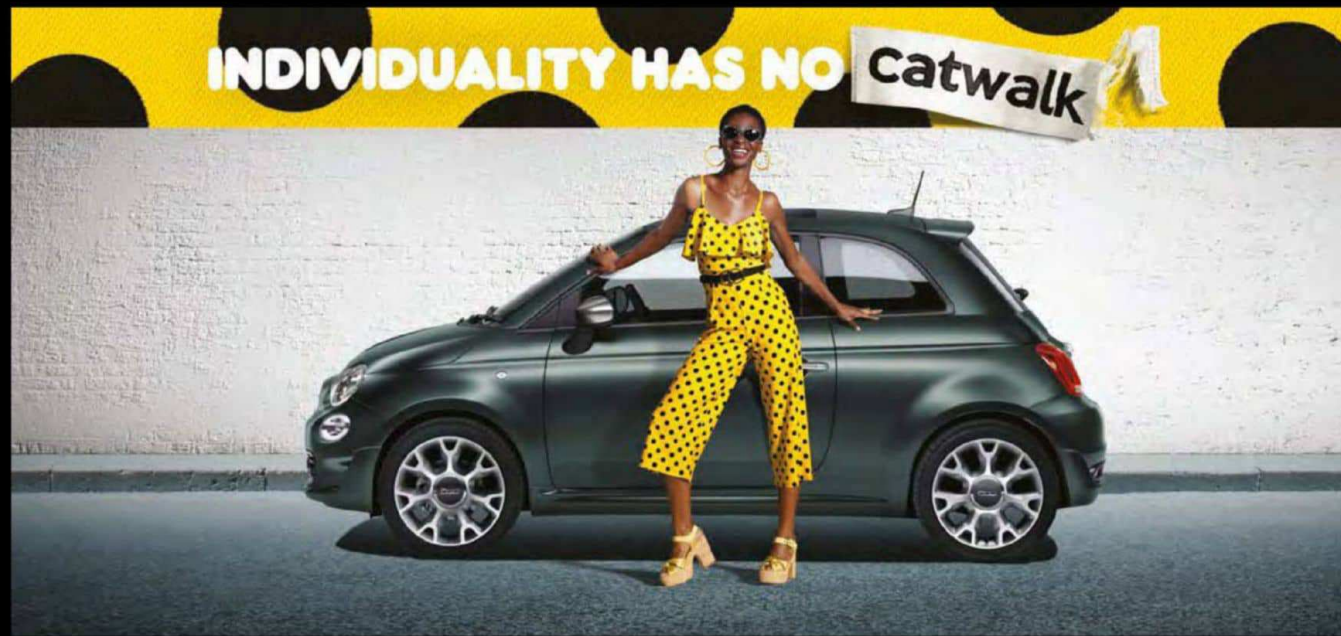
Story by Chris Rees



THE 5 CYLINDER, 220 BHP, FIAT COUPÉ 20V TURBO

DRIVEN BY PASSION **FIAT**





with lines such as "Life doesn't come with directions" and "Straight lines are for squares".

So much for the current Fiat 500. There's a whole universe of superb old Italian car ads to remember. Small Fiats have always been well promoted, usually with clever ads. Take the American Fiat 600D ad that asked, "Did Leonardo da Vinci design the first Fiat?" – all part of a campaign called, "Always Have At Least One Fiat". Meanwhile there was something almost existential about one Fiat X1/9 ad, which curiously declaimed: "Our mid-engine performer outperforms itself".

Lancia ads always had a touch of class about them – like their owners, some might say. One US Gamma Coupé advert suggested, "Some Cars Are Better Born Than Others" (no quibbles there), while the Lancia Delta was sold with the proposal: "Even if you don't drive one of our cars, you probably drive one of our ideas", referring to Lancia's many industry firsts.

When going down memory lane, they say that the past is a different country. That's may be true, but viewing some of the ads from the 1970s and 1980s today, the past feels like a completely different planet. For instance, could you now possibly get away with "Try justifying this to the wife" (Fiat 128 3P)? Or "Get away from it all with the second best shape in Italy" (cue swimsuit-clad model standing next to a Fiat Spider). Or – and this is a notorious one, this – "If it were a lady, it would get its bottom pinched" (for the Fiat 127 Sport), under which some graffiti was famously scrawled, "If this woman was a car she would run you down!".

In those headstrong days when cigarette companies were allowed to say that smoking was good for you, car companies often promoted cars on how fast they went. Speed is a forbidden area for car ads these days, but back in 'of yore-land' it was to be loudly trumpeted.

Your new Alfa Romeo, for instance, was described as being so fast that it "leaves Saabs, Audis and BMW 3 Series scrambling in the dust". That was according to billboards in the USA advertising the Alfa 75 (badged 'Milano' Stateside). Meanwhile, Alfa's range of models in the 1970s was said to "make you feel good fast".

Some speed-idealising promotions were quite clever. Alfa said of its 2600 range in the 1960s: "If this isn't fast enough, take a jet!", while Alfa's line for the 1969



A fast car should really feel slow.





four 'moments' in one corner! But, I have to say, Ted demonstrates that it's all easily controllable if you have sharp responses. That's proof enough for me that the chassis set-up works. In the dry, I have no doubt that the 4C would be one of the quickest road-legal cars on the track.

There's one area in which the 4C is invincible, even in today's conditions. That comes just after the final kick of oversteer out of Clearways. As soon as you're on the straight, the 4C just leaves every other car for dead. That near-350hp power output and even lighter kerb weight mean it just catapults it down the tarmac. It's deceptively fast, as ever.

Then, when you arrive at Paddock Hill bend and some brakes are required, the 4C delivers again, thanks to another area of upgrade, although only slight: Ferodo DS2500 pads are fitted all round.

We've driven this 4C on a 'snapshot' day. This is a project that's always in development, never standing still. Jamie has more plans, of course: a full race ECU, twin-scroll turbo, tubular manifold and 100-cell catalyst. Result? The 4C should develop an easy 400hp. Oh, and then there's his plan to take the 1742cc engine out to 2.0 litres, done by increasing the stroke. Jamie noticed that the 4C engine's 93mm bore is shared with the 916 GTV unit, so by using the 916 crank the engine can be taken out to 2.0 litres. It will, however, need a modified crankcase.

So I'm already concocting several reasons to revisit the AlfaWorks 4C in the future. One, because it's such a dynamic, ever-changing project. And two, because we want to see what it's capable of on a dry track that doesn't spit you out like a pellet. 400hp plus in the dry? Yes please. 🇮🇹

CONTACT:

Alfa Workshop, Unit 15 Orchard Road, Royston, Herts SG8 5HD. Tel: 01763 245481.

Web: www.alfaworkshop.co.uk



THE EVERYDAY TRACK CAR



Also at our Brands Hatch track day is Christian Bridgland, the joint owner (with his brother) of this black 2014 4C. Remarkably, the car's odometer turned 89,000 on this very track day. Yes, this is Christian's everyday car, used in all conditions – even ones far worse than today. The car is virtually standard, with only an AlfaWorks race ECU (pushing power up 300hp), K&N filter, Samco hoses and uprated brake pads and lines.



We quizzed Christian on what the 4C is like to run as an everyday machine. "It's brilliant," he smiles. "It's actually very cheap to run. It did need a clutch at 76,000 miles, which was a big job, requiring the wing, bumper, engine and gearbox to be taken out. I've sampled lots of tyres but the best are Michelin Pilot Sport 4s. On the right tyres, I love driving it in the snow!"

Having enjoyed a few laps at Brands Hatch in Christian's car, it's great to be able to report that, with a completely standard chassis, the 4C is absolutely in its element on the track. In the company of some serious machinery, only Caterhams were cornering quicker on the day. Which confirms the theory that track driving is what the 4C was developed to deliver – and deliver it certainly does.



1990 LAMBORGHINI DIABLO

Rare first year of production example, the 65th built now showing just over 6,000 miles from new. Kept in private collections unregistered until 2007 and mechanically recommissioned in 2017. Known ownership history back to new



THE CLASSIC



MOTOR HUB

SALES DEPARTMENT

+44 (0)1242 384092 : GLOUCESTERSHIRE, GL7 5NX : INFO@CLASSICMOTORHUB.COM : WWW.CLASSICMOTORHUB.COM

SALES : STORAGE : TRANSPORT : EVENTS : DETAILING : SHOP



1989 FERRARI TESTAROSSA

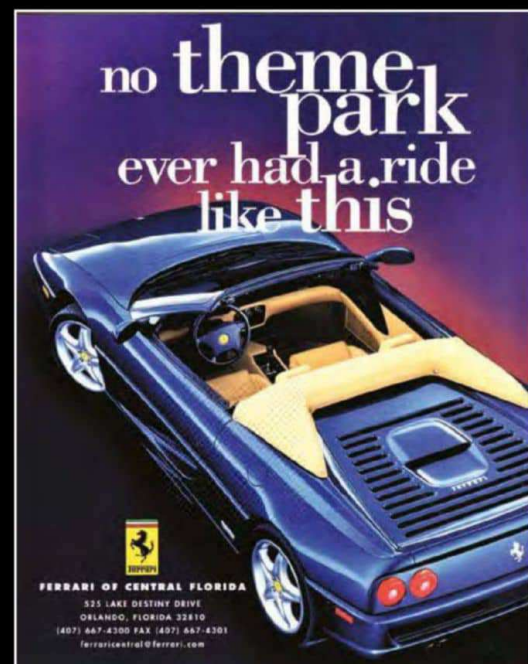
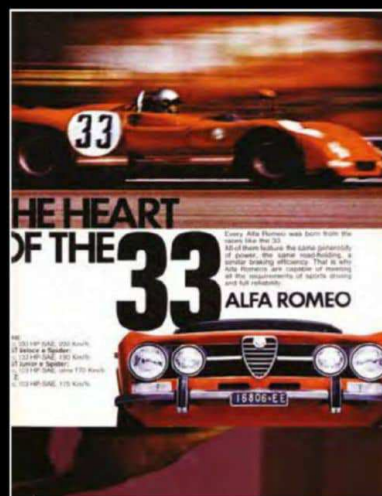
1 of 7 right-hand drive edxamples in Giallo Modena yellow with only 10,000 miles on the clock Recently recommissioned costing some £20,000 and now ready for its next lucky owner


Spider 1750 Veloce was: "Campari, Ascarì, Nuvolari, Guidotti, Fangio. We've kept a lot of fast men happy".

Tough new 'don't promote speed' guidelines started to come in as time progressed. For instance, UK guidelines now say, "Speed or acceleration claims must not be the main selling message of an advertisement". Fiat cleverly got round this when advertising its new Fiat Coupe 20V Turbo – the personification of speed at launch. This has to be one of the all-time great ad lines: "In Italy, no one grows up wanting to be a train driver". Succinct, cool, smart.

In the 1980s, the Alfa Spider was, "The last of the red hot sports cars" but ad agencies soon that morphed into more politically correct but rather duller tags such as "Cuore Sportivo" and "The legendary marque of high performance".

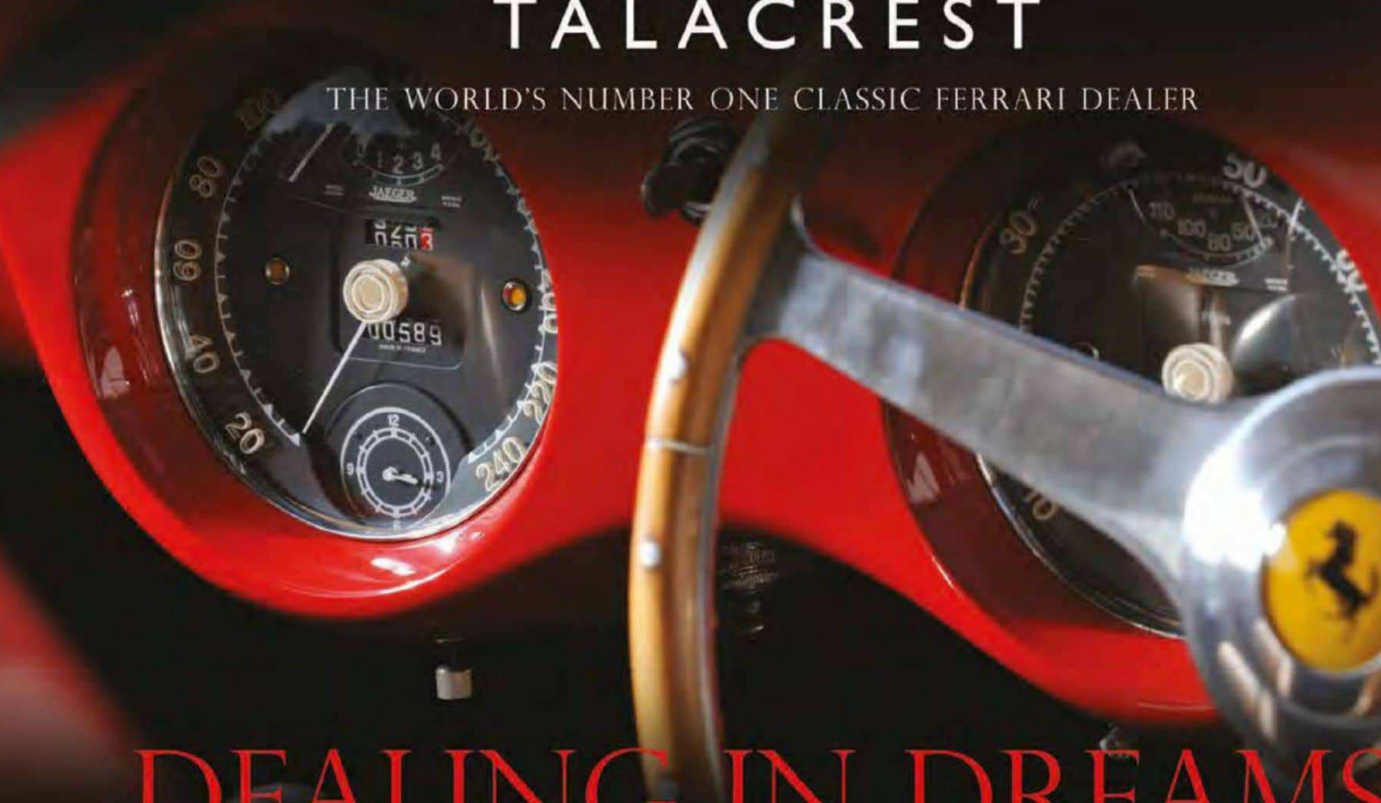
Ferrari has rarely found the need to advertise, since its products largely sell themselves. But in the early days, there were some lovely ads celebrating Ferrari's success in motorsport, and some classically understated ads humbly announcing "the new Ferrari" in the 1960s. Coachbuilders like Pininfarina would sometimes place ads in the Italian press, too. But after the 1960s, it was really only local Ferrari dealers who advertised, not the factory, and there were some very good examples, particularly in the USA (we love "The Possible Dream" and "No Theme Park Ever Had a Dream Like This" for the Ferrari 355). 🇮🇹





TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



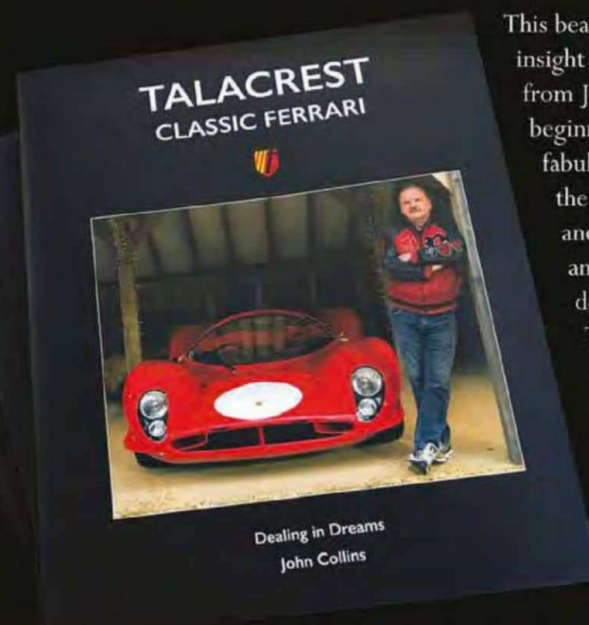
DEALING IN DREAMS

A fascinating book by John Collins. A must read for Ferrari enthusiasts.

This beautifully printed coffee table book measuring 310 mm x 250 mm is a fascinating insight into the world of dealing in classic collector Ferraris and other exotic cars from John Collins. It tells the inside story about John and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia and Marcel Massini amongst others and includes many important Ferrari road and racing cars. Many are accompanied with histories, track tests and how the deals were done.

The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queen's Award for Export.

Apart from the cars there are fascinating chapters about John's personal life and other achievements. John's connections with the Sport of King's and his love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and The Racehorse Sanctuary.



ORDER YOUR COPY SECURELY ONLINE AT TALACREST.COM



WWW.TALACREST.COM

+44 (0)1344 308178 | +44 (0)7860 589855 | john@talacrest.com



SUBSCRIBE TODAY

Save over £10.00 for 12 issues

SMART PHONE or TABLET ACCESS

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

Visit auto-italia.net for our digital turn page issue



SUBSCRIPTION PRICES

Yes, I would like to subscribe for 12 issues

- ☐ Quarterly Direct Debit £11.50 (£46.00 per year) **UK ONLY**
- ☐ Annual Credit/Debit Card/Cheque £49.50
- ☐ Europe £67.00
- ☐ USA £77.00
- ☐ Rest of World £80.00

Your details

Name:

Address:

Postcode:

Telephone:

Email:

The Direct Debit Guarantee

- This Guarantee is offered by all Banks and Building Societies that accept instructions to pay Direct Debits.
 - If there are any changes to the amount, date or frequency of your Direct Debit, FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia will notify you five working days in advance of your account being debited or as otherwise agreed. If you request FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
 - If an error is made in the payment of your Direct Debit by FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia or your Bank or Building Society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia asks you to.
 - You can cancel a Direct Debit at any time by simply contacting your Bank or Building Society. Written confirmation may be required.
- Please also notify us. Auto Italia Magazine, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS www.auto-italia.net

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

Service User Number



Account Name

Account Number

Sort Code

Name and postal address of your Bank or Building Society

.....

.....

Postcode

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

Signature

Date



BACK BY POPULAR DEMAND...



Auto Italia Italian Car Day at Stanford Hall

Auto Italia magazine is delighted to announce the return of Italian Car Day to Stanford Hall on Sunday 29 September 2019

Italian Car Day is back at Stanford Hall in Leicestershire! All Italian cars are invited, with dedicated parking on the main site, with special and unusual cars invited in front of the main house. All non-Italian cars will be able to park within a short walk of the event. There will be a dedicated Italian-themed trade village with good food (think great coffee, wood-fired pizza, paninis and prosecco), as well as trade stalls.

Prices are £10 per adult, £5 per child (5-13 years old), and under 5s go free. Please note that there are no advance ticket sales and that it is a **cash** gate only. Camping is available on Saturday night in the adjacent field – there's no need to pre-book, the cost is £10 per person, again payment in cash.

We are now taking bookings from car clubs and trade enquiries. Please email michaelward@auto-italia.net for car enquiries, and claireprior@auto-italia.net for trade enquires. Keep an eye out on our social media for further information!



Merc Muncher

The 130 was an exceptional luxury flagship for Fiat, but ultimately a commercial flop. On its 50th anniversary, we ask whether it was misconceived or merely misunderstood

Story by Martin Buckley
Photography by Michael Ward

Conceived in the early 1960s, the Fiat 130, or *centotrenta*, was a product of the optimism and growth that had fuelled the so-called 'Italian Economic Miracle' since the early 1950s. Launched in 1969, it's now reached its golden anniversary. Is it still one of the most misunderstood and underrated Fiats of all time?

Misunderstood? I think so. Designed and constructed to the highest contemporary standards, Fiat's mission was not to make an Italian Ford Zodiac but to give Italy a top contender in the luxury 3.0-litre saloon class; a true flagship.

Commercially speaking, the 130 was born

too late, into a luxury class suddenly awash with Mercedes-challenging saloons, notably the new Opel Diplomat, BMW 2500/2800 and Jaguar XJ6. All showed that the European large saloon market had evolved to emphasise driver appeal as much as luxury.

While the momentum was certainly towards 'sports saloons', the imposingly angular Fiat 130 remained an essentially formal car, pitched at the man who might employ a driver during the week and take the wheel himself at the weekends. In terms of luxury, detail refinement and roominess, the 130 was really half a class above most of its rivals. It matched Mercedes and perhaps even Rolls-Royce in these regards, rather than

BMW, never mind Opel or Ford.

Sadly, the market did not see it that way. The Jaguar and BMW went on to define the big saloon landscape for the next decade, long after the 130 saloon had been killed off in 1976. Somehow, although it had many ardent admirers among motoring connoisseurs, no amount of revisions and improvements patched up the 130's image in the eyes of the wider buying public.

Here, said the critics, was yet another example of the Italians' inability to address the requirements of buyers in the luxury class. The historical evidence for this peculiarly Italian blind spot was there in the miserable sales figures of the soon-to-die



Lancia Flaminia and Alfa Romeo 2600. The big Lancia's formal dignity was a template for the character of the 130, and one could argue that the Fiat was a kind of rationalised Flaminia. Indeed, had its creators been able to anticipate Fiat's November 1969 takeover of Lancia, then

mission creep in terms of size and ambition. Giacosa also feared it would be a distraction when more important new models (like the 124) needed to be brought to market.

Italy's economic miracle was already showing signs of running out of steam in 1963, when initial thoughts of a successor to

the 130's new 2.8-litre 60-degree V6 at the same time as the iron block 2.4-litre 65-degree V6 for the Dino 246 GT and Fiat Dino. That Lampredi designed both is the only common factor between the two units, yet the misconception that the 130 has a Ferrari engine follows it to this day.

“ Had the 130's creators anticipated Fiat's 1969 takeover of Lancia, it would perhaps have emerged as a worthy successor to the Flaminia ”

perhaps the 130 would have emerged as a worthy Lancia-badged Flaminia successor.

When the 130 was born, Dante Giacosa was on the verge of retirement from Fiat after 40 years of service. His influence at Fiat was akin to that of Issigonis at BMC, and like the designer of the Mini, he had little interest in large cars, preferring clever small ones with mass appeal, where the restrictions of size and budget tested the ingenuity of his team. Thus, he harboured grave concerns about the success of the 130, and the project certainly suffered

the Fiat 2300 were mooted. The 2300 was a good car but not a great one; a product of mid-1950s thinking, it was neither fast nor refined enough to go head-to-head with the best Mercedes had to offer.

By 1966, the 130's basic outline had been established: quad headlights set in an assertively angled nose, and a Mercedes-like 'greenhouse' with deep windows for good all-round vision. Aurelio Lampredi was charged with creating the V6 engine, a task well within his capabilities as a former Ferrari engine designer. He found himself creating

The brief for the engine design was that it had to be a refined and sophisticated short-stroke unit with no unnecessary complication: no Dino-like quad camshafts but just a single cam on each bank, driven by a toothed rubber belt. Softly tuned on its 8.3:1 compression ratio, this was no sports car engine but an Italian interpretation of a Cadillac or Rolls-Royce power unit. It was naturally paired with an automatic gearbox, making the 130 the first Fiat – indeed the first Italian car of any description – to be designed around one. For traditionalists,



Early 130 may not drive vivaciously, but it's refined and has sophisticated, cossetting suspension

there was also a ZF five-speed manual option.

Fiat put a lot of thought into the 130's suspension design. At the front, the torsion bars gave 6.3 inches of movement and were damped by easy-to-service struts. These were to be found at the rear too, but passively 'steered' by track rods to give the rear suspension favourable geometry in all functions of roll and bump, controlling toe-in effect to maximum advantage. With its fixed-length solid driveshafts doubling as track control arms – and splayed pressed steel semi-trailing arms carrying coil springs – this patented independent rear suspension (shared with 2.4-litre Fiat Dinosaurs) was probably the most sophisticated to be found on any saloon car at the time.

With standard Campagnolo alloy wheels, vented disc brakes, rear window blinds and two-tone horns, the 130 had the most complete-sounding specification of any saloon in Europe, giving credence to the claim that it was the first Fiat to be created with cost as a secondary consideration.

Luxuries like electric windows and power steering were optional.

Production got underway in May 1969 at Fiat's Rivalta factory. Early plans to build 250 cars a day were soon reduced to 100, with 50 being the figure more often mentioned. Deliveries did not begin until July 1969, mainly to Italian business leaders and the Vatican.

However, despite a clever marketing campaign aimed at a demanding and sophisticated clientele, acceptance was patchy. Reports criticised the car's lack of urge: it seemed that 2.8 litres and 140hp were not enough to give the 130 the authority on the road it deserved, no matter how exceptional its chassis behaviour and refinement was said to be.

Fiat's anxiety that the 130 should be as sorted as possible before exports started in earnest meant that these early cars were rarely seen outside the domestic market. No right-hand drive 2.8 saloons were ever built but, while the definitive 130 'B' 3200 was prepared, an uprated interim version of the



TECHNICAL SPECIFICATIONS

FIAT 130 2.8

ENGINE:	2866cc 60-degree V6
BORE X STROKE:	96mm x 66mm
COMPRESSION RATIO:	8.3:1/9.0:1
POWER:	140hp @ 5600rpm/ 160hp @ 5800rpm
TORQUE:	218Nm (162lb ft) @ 3200rpm
TRANSMISSION:	3-speed automatic or 5-speed manual
WHEELS:	6x14
TYRES:	185/70 HR14
WEIGHT:	1494kg
TOP SPEED:	112mph/115mph
0-62MPH:	14.1sec/13.5sec

2.8 was announced, with little fanfare, in November 1970. Visually indistinguishable externally, significant changes had been wrought under the bonnet, not only realising more power – 160hp at 5800rpm – but also to cure the hot starting problems that had bedevilled the early cars. The power increase came by way of a higher 9:1 compression ratio, a freer-flowing exhaust manifold and bigger Weber 45DFC carb, replacing the 42DFC.

Plans for a more extensively revised car, with a significantly bigger engine, were already underway. There would be no significant sheet metal changes to the saloon; those looking for a prettier and less formal car would have been invited to consider the new Fiat 130 Coupe, launched at the same time as the 3200 saloon in September 1971. The only way of telling a 2.8 130 saloon from a 3.2 was the discreet '3200' badge on the bootlid and the fact that the plastic Fiat badges on the front wings had been banished.


Fiat says production figures for the 130 saloon have been 'lost', but it is thought that around 3000 2.8-litre saloons were built between 1969 and 1971, and around 15,000 saloons in total up to the end of 3200 production in 1976.

If not quite unique in the UK, then Thomas Du Capite's early 2.8 saloon is certainly very rare. It has an early chassis number and the sober black paintwork tends to suggest it started life as a ministerial vehicle. Trimmed in something close to West of England wool cloth (leather was extra), it has superbly comfortable seats, lavish rear legroom and a fully adjustable driving position (steering column reach and rake, plus seat height).

The main visual difference compared to the 3.2-litre 130 is the dashboard, with its 220km/h ribbon speedo, a dated touch at a time when the trend was very much back to circular dials. Even so, it's rationally laid out and fully instrumented with a rev counter (yellow-lined at 6000rpm), separate oil pressure, water temperature gauges and a self-seeking radio incorporated into the dash. Fiat thought long and hard about the 130's heating and ventilation, with a fully engineered and integrated system designed to allow separate upper and lower air streams. The centre console houses a chrome gear selector and 'PRND21' quadrant flanked by cold start and hand throttle controls. The rheostat-adjustable windscreen wipers have a Mercedes-like 'clap-hands' action.

Underway, the commanding driving position

puts you at ease and there is superb vision all round. Even the 3.2-litre 130 was brisk rather than fast, but the 2.8 still feels crisp and entirely adequate. It sweeps imperiously along, with a refined growl from the engine and a throaty rasp from the twin-pipe exhausts. The smooth willingness of the engine masks the car's under-gearing, and neither the slightly jerky Borg-Warner automatic, nor the powerful but spongy-feeling brakes were ever the best thing about these cars. The dampers feel a little tired on this example but there's plenty grip and composure, and a supple ride. Certainly the definitive 3.2-litre 130B was a better car but it's surprising how complete, sophisticated and well-built the 2.8 feels.

In the world of 130s, it's the beautiful coupe that gets all the attention but for me, the saloon is the original concept, and all the more fascinating in this rare 2.8 form. Handsome, luxurious and technically excellent, the minor tragedy of the 130 was that it was released before being fully mature, by a company that was on uncertain ground when it came to creating big, expensive cars. Even if the 1970s fuel crisis had not sealed its fate, an expensive saloon with a Fiat badge was always going to have a lot to prove. 



Many thanks to Thomas Du Capite and to Paul Duce at Classics and Cabriolets (www.classics-cabriolets.com)

Midlands Car Servicing

Fiat Coupe Specialists - 07905 143 578



Featured Coupe supplied by Midlands Car Servicing

Timing Belts



From £300

Clutches

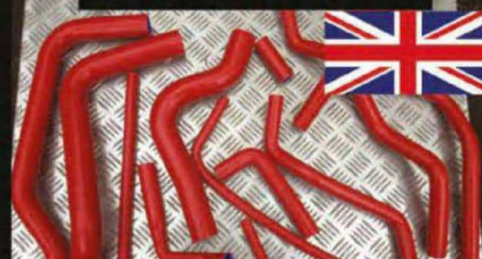


From £400

Servicing & Maintaining your Coupe has never been cheaper!



Silicone Hose Kits



Only supplier of 13 piece kit

Oil Cooler Kits



Only supplier of full kit

Modified Pulleys



Only supplier

Over 17 years experience with Fiat Coupes

Contact Us - 07905 143 578

www.midlandscarservicing.co.uk

Super Cali, Fragile Is It?

Ferrari's first-ever front-engined V8 car was its new entry-level model at launch over 10 years ago. With prices now falling down to around £70,000, should you take the plunge?

Story by Richard Dredge
Images by Michael Ward

Although it may not go down in history as the greatest Ferrari of all time, the California was certainly a game changer for the marque. Not only was this the company's first ever car with a V8 engine in the nose, but it was also its first ever coupe-cabriolet. As such, it was designed to provide year-round usability, and because it was also Ferrari's cheapest model (priced at £143,320 when it was launched), it was also relatively attainable. This latter point is crucial because it was the California that enabled Ferrari to appeal to younger buyers, who were more likely to use their cars frequently, instead of just for the odd dry-weather run. Well, that was the theory, anyway.

The world got its first glimpse of the California at the September 2008 Paris Salon, and while Ferrari was predictably upbeat about how this was a new type of car for the company, for some Prancing Horse fans, things didn't quite add up. The California was more of a grand tourer than a true sports car, and it was powered by a V8 rather than a V12. No wonder rumours have persisted that the California was originally intended to wear Trident badges rather than Prancing Horse ones – rumours that Ferrari has consistently denied.

The V8 was a new 4.3-litre unit with a flat-plane crank and direct fuel injection, giving it 460hp at 7500rpm, with the power sent to the rear wheels via a seven-speed dual-clutch transmission. There was a new multi-link rear suspension system, F1-Trac traction control and carbon-ceramic brake discs were standard.

At the 2012 Geneva Salon, Ferrari unveiled an updated car tagged California 30, with an extra 30hp (now up to 490hp) and its kerb weight cut by 30kg. At the same time, a Handling Speciale package was introduced, which improved agility without wrecking

the ride comfort; the key was the fitment of magnetorheological dampers along with more direct steering (10 per cent quicker ratio). This factory-fit package proved popular with buyers, and such cars are now easy to find on the used market.

The big change came in 2014, though, when the California T was revealed at that year's Geneva Salon in March. Out went the 4.3-litre naturally aspirated V8 and in came a 560hp turbocharged 3855cc unit, still mated to a seven-speed dual-clutch transmission and now capable of 0-62mph in just 3.6 seconds. This new powerplant was claimed to use 15 per cent less fuel despite offering an impressive 70hp boost.

While the focus of the California T is usually on the powerplant, the changes were much more wide-ranging. New Magnaride dampers reacted 50 per cent faster than before, a more direct steering box was installed, the F1-Trac system was updated and the carbon-ceramic brakes were fettled too. But for many, perhaps the biggest improvement was to the body design, with the front and rear completely overhauled; only the roof was carried over unchanged.

Although this revised California T was far better to drive than its predecessor, Ferrari is all about evolution and in spring 2016 a Handling Speciale option was introduced. This was perhaps now less necessary than before, but it still sharpened things up for those who wanted to drive their California hard. For £5568 you got stiffer springs (16 per cent at the front, 19 per cent at the rear), recalibrated dampers, traction control and gearbox software to give upshifts that were 30 per cent faster and downshifts that were 40 per cent quicker. There was also a redesigned exhaust that provided a more raucous soundtrack.

Production of the California T came to an end in 2017





ahead of its replacement, the Portofino, arriving in 2018. It's estimated that perhaps as many as 19,000 Californias of all types were made.

ON THE ROAD

For some, any Ferrari with a V8 should have its powerplant in the middle, so the California was always going to be challenged by enthusiasts. But Ferrari has a pretty decent record with front-engined cars, and also when it comes to setting up an engaging chassis, and with the engine set well back to create more of a front/mid-engined layout, and by using a transaxle, a near-perfect weight distribution of 47 per cent front, 53 per cent rear was achieved. However, pushing the powertrain back meant compromises elsewhere. While the California is sometimes perceived as a 2+2, the back seats are only really suitable for luggage or very small children.

What isn't a compromise is the fitment of an aluminium folding roof, which was claimed by Ferrari to be lighter than a fabric alternative. As a result, despite the car weighing over 200kg more than an F430 Spider (and being 30hp down), it could get to 60mph from rest in just under four seconds, thanks largely to some honing of the dual-clutch transmission and its controlling electronics.

Those electronics are adjustable via the *manettino* on the steering wheel, allowing the driver to control the gearbox, stability and traction control systems (CST and F1-Trac) and the SCM suspension system. There are three settings: Comfort (keeping all of the safety nets on), Sport (providing maximum performance and stability in ideal conditions) and CST-off (switching off all electronic intervention apart from ABS).

There's a wide central power band that flexes its muscles from 3000rpm all the way up to the red line at 8000rpm, but few California owners seem to exercise their cars hard; if they want white-knuckle thrills they tend to buy something mid-engined instead. More typical is someone like Doug Watkinson, who bought

his 2010 California three years ago. He told us: "I could buy a 430 Spider for the same money at the time, and while my heart said buy the 430, my head steered me towards the California.

"I chose the California as it's used mainly for European touring, in which it excels. My wife and I have been away for two weeks at a time and the car copes quite happily. We can fit two small suitcases in the boot with the roof down, and two bags go behind the front seats. This is a car that's extremely usable, easy to drive, comes with all mod cons and is good value".

Doug's verdict tallies with that of Peter Churchley, who owns the California T in our pictures. Says Peter: "I had an F430 before this, and in comparison the California is a world away. The technology is much more full-on and the different modes ensure you can set the car up for your mood; there's a world of difference between each of the different settings. It's a relaxing GT if you want it to be, or the California can be a proper sports car if that's what you want.

"Most of the miles that my wife and I have done so far have been on European road trips, which the car is

ideally suited to. With the roof up, the California is a luxury tourer and with it down and the wind deflector fitted there's very little buffeting. On a run the car will give 30mpg quite happily, so a 350-mile range is perfectly realistic".

WHAT TO LOOK FOR

Many of these cars are still under warranty, and a majority of them are still maintained by the official dealer network, so any problems tend to be dealt with pretty swiftly. It also helps that the California is built to a high standard. Some early cars were reported to suffer from glitches, mainly with the roof mechanism, but any such problems should have been ironed out by now. However, it's the roof that you need to focus on with your pre-purchase checks, so ensure that it seals properly and goes up and down smoothly.

Although Ferrari's claim is that California owners use their cars more than buyers of its other models, in fact many Californias get very little use. This can cause problems with the battery going flat, leading to an array of electrical malfunctions, so try absolutely everything several times to make sure it all works.





TECHNICAL SPECIFICATIONS

FERRARI CALIFORNIA

ENGINE:	4297cc V8
POWER:	460hp at 7500rpm
TORQUE:	357b ft at 5000rpm
TRANSMISSION:	7-speed dual-clutch auto
WEIGHT:	1735kg
MAX SPEED:	192mph
0-62MPH:	3.9sec

TECHNICAL SPECIFICATIONS

FERRARI CALIFORNIA T

ENGINE:	3855cc V8 turbo
POWER:	560hp at 7500rpm
TORQUE:	556lb ft at 4750rpm
TRANSMISSION:	7-speed dual-clutch auto
WEIGHT:	1730kg
MAX SPEED:	195mph
0-62MPH:	3.6sec

Typical prices:

- 2009 California, 24,000 miles, black, £74,000
- 2011 California, 17,000 miles, red, £85,990
- 2014 California T, 31,500 miles, silver, £99,995
- 2015 California T, 13,000 miles, white, £112,830
- 2016 California T, 2000 miles, red, £133,000

Doug Watkinson's 2010 California has done just 20,000 miles and its V8 has suffered from a leaky cam cover. He told us: "The work was done by an official dealer and a lack of use was cited as the key reason for the glitch. To fix things and get the covers repainted at the same time came to almost £1500." Engine mounts can be a weak spot, especially on

than you might think. All Californias need to be serviced every 12 months or 12,500 miles. Cars registered from April 2011 came with a seven-year servicing package which covers all routine maintenance including fluids and labour charges (undertaken by official Ferrari dealers). There is no mileage cap on this, so if your mileage is such that

Later California T (in photos) benefits from extra power, sharper suspension and a more focused shape

“ Servicing costs are much more manageable than you might think ”

early cars, leading to vibrations through the steering wheel. Expect to pay around £1500 to have the mounts replaced; it's an easy job once the car is on a ramp. Just about all Californias come with a seven-speed dual-clutch transmission (DCT) – only a tiny number of special-order cars had a six-speed manual gearbox. The DCT 'box on early cars can suffer from chafed wires inside, or faulty sensors, leading to the gearchanges becoming erratic, so check how smoothly the cogs swap on a test drive. Complete failure is possible, leaving the car stranded; repairs cost between £3000 and £7000 depending on the exact problem.

RUNNING COSTS

This is the bit that often sends potential owners running for the hills. When they discover that just an oil change runs close to four figures the dream evaporates – but the California is not like that. That's for two key reasons: firstly the engine has a timing chain rather than a belt, so it should never need to be replaced. Also, servicing costs are more manageable


the car needs more than one service in a year, this would still be covered. For earlier cars which don't have a factory maintenance package in place, you can expect to pay £600-£1000 for an official dealer service. An annual service plus fluids would be £1200-£1300, and one including fluids and pads more like £3500. At an independent specialist such as The Supercar Clinic in Bolton (supercarclinic.co.uk), an annual service is £599, while the major service that's due every 18,750 miles is £1620. The fitment of ceramic brake discs means only track-driven cars are likely to need replacements, which is just as well because new ones cost £2663 each for the rears and £3385 for the fronts. These prices are from Scuderia Car Parts (scuderiaparts.com). As for front brake pads, Superformance (superformance.co.uk) charges £813 for a set, while Scuderia Car Parts charges £594-£820 for rear pads depending on the year of the car. Since 2007, all Ferraris have come with a standard



four-year warranty (if they're UK-supplied with right-hand drive; all other markets have three years' cover). It's possible to extend this warranty by a year at a time up to the car's 15th birthday; any used car bought through an official dealer will come with a two-year warranty. You'll pay £4400 to extend the warranty for each year, but this cost includes any routine maintenance required in that time – and again, if you're a high-mileage driver you can enjoy more than one free service in this period.

PRICES

As Ferrari's entry-level model the California sold well, so there are plenty of them on the used market. The earliest cars are on an '09' plate, so they've just celebrated their 10th birthday. Even the cheapest examples are still worth around half of what they cost new. The cheapest example we've seen was a left-hand drive 2011 example imported from Saudi Arabia with 28,042km on the clock, which recently sold at auction for £66,788. RHD prices generally start at £75,000, although there is the odd car available for closer to £70,000. Even the leggiest California that we could find had covered just 52,000 miles, but few cars on the market have more than 25,000 miles on the clock.

The naturally aspirated California is priced at up to £110,000, and this is where the California T then picks up the baton. For your 110 large ones you can secure a 2014 California T with just 10,000 miles on the clock; few of these later cars have covered more than 15,000 miles. The ceiling for the California T is about £130,000, but there is the odd car closer to £150,000 if it's very late, very low mileage and the owner got particularly carried away with the options list. 



Many thanks to Peter Churchley, Doug Watkinson and Ferrari North Europe for their help in the preparation of this feature



FERRARI PARTS SPECIALIST
SUPERFORMANCE
DELIVERING
WORLDWIDE
EVERY DAY



- LARGEST INDEPENDENT SUPPLIER OF PARTS FOR FERRARI CARS
- UNRIVALLED ENGINEERING AND TECHNICAL EXPERTISE
- CONTINUOUS REMANUFACTURING OF OBSOLETE AND UNAVAILABLE PARTS
- OFFICIAL DISTRIBUTOR FOR HILL ENGINEERING
- DEPENDABLE BIG ENOUGH TO COPE SMALL ENOUGH TO CARE
- FAST EXPRESS WORLDWIDE SHIPPING DAILY



SUPERFORMANCE.CO.UK 01992 445 300
CELEBRATING 36 YEARS FERRARI PARTS EXPERIENCE
UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW
CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Historic Minardi Day

Formula 1 stars and racing machinery rub shoulders at Imola

Story & images by Matteo Grazia



Now in its fourth year, the Historic Minardi Day took place over the final weekend of April at the Imola racetrack. Its importance in the calendar was get again confirmed by the growth of participating drivers, race cars and public – over 15,000 people attended, despite heavy rain on the Sunday.

The brainchild of Giancarlo Minardi, F1 team owner for over 20 years, it's a winning formula: an annual motorsport festival that brings classic Formula racing cars to the track, as well as sports prototypes, GT cars and racing barchettas. Important brands such

as Lamborghini, Alfa Romeo and Pagani took part officially, too.

More than 30 Formula 1 single-seaters were present, as well as the *Club International des Anciens Pilotes de F1* led by five-times Le Mans winner, Emanuele Pirro. Champions from the past included Richard Attwood, Patrick Tambay, Hans Herrmann, Derek Daly, Carlo Facetti, Pierluigi Martini, Riccardo Patrese, Paolo Barilla and Alex Caffi, while other racers included Mauro Forghieri, Jo Ramirez, Daniele Audetto, Mario Theissen and many more.

The line-up of Ferraris was really impressive. We were able to admire the 1970

312B (ex-Clay Regazzoni), 1971 312B2 (ex-Mario Andretti-Jacky Ickx), 1974 312B3 (also ex-Regazzoni), 1987 126C4 and 126C4M (chassis #073 and #074, ex-Michele Alboreto-Rene Arnoux), 1991 642 and 643 (ex-Alain Prost), 1994 412 T1 (chassis #154, ex-Gerhard Berger) and 1993 F93A (ex-Jean Alesi).

The Minardi Formula One single-seaters, displayed in the paddocks and then running on the track, included the 1989 M189 (ex-Pierluigi Martini and Luis Perez-Sala), the 1992 M192 powered by a Lamborghini V12 engine (ex-Gianni Morbidelli) and the 2004 PS04B (ex-Gianmaria Bruni-Zsolt Baumgartner) owned and driven by Gabriele Tredozi, Minardi F1



Team technical director from 2001 to 2005.

The Alfa Romeo brand was represented by Scuderia del Portello, which brought along the 1990 Lola T90-Alfa Romeo Formula Indy (ex-Guerrero); 1973 Alfa-Romeo Autodelta T-33 TT3 (ex-Scuderia Brescia Corse), now owned by collector Joe Nastase who completed many laps, some of them with Carlo Facetti behind the steering wheel; 1967 Alfa-Romeo T-33/2 'Fleron' (Chassis 001) belonging to Marco Cajani; and an Autodelta Giulia GTAm driven by Gian Luigi Picchi, who won the 1970 Nürburgring 6 Hours with this car. Also present were a couple of fabulous Giulietta SS and SZ models, plus two 75s – a Super Turismo-spec example driven by Massimo Romagnoli and an IMSA-spec one belonging to an American collector. ITC/DTM legends were represented by two Alfas, a

1995 ex-Larini 155 with its Martini Racing livery (which obtained pole position at Magny Cours the same year) and a 1994 ex-Kris Nissen car (as campaigned by the Schubel Engineering team).

Many beautiful Lancias also took part, including two Beta Montecarlo Turbo Group 5 racers. Chassis #1009, belonging to Franco Meiners, raced at Le Mans in 1981 with Michele Alboreto-Eddie Cheever-Carlo Facetti at the wheel, while chassis #1004 came from the Gino Macaluso Foundation, part of a large racing Lancia collection. This car won the 1980 6 Hours of Mugello with Riccardo Patrese and Eddie Cheever. At Minardi Day, it was driven by Emanuele Pirro, who knows the car well because he raced two models, chassis #1007 and #1010, at the beginning of his career.

A rare 1982 Lancia LC/1 Group 6 Sports Prototype, the third of four built (chassis #0003) and belonging to the Gino Macaluso Foundation, completed a few laps as well. The car took part in some World Endurance Championship rounds during its competitive career and in 1982 finished third overall and first in the Group 6 class at Spa 1000km, driven by Riccardo Patrese and Teo Fabi.

Modern sports cars such as the Dallara Stradale, Lamborghini Huracán Spyder and Urus, Alfa Romeo Stelvio and Giulia Quadrifoglio and Pagani Huayra all ran on the track for the whole weekend. Giancarlo Minardi and the Autodromo di Imola, strengthened by the great success of the event so far, are now working to organise an even bigger day in 2020.



48H Alfa Romeo Lizitalia

We report from the biggest ever Alfa gathering in Portugal

Story by Orlando Ferreira



The third edition of the 48H Alfa Romeo Lizitalia took place on the weekend of 30 and 31 March, the tour representing the pinnacle of Alfa Romeo events in Portugal. A record number of 80 Alfás, both classic and modern, and 150 Alfisti, enjoyed a 400km route over two days on some of the most beautiful roads in the country. Every year it becomes more international, and this year was notable for attracting a very large selection of Spanish Alfisti.

The enthusiasm, great mood and clear

passion of all the participants was clear right through the huge Alfa Romeo procession. Among the highlights of the cars participating were a glorious Alfa Romeo 1900 Super Sprint, an 'osso di seppia' Spider, a Junior Zagato, a number of Bertone Sprint GTs, Montreal, Alfetta GTV, 147/156 GTA and several 4Cs.

Particularly memorable was a visit to the Miniature Museum of Gouveia, where a fantastic collection of scale models was opened under the theme 'Alfa Romeo in F1'. The tour also visited the Caramulo

Automobile Museum (notable for its collection of Renaults and Alpines), where there was also a magnificent dinner. The event included a trip to the Vila Nova de Paiva karting track, where each participant had the opportunity to drive his or her Alfa on the circuit.

There was also a set of passenger rides, with track demonstrations in the Alfa Giulia Quadrifoglio and Stelvio Quadrifoglio, piloted by Tiago Rodrigues and Pedro Silva. The countdown to the fourth edition in 2020 has already begun!



Joe Macari Performance Cars

T: +44 (0)20 8870 9007 E: sales@joemacari.com

249 - 251 Merton Road, London, SW18 5EB



1996 Ferrari F50



£1,799,950

Rosso Corsa, Classiche Certified, 13,650 Miles, LHD

2011 Ferrari SA Aperta



£1,674,950

Rosso F1 2007, 1 of 8 RHD cars, 155 miles, RHD

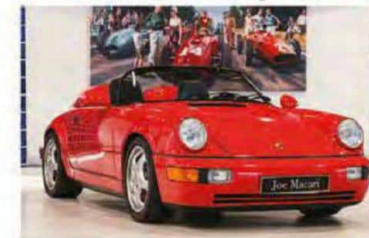
2016 Ferrari F12 TDF



£799,950

Grigio Ferro, 1 of 799 produced, 890 miles, RHD

1994 Porsche Speedster



£139,950

Guards Red, manual transmission, 19,000 miles, LHD

2015 Ferrari FF



£159,950

Nero Daytona, highly specified, 9,000 miles, RHD

1966 Aston Martin DB6



£299,950

Silver Birch over Red, manual transmission, 81,000 miles, RHD

1976 Ferrari 365 GT4BB



£349,950

Rosso Chiaro, 1 of 387 produced, Classiche Certified, 850 miles from partial restoration, RHD

1969 Ferrari Daytona



£679,950

Rosso Chiaro, Desirable Plexi car, Classiche Certified, 34,000 miles, RHD

1973 Ferrari Dino GT



£319,950

Rosso over Beige, Classiche Certified, 49,000 miles, RHD

Bianco Auto Developments Open Day

Ask most people what Bianco Auto Developments is about and they'll probably point to the company's huge presence in Alfa Romeo racing. Well, attending Bianco's Open Day in May proved that it has an awful lot more going on...

Story by Chris Rees



Paul from Bianco told us that the aim of the day was to showcase the huge range of facilities that the company now offers at its all-new purpose-built premises in Surrey. For instance, there's a state-of-the-art Dyno Dynamics 2400hp 4WD rolling road (one of very few in the UK), which allows the company to offer exceptional tuning capability. Also new is a full MOT

testing bay. Upstairs, customers could browse huge stocks of parts, and discounts were offered.

The public turnout was impressive. Inside, Bianco had assembled huge numbers of racing cars, while rarities like a GTA Junior and Giulietta Sprint highlighted that one of Bianco's main activities is restoring classics. Outside, we were astonished to see not one but two extremely rare Quadrifoglio N Ring

editions (both Giulia and Stelvio). Owners brought along Fiats, Abarths, Maseratis, Ferraris and many, many Alfas.

There was a great fun feel to the occasion, with an atmosphere more like a village fete than a regular open day. There was plenty to do for all the family, with a bouncy castle on site, face-painting for the kids and a gaming station. A fully-stocked BBQ ran all day with soft refreshments too.

CONTACT Bianco Auto Developments, The Green Barn, Antlands Lane East, Shipley Bridge, Surrey RH6 9TE. Tel: 01293 821843. Web: www.bianco-alfa.com



20% DISCOUNT CODE: AUTOITALIA20
*EXCLUDES SALE ITEMS
OFFICIAL UK DISTRIBUTOR

YBRACING
WWW.YBRACING.COM

Malpassi

GLENCOE
U.K. Concessionaires

FILTER KING

Used professionally in:

- Off Road Sports
- Historic Racing
- Historic Rallying

FULL RANGE OF MODELS

BENEFITS

- Fuel Filtering
- Fuel Pressure Control
- High Flow (optional)
- Cleanable Chamber
- Clear or Metal Bowl
- Robust Design
- Proven High Quality

ALWAYS BUY ORIGINAL EQUIPMENT

Historically original equipment with

ALFA ROMEO • BENTLEY • BRITISH LEYLAND • LOTUS

RETAIL & TRADE ENQUIRIES WELCOME

TEL: 01784 493 555

Email: sales@glencoeltd.co.uk

www.glencoeltd.co.uk

Glencoe Ltd - Facet UK Concessionaire

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

Made in the USA

Tel: 01784 493 555

Email: sales@glencoeltd.co.uk

www.glencoeltd.co.uk



CLASSIC ALFA CHALLENGE

Silverstone played host to some fine classic action

Report by Michael Lindsay
Photography by Jeff Bloxham



The success of the HRDC Classic Alfa race at Donington last October encouraged Julius Thurgood to push ahead with his project to run three races in 2019. The first was at Silverstone in April 2019 as part of a large Vintage Sports Car Club (VSCC) meeting on the National Circuit. It's a long time since I last attended a VSCC event, and there's a big contrast in the size of the cars – a 4.5-litre Bentley dwarfs an F3 Kieft-JAP, as an example.

Once again, Julius gathered an excellent entry, the cars being split into three classes – Corsa, Monza and Nord – headed by Donington winner, Chris Snowdon, in Richard Melvin's Alfetta GTV. This had benefited from an engine rebuild during the winter and was

sporting new Yokohama A052 tyres. Also in the Corsa class were Richard Drake in his Napolina-liveried Alfasud Ti, John Symes's GTAm replica and the Alfasud Sprint 1.7 of Richard Ibrahim.

Spread over the other two classes were Giulia coupes of various origins – GT Juniors with 2.0-litre engines, proper 2.0-litre cars, GTAs and 1600 Sprints – and it was going to be interesting to see how they would match up to the Alfettas and Suds on a dry track. Peter Smart and Ian Brookfield could make a direct comparison as they were looking after both: two 2000 GTVs (to be driven by Mike Neumann and Ken Rorrison) and an Alfetta (in the hands of Lawrence Alexander). Neumann's car was the one driven by Peter in the Alfa Championship in the late 1990s (it was

green then), while Lawrence's red-and-white colour scheme honoured French Alfa racer, Dany Snoeck.

Alex Jupe entered his own Marlboro-liveried Alfetta and also prepared an ex-South African car for Jonathan Horsfield. Other familiar Alfetta GTVs were those of Richard Leggett and the Napolina-liveried car owned by Stephen Chase but driven by his son Henry. Richard has owned his car since the late 1980s and has raced and rallied it regularly over the years.

Although it doesn't quite fit into the Challenge criteria, James Wright was out again in his beautifully prepared 75 Twin Spark, while Louis Frankel was at the wheel of a 116 Giulietta, looked after by Richard Drake. Another one-off car was the 2000 Berlina of Miguel do Valle, while an expected front-runner was the 2.0-litre

Nord class GT Junior of Richard Merrill.

Cars in the Monza class included the GTAs of Bernard Hartogs and Neil Merry, plus the familiar 1600-engined Giulietta Ti of Gavin Watson and the 2.0-litre Sprint GT of David Alexander. Giulia saloons are always among my favourites (my first Alfa was a 1600 Giulia Ti in 1966) and it was good to have two Giulia Ti Supers, for Frank Slevin and Ben Cater, plus James Gibbons's 1600 Ti.

VSCC meetings don't have 'qualifying' but 'practice', although the times all count for the grid nonetheless! After a freezing night, things were a little (not a lot!) better when the 15-minute practice session got underway on Sunday morning. The times indicated a very close battle at the front between Chris Snowdon and his pursuers, led by David Alexander and Neil



Merry, whose Giulia coupes ended within 0.38sec of the Alfetta, Chris's best being 1min 12.49sec. Fourth fastest was Mike Neumann, ahead of James Wright, Bernard Hartogs, Richard Ibrahim, Alex Jupe and Jonathan Horsfield. Completing the top 10 was Ben Cater in his Giulia Ti Super, but the team was worried about some unusual 'growly' noises from the engine. John Symes was also unhappy about the feel of the new brake pads on his GTAM replica.

It was entertaining to see close groups negotiating the Luffield Complex and Woodcote, including the Sud Ti of Richard Drake. But where was he on the timing screen? Afterwards, he admitted that he'd forgotten to switch on his transponder but the clerk of the course was kind and allowed him to start in his correct position – fourth.

Away from the race start, Chris Snowdon and David Alexander were evenly matched on the run to Copse but David had the inside line and just edged in front of Chris through the corner, as Richard Drake burst into third ahead of Mike Neumann (with whom he would battle for much of the race). Chris and David took different lines through Maggotts and into Becketts where David locked up, but maintained a marginal lead that he quickly lost to Chris down the Wellington Straight.

Less than two seconds covered the top four at the end of the first lap, with Neil Merry, James Wright and a fast-starting John Symes next in line. Making great progress, however, was Richard Merrell who rapidly worked his way through the slower cars and on to the tail of Jonathan Horsfield's Alfetta.

The battles between Chris Snowdon and David Alexander, and Richard Drake and Mike Neumann, carried on throughout lap two, and it wasn't until lap three that Chris managed to edge away from the Alfetta, while Neil Merry had put on a spurt and passed both Drake and Neumann. Cater's Giulia Ti Super expired in a cloud of smoke at Copse, confirming his team's worries. Merrell's progress continued to be spectacular, passing the timing line in seventh place after four laps, with James Wright's 75 now in his sights.

With tyres up to temperature, Chris Snowdon started to pull away from David Alexander. Merry pulled off, while Merrell closed in on Drake and Neumann, passing them on lap eight, temporarily allowing the Sud to get away from his pursuer. Snowdon was going quicker than ever at this stage, setting his fastest lap (1min

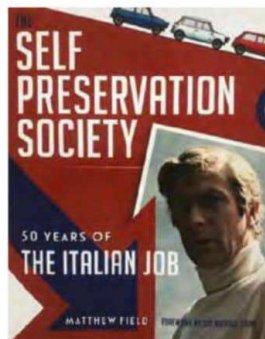


11.93sec) on lap nine. By the end of lap 10, Chris was running a comfortable 6.7sec clear of David Alexander with Richard Merrell now third, a further 6sec back and gaining. Drake, Neumann, Wright and Jupe were next in line. Alex Jupe's Alfetta, running a strong seventh at this stage, was starting to smoke but with gauges showing nothing alarming, Alex decided to carry on. It transpired that the dipstick had not been pushed home and oil was escaping into the engine compartment.

By the end of lap 14 it was clear that Richard Merrell would take second place from David Alexander, which he did a lap later when the latter ran wide at Brooklands. Despite his progress in terms of positions, Richard had not actually closed the time gap to Chris. Neumann received a black-and-orange flag for dropping fluid and pulled into the pits on lap 17, where a split fuel filler cap rubber seal was detected, allowing petrol to escape – a sad end to a fine drive. Also unlucky was Richard Drake, who missed a gear and had to retire on lap 21 with a damaged engine.

With 30 minutes gone and 25 laps completed, a delighted Chris Snowdon crossed the line to take his second Classic Alfa Challenge win, easing off and heading Richard Merrell home by 8.19sec. David Alexander kept pushing hard to finish third but was 30sec adrift at the flag. James Wright led Bernard Hartogs, Alex Jupe, Richard Ibrahim (Alfasud Sprint), Jonathan Horsfield, Lawrence Alexander and Gavin Watson home. It was good to see Richard Leggett and Henry Chase bring their Alfettas home in 14th and 15th. 🇮🇹





The Self Preservation Society - 50 Years of The Italian Job
By Matthew Field
Porter Press
International
£45

Come on, who doesn't love *The Italian Job*? It's a classic of UK cinema – even though it wasn't a success at the box office when it was released 50 years ago. This is not the first book on the film – nor even the author's first – but it is an absolutely splendid effort.

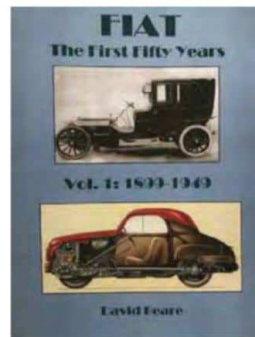
For the car fan, the film bursts with interest, right from the opening sequence of a Lamborghini Miura being driven through the Alps – and crashing. There's fascinating insight into how the Miura was sourced, and an interview with Enzo Moruzzi, Lambo's stunt driver.

There are amazing tales of how the city of Turin was basically given over to the film crew to use as a set – courtesy of Gianni Agnelli's influence. Agnelli loved the idea so much he

gave the film three Fiat Dinos to use. Then there are the extraordinary details of the set-piece car chases involving Minis and police Giulias – one of which was shot in Coventry, not Turin!

Lavishly illustrated, lovingly written by a complete *Italian Job* fanatic, and even boasting a foreword by Sir Michael Caine, this book is not just a superb celebration of the film but also a brilliant insight into its making. We don't give stars, but if we did, this would get an easy five.

NEXT MONTH IN AUTO ITALIA: Look out for a feature on the stories behind the cars and capers in *The Italian Job*



Fiat: The First Fifty Years (1899-1949)
By David Beare
Stinkwheel Publishing
£28

With 2019 being the 120th anniversary of Fiat, it seems fitting that there's a new book on the history of Fiat – with one big

difference: it's written by a Brit, with more than a hint of British perspective. This is the first part of David Beare's Fiat history (presumably Volume 2 will follow in due course).

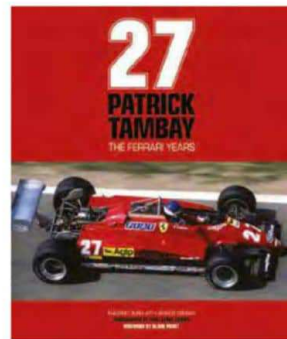
Having been formed in 1899, it took Fiat 10 years to establish itself as Italy's largest car maker – a position it's held ever since. The Agnelli family took control when share prices were rock-bottom in 1906, and again, they've never looked back.

The book tells the fascinating story of the men at Fiat – Bono, Fornaca, Cavalli, Becchia, Bertarione, Cappa, Jano, Zerbi and Dante Giacosa – who were behind early Fiats such as the 509, Balilla, Ardita, 1500 and 500 Topolino. In places, it has a 'self-published' feel about it: this is a softback with sometimes patchy reproduction. While there isn't much that's new here, its 137 pages are very well written and easy to digest. As has been said many times, "Fiat is Italy", so there's quite a lot of social context to the story, too.

The best aspect of the book is undoubtedly the profuse illustrations, many of them in colour. We especially like the contemporary paintings and adverts, which really lend an authentic period feel.

27 Patrick Tambay: The Ferrari Years
By Massimo Burbi with Patrick Tambay
Evro Publishing
£60

Perhaps the nicest man ever to make it to Formula 1, Tambay nevertheless had a core of steel which belied his outer affability. This is immediately obvious from reading this glossy hardback. The Frenchman was all set to quit the Grand Prix arena,



prior to being signed to Scuderia Ferrari partway through 1982. His anointment followed the death of his dear friend, Gilles Villeneuve. Tambay went on to claim two wins aboard red cars, including an emotional victory in front of the *tifosi* at Imola in 1983 driving a car bearing Villeneuve's old number, 27.

This is an engaging read, albeit one written by a fan rather than a journalist. While essentially a compilation of race reports, there's a wealth of colour surrounding what life was like in Maranello following the death of the sainted Villeneuve. It also outlines how the likable Tambay lifted the squad following team leader Didier Pironi's career-ending crash during the 1982 German Grand Prix. It adds a driver's insight into the twilight days of the Enzo Ferrari era, but without resorting to hagiography or sensationalism. With more than 175 images, most of them by Paul-Henri Cahier, there's plenty to like here, despite the lofty price.

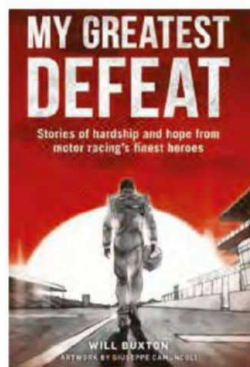
My Greatest Defeat: Stories of hardship and hope from motor racing's finest heroes
By Will Buxton
Evro Publishing
£19.99

The central conceit to this well-written hardback is an interesting one.

Rather than just lots of back-patting tales of glory, it comprises interviews with 20 well-known racing and rally drivers who outline the parts of their back-stories you might not know about; the times when their careers were almost derailed, when they were racked with self-doubt, or dealing with

the death of a teammate. It may sound grim, but it's not. There's Derek Bell describing his joy at being promoted to the big time with Scuderia Ferrari, and his love for Enzo Ferrari – even though he soon realised that *Il Commendatore* was actually holding him back. And that the team was trialling untried parts on his cars without telling him, hence some less-than-stellar results. Then there's Emanuele Pirro on feeling his life ebbing away following an epic F3 shunt and how the experience moulded him into the racer he became.

Mario Andretti tells how, on a migrant ship as a teenager travelling from Italy to the USA, he learnt that his idol Alberto Ascari had been killed. What you realise from reading this book is that in life, as in motor racing, our prouder moments are sometimes rooted in our greatest setbacks. Recommended.



Nick Cartwright Specialist Cars

Sales - Service - Restoration - Storage - Race & Track

UK +[44] 01629 56999 www.nickcartwright.com email: contact@nickcartwright.com



Ferrari 430 Coupe
Nero Daytona
Nero Daytona style electric seats
Blu stitching
Nero carpets
Leather headlining
Scuderia wing shields
Carbon ceramic brakes
Rosso Scuderia callipers
Challenge wheels
Tubi Sports exhaust
Factory option carbon engine bay
Vehicle identification passport
2 Owners
17,500 miles
£89,995

Unit 3&4 Brookfield Park, Tansley, nr. Matlock, Derbyshire DE4 5FY

POWERFUL PERFORMANCE PERFECTLY PRESERVED

Waterless Engine Coolant for Classic Cars

As used and recommended by

HISTORIC PORSCHE COLLECTION

EVANS WATERLESS ENGINE COOLANTS

www.evanscoolants.co.uk/classiccool180

AUTO **Italia** eMAILBOX

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



FIAT FAN

I've been catching up with my *Auto Italia* reading after wintering in Spain and as usual enjoyed your publication immensely – particularly as two of my all time favourites have been featured, namely Fiat's 128 range and the Coupe Fiat turbo, to give it its correct title.

I've owned four 128s and that's what started my love of Italian cars. As you rightly say, the Fiat was so advanced and sophisticated compared with what BMC was offering back in the day. I had two of the four-door saloons, a *treporte* coupe and an SL coupe, all great to drive.

When the pre-publicity arrived for the Coupe Fiat, I lusted after one and eventually managed to acquire a virtually new one in 2000. It was an LE and had the double-spoke



wheels you mention in your article, but I don't recollect them being split rims. I've since owned another two and enjoyed them all. Pininfarina built the cars, hence the beautifully clean lines with hardly any visible seams, as they were mostly lead-filled by hand. There's even a hidden joint on each rear wing where the rear lights are mounted.

Gordon Heaton



SPIDER OR SPYDER?

As a bit of a pedant, I'm confused by the spelling of the Italian name for sports convertibles, 'Spider'. Is it Spider or Spyder? No one seems to be able to make their mind up. In fact, where does the name even come from?

Giles Francis

The word 'spyder' actually dates from the age of horse-drawn carriages, when light high-wheeled traps were known as 'spyder phaetons'. The name was coined by a coachbuilder called Holmes in Dublin in the 19th century because the wheels were so large in comparison to the very light body suspended between them. Why Italian

car makers in particular should have adopted this description for their open-topped sports cars is a mystery, although we have heard some Italians say it derives from the word 'speed'. A 1924 decree by the National Federation of Coachbuilders in Milan said it should be spelt Spider, not Spyder, since the letter 'y' doesn't exist in the Italian alphabet. Not everyone adopted this view. Ferrari always says 'Spider'; Maserati always 'Spyder'; and Fiat can't make its mind up – check out these two US market brochures for Fiat 1200s. – Editor

ALFASUD VAN!

I've stumbled across this picture of what appears to be a 'Panel Van' commercial version of the Alfasud. I've never heard of such a thing before. Any ideas if it's a factory effort, or just a conversion?

Lance Humbold

We've never seen it before, either! Judging from the numberplate, it's a South African vehicle. We know that Alfas were built under licence at South Africa's Alfa Romeo subsidiary, which assembled the Alfasud in the regular body style (at one stage called the Export GTA), as well as in estate form (called Sportwagon). We suspect that the latter was used as a basis for the Alfasud Van, probably in the early 1980s judging by the look of it. Do any readers know any more? – Editor



STUB THE TOENAIL

I think David Stone is missing the point with his comments on the Alfa Romeo Tonale ("toenail"). I believe that these days people are more receptive of foreign languages than they used to be, and are prepared to pronounce the words as they should be. Tonale is correctly pronounced 'Toh Nah Leh' – 'Toh' as in Tom, and 'Leh' as in let.

Dante Diaferia



WWW.FIAT500.CC

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

AUTO ELECTRICS
DIAGNOSTICS
TUNING
PERFORMANCE
CONVERSIONS
MOT PREPARATION
WELDING

BUY PARTS ONLINE

SPECIALISTS IN ALL ITALIAN MARQUES
ALFA ROMEO FIAT LANCIA

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



R. PROIETTI LTD
ITALIAN CAR SPECIALISTS EST. 1965

Classic Alfa

GT/GTV: 1964 - 1977
Spider: 1955 - 93
Super: 1962 - 77
750/101: 1955 - 64
Montreal

Mail order parts worldwide
Tel: +44 (0)20 8688 4443

www.classicalfa.com

Omicron

Lancia spares and restorations



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



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

EXPERIENCE MATTERS
WHEN RESTORING YOUR PRIDE & JOY

Emblem
SPORTSCARS

Sharp Road, Poole, Dorset. Tel: 01202 722247 www.emblemsportscars.com
AWARD WINNING FERRARI & MASERATI SERVICE TEAM

CLUBS



Alfa Romeo Owners Club
'Serving Alfa enthusiasts since 1964'

www.aroc-uk.com

Visit the AROC Club Shop.
A whole range of clothes
and accessories for the
Alfa Romeo enthusiast.
www.arocshop.co.uk

Alfa Romeo Owners' Club

www.aroc-uk.com

Alfaowner.com Club

www.alfaowner.com

Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

Victoria Division. The most active and
passionate owners in Australia.

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.

membership@fiatmotorclubgb.co.uk;

editor@fiatmotorclubgb.co.uk;

press-officer is

gavin@fiatmotorclubgb.co.uk

chairman is b.stigant@ntlworld.com

www.fiatmotorclubgb.co.uk

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

membership@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

Dave Smith admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Matthew Yates www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club

South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2019



July 14

Supercar Sunday

Brooklands Museum, Surrey

www.auto-italia.net

July 26-28

Silverstone Classic

www.silverstoneclassic.com

August 3

Alton Italian Car Breakfast

Departure Lounge, Hants GU34 4BH

thedeptureloungecafe.co.uk

August 9

Quay 4 My Car - Italian Stallions

Poole Harbour, Dorset (6pm)

www.pooletourism.com/whats-on

August 16-18

Lancia Motor Club National & AGM

Kenilworth, Warks

www.lancia.myzen.co.uk



**AUTO ITALIA READER
DISCOUNT CODE
ITALIA10**

August 18

Festival Italia in association with

Auto Italia magazine

Brands Hatch Circuit

www.festivalitalia.com

August 24

The Italian Quarter

Gloucester Docks

www.italianautomotoclub.co.uk

August 24-25

Spettacolo Sportivo Alfa Romeo

Zandvoort, Netherlands

www.spettacolosportivo.eu

August 31

MITCAR (Midlands Italian Car Day)

JLR Classic, Ryton, Coventry

mitcar.co.uk



September 1

Bridgnorth Italian Auto Moto Festival

Bridgnorth city centre

www.italianautomotoclub.co.uk

September 5-8

Salon Privé

Blenheim Palace, Oxon

salonpriveconcours.com

September 6-8

Italian Grand Prix, Monza

www.monzanet.it

September 7-8

Beaulieu International Autojumble

National Motor Museum, Hampshire

www.beaulieu.co.uk

September 13-15

Goodwood Revival

Chichester, Sussex

www.goodwood.com

September 13-15

Best Of Italy Race

Castell'Arquato to Morfasso

www.bestofitalyrace.com

September 20-22

Lancia Motor Club Welsh Weekend

Gregynog Hall, Wales

www.lancia.myzen.co.uk

September 29th

Auto Italia Italian Car Day

Stanford Hall, Leicestershire

www.auto-italia.net



September 30-October 6

50 in Five & Michelotti Rally

50 Alpine passes in five days

goinfive.strikingly.com

October 5

Alton Italian Car Breakfast

Departure Lounge, Hants GU34 4BH

thedeptureloungecafe.co.uk

October 13

Autumn Motorsport Festival

Brooklands Museum, Surrey

www.auto-italia.net

October 24-27

Auto e Moto d'Epoca

Padova, Italy

autoemotodepoca.com

November 8-10

Lancaster Classic Motor Show

NEC, Birmingham

www.necclassicismotorshow.com

November 15-17

InterClassics Show

Brussels, Belgium

www.interclassics.be

April 24-26 2020

Lancia Motor Club GNW 2020

Lancashire

www.lancia.myzen.co.uk



DESIGNED & MANUFACTURED
IN THE UNITED KINGDOM

RIMSAVERS

PERFORMANCE, STYLE & PROTECTION

Cover up existing rim damage and
save on wheel refurbishment costs
by protecting your rims from kerb rash.

Our easy to fit kits are suitable for
either DIY or professional installation.

Suitable for all weather conditions.

One size that fits most modern alloy
wheels up to 22" diameter.

Made from a tough and durable UV
stable plastic.

Wipe clean surface - not discoloured
by brake dust.



BEFORE

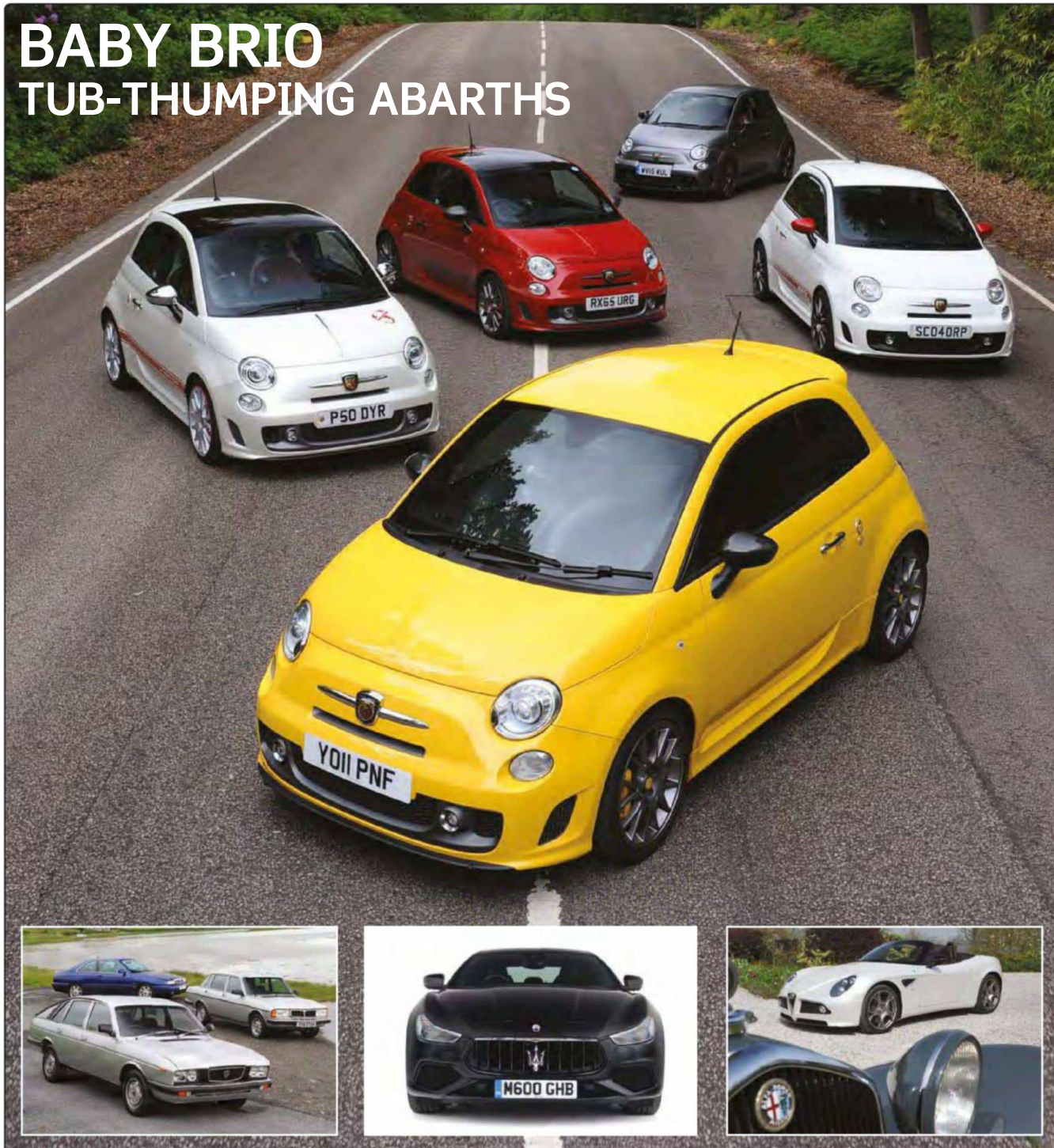


AFTER

WWW.RIMSAVERS.com

COMING SOON
ISSUE 283 ON SALE 1ST AUGUST

BABY BRIO TUB-THUMPING ABARTH'S



Some features may appear in a later issue

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



JIM STOKES WORKSHOPS GROUP



VINTAGE, HISTORIC & CLASSIC CAR SERVICES

Jim Stokes Workshops restore, repair & maintain the worlds most desirable cars. We also manufacture components, ancillaries, new engines and gearboxes as well as fabricating and restoring chassis and coachwork.

Jim Stokes Workshops Ltd
Pipers Wood Industrial Park, Waterloooville, Hampshire. PO7 7XU UK
Telephone - +44 (0)2392 254488 Email - info@jswl.co.uk

[f @jimstokesworkshops](#)

jswl.co.uk

- Restoration & Recreation
- Engine Building & Rebuilding
- Maintenance & Servicing
- Competition Support
- Acquisition Consultancy



BRAND NEW ENGINES
6C 1750, 8C 2300 & 2900
Please contact us for details

The JSW Group



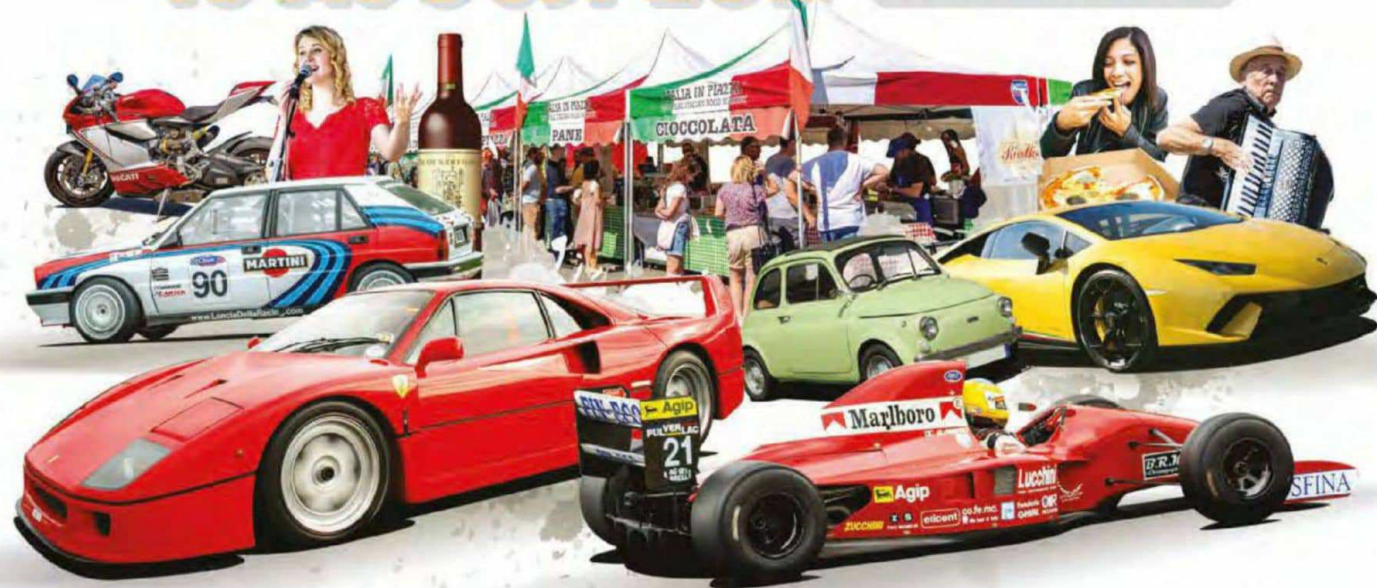
FESTIVAL ITALIA

BRANDS HATCH

18 AUGUST 2019

IN ASSOCIATION WITH

AUTO Italia
MAGAZINE



ADULT ONLINE £20 ✕ **ADULT GATE £25** ✕ **GRANDSTAND SEATS FROM £10** ✕ **BAMBINOS UNDER 13 GO FREE**

WWW.FESTIVALITALIA.COM - 0843 453 8000

*Advance tickets available until midday Thursday 15 August. Postage fee applies. Calls will cost 7p per minute plus your telephone company's access charge. All event content is provisional and subject to change.



Auto Italia Reader Discount Code ITALIA10



SUPERCAR SUNDAY JULY 14TH
BROOKLANDS MUSEUM

Now in its 7th year, this exciting event, run in association with Auto Italia Magazine, will be held again at Brooklands Museum, Surrey. For advance discounted tickets visit www.brooklandsmuseum.com

**Festival Italia at Brands Hatch
August 18th
Italian Car Day at Stanford Hall
September 29th
www.auto-italia.co.uk**



AUTO ITALIA A2 PHOTOGRAPHIC POSTERS (420 x 594 mm 16.5 x 23.4 in)

FIVE STUNNING DESIGNS TO CHOOSE FROM

£7.00 EACH OR THE SET FOR £30.00

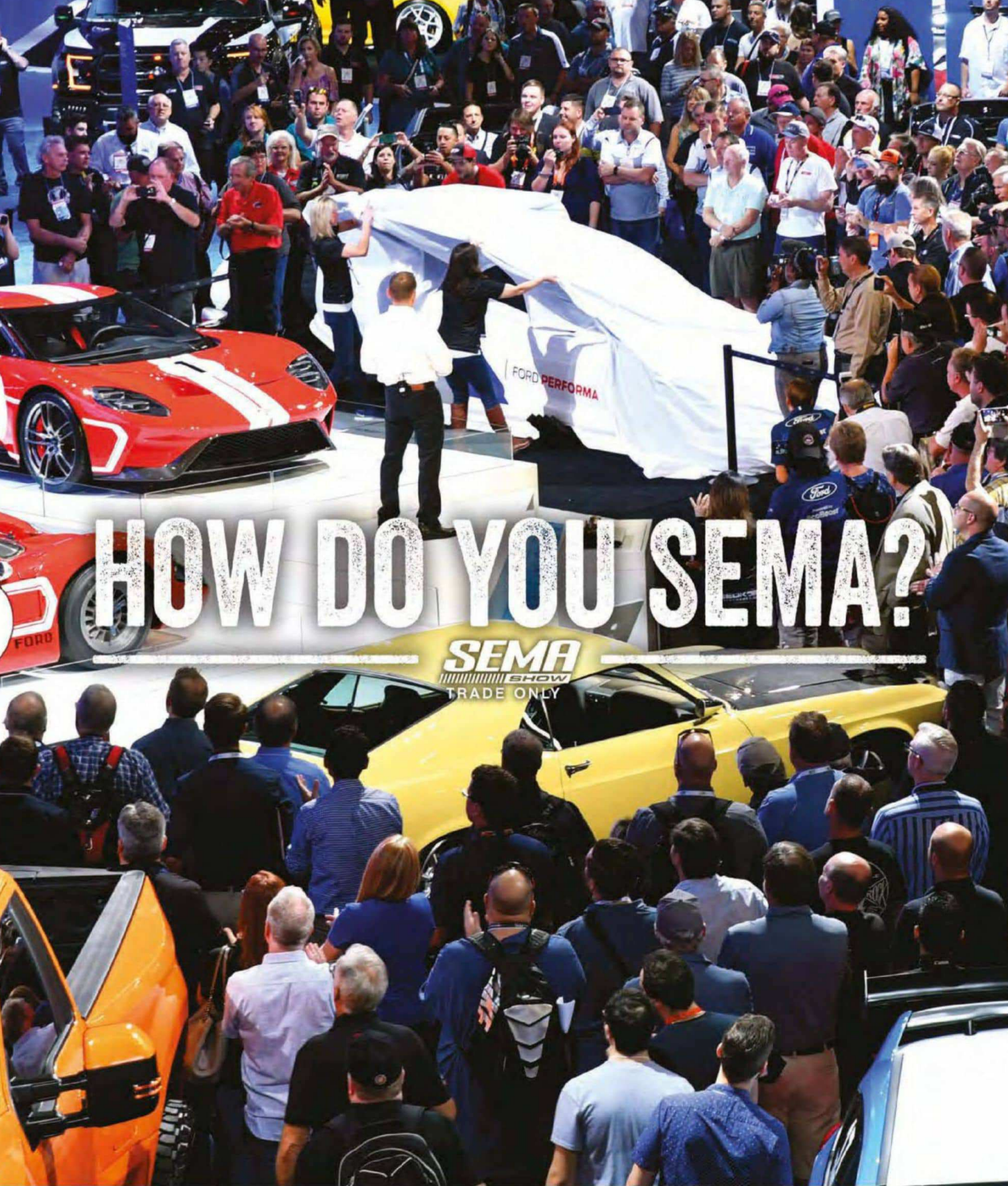
(+ postage UK £2.50, EU £2.75, RoW £3.00 in cardboard tube)

email: claire@gingerbeerpromotions.com for details

AUTO Italia



*Frames for illustration only



Discover new products, trends
and ideas that will drive more
sales for your business.

Register to Attend at
SEMASHOW.COM



An Invitation

to join the national club for those who want to
enjoy more from Alfa Romeo ownership

- Special Club discounted insurance scheme
- Award winning, high quality, full colour bi-monthly magazine
- Active website with members' forum
- Club shop for regalia (clothing, mugs, badges, stickers etc.)
- Area Sections nationwide with local meetings and activities
- Motorsport events from Sprints for road cars to full race series
- Access to technical expertise and insurance valuations
- Model Registers for new and classic Alfa Romeos
- National events and exhibitions



To join or for further details please visit
www.aroc-uk.com, email manager@aroc-uk.com or call 07753 857029

AUTO ITALIA CLASSIFIEDS

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

ALFA ROMEO



1972 Alfa Romeo Spider 2000. 89,753 miles, red, very good condition, alloy wheels, oil cooler. MOT and serviced, phone me for photos and more information, £16,000. Tel: 01536 760768 (Desborough, Northants). A282/019



1989 Alfa Romeo Spider. 65,336 miles, metallic blue, 2ltr, 5 speed, manual, electric windows, leather seats, no rust, garaged, summer use only, owned since 1996. MOT to August 2019, £11,950. Tel: 01371 873498. Email: stevebiddlecombe@waitrose.com (Great Dunmow, Essex). A282/022



Alfa Romeo 105 Spider 2 litre. 1987, 54,000 miles, Ivory. Excellent condition, RHD, 2 owners, owned for 16 years, garaged and summer use only. New hood, seats and inside as new. Full MOT and service history, £12,500. Tel: Bryan Pooley, 01883 342483. Email: alinpooley@btinternet.com. A282/052



Alfa Romeo Spider 105 Series 4. 1991, 49,000 miles, red. My beautifully recommissioned spider must sadly go... now too good to commute as I have been doing. About £7.5K of work in the last 2 years but still has lovely patina. Ready for summer but can be taken to next level (ie concours) without much effort, huge history file, £12K ono. Tel: 07818 078386. A282/051



Alfa Romeo Spider 2 litre Series 3 QV. 1986, 62,000 miles, red. This is an excellent example of one of the most iconic Alfa Romeo sports cars, lovingly maintained to its original spec. With a large file of work over recent years to include reupholstered interiors, new radiator, battery, exhaust system and numerous other work. This model has the Bosch fuel injection and electronic ignition for reliability and bodywork is in excellent condition. Garaged all year round but all used in summer months, full MOT without advisories, £11,495. Tel: 07718 674371. Email: billbakeruk@yahoo.co.uk (Romsey, Hampshire). A282/050



1976 Alfa Romeo 2000 Spider Series II Veloce. 75,000 miles, Pininfarina Bianco, RHD with original black vinyl upholstery. 3 owners from new, present for the past 16 years. Immaculate condition inside and out, especially clean on the underside, custom canvas tonneau cover with secure stud fittings. Always garaged, no rust anywhere, Waxoyled, imported into UK in November 2016 from NZ, fully UK registered, requires no tax or MOT, £28,000. Tel: Murray McCartney, 07850 695193. Email: murray.mccartney@greentree.co.uk. A282/014



Alfa Romeo F12 Minibus. Rare minibus, engine, suspension, floor and chassis all rebuilt, body and trim to do. All metalwork, trim etc is there as patterns, all glass and seals. Must be seen, rising in value and worth much more than VWs, £12,000, current one for sale at Euro 55,000 in Italy. NOVA reg supplied, if you wanted me to restore for you that can be done, F12 at NAD 2018 was mine. Tel: Ed Seymour, 07973 711948. A282/016



1974 Alfa Romeo 105 GTV 2000. 74,000 miles, Gabbiano Azzurro, original chestnut tan upholstery and perfect wood grain veneer. LHD, 4 owners from new. In great condition inside and out having just undergone a light restoration by Gonnella Bros of London, involving the replacement of both door panels, sills, front bumper panel and consequent repaint. Always garaged, ex-Germany and Madrid, imported into UK in September 2015, fully UK registered, requires no tax or MOT, £27,000, a deposit of £15,000 will secure the sale. Tel: Murray McCartney, 07850 695193. Email: murray.mccartney@greentree.co.uk. A282/013



Alfa Romeo Alfesud 1.5 Ti Green Cloverleaf. 1984, black. Cherished and owned from new, huge history file, drives and handles superbly, great condition inside and out. Smooth gearbox, recent Pirelli tyres and exhaust. Selling on behalf of fellow AROC member due ill health, view in either High Peak or Stockport. MOT July '19 but some welding required on the front n/s jacking point to pass the next one, sensible offers. Tel: Dave Armstrong, 07748 193193. Email: dave@armst.co.uk. A282/049



1978 Alfa Romeo Alfesud 1.3 Super. 68,500 miles, brown (terracotta), lovely condition inside and out. Classic 70s - brown vinyl seats, fun to drive, sounds great, rustproofed. Owned for last 16 years, AROC member, full MOT, lots of history. No one should go through life without owning a Sud, oiro £4500. Tel: Paul, 07793 804311. A282/012



1982 Alfa Romeo Alfetta GTV6. One of the most original GTV6s left in the UK, 68K miles, massive documented history. Very rare optional air conditioning. Superb condition, fitted with front inner guards, new standard OE new springs and shocks, plus various other preventative maintenance parts to have a car that looks and drives as close to new as possible. Unmolested interior, original radio, sunroof surround intact, all rubbers and brightwork in beautiful condition. The tool kit is original and complete, £19,995 for sale by Alfaworkshop on behalf of the owner. Tel: 01763 245481. A282/007



2005 Alfa Romeo 147 GTA 3.2 V6. 66,000 miles, Nero Metallico, 99% original Alfa Romeo. Transmission: manual, interior: black leather. Current MOT to July 2019, with an offer to provide fresh MOT to prospective buyer. Owned for last 10 years, never been on roads during winter months, an excellent car which is maintained regardless of cost and is in top mechanical condition, service history and maintenance bills. Q2, Scorpion steel exhaust, 18" alloys, timing belt done at 60K miles, new tyres at 63K miles. £7500 ovno. For more information please phone Alex, AROC. Tel: 07377 290448 (Stockport area). A282/021



Alfa Romeo 156 GTA 3.2 Selespeed. 2008, 40,500 miles, red, only one of 11 registered in this country. One previous owner, 20K miles in my ownership of 9 years. Cambelt changed twice, last in 2017, excellent original condition, recently serviced and new front brake pads, Xenon headlights. Purchased from Monza Sport in 2010, Eibach anti roll bar, custom Harvey Bailey shocks, Q2, Alfaholics SS exhaust. Always garaged in my care, fantastic car which is destined to be a future classic, £18,500. For more information please ring: 07971 722797 (North Cornwall). A282/045



Alfa Romeo 156 GTA 3.2. 52-reg, totally genuine and outstanding all original condition. At 14,000 miles this must be the best and only perfect example left. It has spent most of its life in a garage and never been outside in the rain, snow or the direct sunlight, so it still has all original paintwork. I have owned this car for 16 years, please no dreamers, only serious buyers only. MOT due 12/08/2019, full service history, £26,500. Tel: 07710 197171. A282/023



2001 Alfa Romeo 156 Sportwagon 2.0L. 89,000 miles, silver, one owner. MOT fail due to brake corrosion. Camshaft kit/belts/water pump fitted in May, regularly serviced. Enthusiast's restoration or use the good engine, gearbox, leather upholstery, wooden steering wheel. Offers to Tony please: 01353 662787 (Cambs). A282/010



2010 '10' Alfa Romeo 159 SW 1750 Tbi Ti. 200+bhp petrol, 6spd manual, new upgraded Turbo fitted. The most recent Alfa estate available (unless you want an SUV), very rare car in this spec, ULEZ compliant. 102K miles, 3 owners, full MOT (no advisories), FSH, rare Indaco Grey metallic colour with factory fit roofbars, black leather interior, 2 keys, new 19" Pirelli tyres. Just serviced at Autolusso South (£1100), excellent condition all round, £8250 ono. Tel: 07966 913388. Email: mrzollo@hotmail.com (Southampton). A282/046



Alfa Romeo 166 3.0 V6 Ti Lusso. Ultra rare facelift Ti with 3.0 V6 engine and Sportronic gearbox, 187K miles, 3 previous owners: all Alfa enthusiasts, no expense has been spared. Gorgeous and recently refurbished alloys, immaculate interior with black Momo leather, DSP and sat nav, stunning to look at. Offers invited either 'as is' (see govt website for MOT failure details - BL54 OCV), or fully prepared (major service, cambelt and 12 months' MOT), full history available on request. Email: mike@crminsights.co.uk. A282/053



Alfa Romeo 156 V6 GTA Sportwagon. 2003, Grigio Metalico, 4 owners and 95,000 miles, service history, belts/plugs 2017. Sensible upgrades: Q2 diff, Wizard stainless manifolds, KW adjustable coilovers, Eibach anti-roll bars. Protected and rust free, recent clutch with Q2, Brembo discs and pads. Upgraded radiator/hoses, 2019 service (Millers 10w50 racing full synthetic), Michelin PS4 tyres, GTA alloys refurbed by Lepsons. This GTA is running very well, bodywork very presentable, interior good, no driver seat wear. Owned since 2015, I need to reduce Alfas, £9500. Tel: 07715 973665 (Kent). A282/047



Alfa Romeo RZ ES-30. 1993, 16,218 miles, yellow. Serial no 211, black interior. Compomotive split rim wheels, excellent condition, MOT and tax, £65,000 ono. Tel: Dave Weavers, 01502 569698. A282/048



2007 Alfa Romeo 156 Selespeed. 52,660 miles, beige, 1970cc petrol. 1 year's MOT, full service history, drives superb, very clean inside and out. Electric windows, CD player, a/c, lovely all round car, £2500, open to reasonable offers. Tel: Rider, 07505 904338. Email: desmondelba@hotmail.co.uk. A282/020



2008 Alfa Romeo 159 1.9 JTDM Ti. 150bhp, in Alfa Red, 100,500 miles, full history (partial Alfa dealer). Owned for 3 years and 40,000 miles. Clutch, cambelt, turbo and 4 springs replaced, Michelin Pilot Sport 4S tyres (235/40R19) with good tread, completely standard car (not remapped), £4250. Email: medbutler1971@gmail.com. A282/009



1972 Lancia Fulvia Sport 1600
UK RHD, 40 year ownership, excellent car:
£49,995



1972 Lamborghini Espada
Low mileage original LHD S2 example with much new work:
£124,995



1982 Maserati Merak SS
Rare RHD, £75k DTR overhaul, the best:
£79,995



1971 Fiat Gamine
UK RHD, 2 owners, unrestored and drives sweetly, reduced:
£19,995



1974 Lamborghini Urraco S
Fabulous LHD example with £30k overhaul, the best
£69,995

SOLD

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



Alfa Romeo 164 Super 3L V6, fuel injected. 1993, 105,000 miles, white, right-hand drive, 4 valves per/cylinder, double overhead cam. Currently in France (Limoges), so need to factor in collection from France. In need of TLC, was on the road until 2017 - not used much since, generally in good condition, in need of service to obtain MOT/CT. Originally registered 'L857LCK', French registered since 2002, Alfa paperwork and English service record available, Eoffers. Please contact to register. Tel: 07901 552066. Email: alexkjones@yahoo.com. A282/062



1999 Alfa Romeo 166 Super (3.0 V6 manual). 130,000 miles, Grigio Nettuno (656 Neptune Grey)/black Momo leather with Zender body kit + Novitec front lip spoiler, supersport 17" alloys. Service book with plenty of stamps, AROC member owned as recently as 2017, DSP audio and wood effect steering wheel. No knocks or rattles from suspension, goes like stink and sounds sublime. Known issues: air con not blowing cold + usual 166 eccentricities: central locking and indicator cancelling. Car will be supplied with 12 months' MOT and full major service incl alternator, water pump and thermostat, spark plugs, cambelt kit (aux belt kit fitted within last 12 months). Lovely car: becoming very rare and values starting to rise, £1995. Tel: 01733 902342. Email: mike@crminsights.co.uk. A282/065



1999 Alfa Romeo 916 GTV 3.0 V6 Lusso. 71,000 miles, Series II model, RHD. In Grigio (gunmetal grey) with Lusso interior in red Momo leather, a very desirable colour combination. 3 owners from new, in present ownership for the past 4 years, includes factory fitted electric sunroof, 17" teledials and is in excellent condition inside and out. Supplied with the cambelt and water pump replaced and delivered with a 12 month MOT, £8500, deposit of £3500 will secure the sale. Tel: Murray McCartney, 07850 695193. Email: murray.mccartney@greentree.co.uk. A282/015



Alfa Romeo 166 2.0 TS Facelift. 2005, silver. I have for sale my Alfa 166 Twin Spark, this is not your normal 166 as you can see from the photo. It is fitted with rare 18-inch alloys in perfect condition, including a bare spare, they are shod with 245/45 low profile tyres with plenty of tread left in them. It sits on lowered Eibach springs and handles really well. A big bore stainless exhaust is fitted so it sounds good too! 6 speed manual with cruise control, all the electrics work (apart from the air con), and it has the boot mounted CD changer with the higher spec audio system including a cassette player (whatever that is!) Full leather interior, electric heated seats etc. It's got 106,000 miles on the clock and has loads of service history in the hands of Alfa enthusiasts. For sale due to lack of space and it's not getting the use intended, will be sold with a new MOT, I'm asking £2800 for this modern classic. Contact: david.densley@hotmail.co.uk for more info and photos. A282/064



Alfa Romeo GTV Cup no 58. Purchased 5 years ago as a 26K with perfect interior, I have spent £7k mostly at Autolusso/Andy Blake. It now has 36K and is in truly superb condition, all the usual Alfa issues fully sorted, very recent cambelt, new MOT, air con reboot, new tyres, all previous receipts. Autolusso valuation 2 years ago £18K, reason for sale arthritis and house downsizing, asking price £18,000. Tel: 01327 340463 most evenings. A282/005



2014 Alfa Romeo 4C Coupe 1.8 TBI Alfa TCT 2dr. 665 miles, Competizione Red with very low mileage, professionally stored in a temperature controlled facility. Voted the 'Most Beautiful Concept Car of the Year' award by the readers of German magazine Auto Bild, and won the Auto Bild Design Award 2011. It was also awarded the 'Design Award for Concept Cars & Prototypes' by referendum of the public in Villa d'Este. Black full leather interior, pearlescent Competizione Red, 1 owner, Hall & Hall, Bourne, Lincs, £39,995. Tel: 01778 392562. A282/018



2006 Alfa Romeo Spider 3.2 JTS V6 24v Q4. 60,000 miles, red, current owner 11 years, always garaged, AROC member. Good condition for year, everything works (engine sweet, air con, e-roof etc). Actual car in 6-page Auto Italia road test, service history, MOT to Feb 2020, £8500. Tel: Duncan Ferns, 07786 966841. Email: fernsdc@gmail.com. A282/011



Alfa Romeo 939 Spider 3.2 V6 24v Q4. 2007, 38,000 miles, blue, immaculate. MOT until April 2020. Serviced recently by NJS Alfa Romeo specialists of Pershore and previously Veloces of London, garaged at home in Malvern. Runs perfectly, completed recent trip to the south of France and the around Ireland AROC tour faultlessly, £12,450. Tel: Malcolm, 07802 420300. A282/063



2002 Alfa Romeo GTV Cup. 3.0L V6, 54,000 miles, red, GTV Cup number 150 of 155 limited edition in outstanding condition. Fully restored in 2016 at Autolusso in Bedfordshire, MOT and service done recently at Day and Whites Alfa Romeo specialist, Brands Hatch, so MOT is valid until April 2020. Nine previous owners, 54K miles, 2002 (52 plate) registered car with private plate 'L50 CUP' included in sale, £15,995. Tel: Craig, 07916 971245. Email: craigwallis@hotmail.com. A282/017



Ferrari 355 GTS 1994 manual. 1994, M2.7 - UK/RHD, the best version with proper steering wheel, red/magnolia/red with 33,000 miles, £11K recent work, Challenge, FSH, colour coded roof. Reg 355 FER available separately. Absolutely superb, full description available, asking £89,500. Tel: 07710 909318. Email: andrewbailey@dimatec.co.uk. A282/035



Ferrari F430 Spider. Immaculate Rosso Corsa/Crema 08, 9750 miles. Rosso carpets, Daytona seats, Scuderia wheels, Rosso calipers, carbon ceramic brakes, carbon fibre include driving zone, engine bay, water coolant tank, air boxes, rear moulding, rear diffuser, strakes on glass panel, door sills and embossed floor mats, all OEM Parts. F1 gearbox, front/rear parking sensors. Navtrak, leather doc holder, toolkit and puncture kit, plus lots more. Full service History, £110,000. Email: shawnaitken@hotmail.com. A282/036



Ferrari 360 manual Spider. Very desirable 6 speed manual Spider, exterior in gleaming Rosso Corsa, interior finished in original contrasting Nero leather. The car leaks no fluids and has always been maintained well with the last being carried out in March 2019. The car is complete with its full book pack including all instruction and hand books as well as the ever so important original service book documenting the careful nature in which this 360 has been maintained in, paper history accompanies the service book. Email: leig@circuitcircuit.com. A282/037



Ferrari 400i. Silver Blue 400i RHD with black interior, was my car for years. Has been left outside for 18 months, was assured it was inside by my mechanic! Needs some TLC but a beautiful car, would like it to go to a loving home! Text Matthew for more details: 07973 513960. A282/038



Ferrari 355 Spider manual 1996. I have owned this 355 for some 12 years and now wish to find a new home for it. Manual gearbox, Rosso/Crema, standard specification, 31,000 warranted miles, no accidents, full history, cared for by Maranello, Rardleys and Bob Houghtons. No known issues, engine out service included in price, £82,000. Email: homecarefrance@hotmail.com for photos/further details. A282/039

Alfa Workshop Services

www.alfaworkshop.co.uk

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

t: 01763 244441 or 245481

Unit 15 Orchard Road, Royston, Hertfordshire, SG8 5HD, UK

e: jamie@alfaworkshop.co.uk
e: sheyenne@alfaworkshop.co.uk

AVANTI MOTORSPORT

ABARTH / ALFA / FIAT / LANCIA

1000s of used parts in stock

Performance Engine Parts

Engine & Gearbox Rebuilds

5 & 6 Speed Close Ratio Gearkits

LSD Units, Final Drives

Tel.: 01458 446517

Email: avantimotors@btconnect.com



The Abarth 500 Assetto Corse. One of the first race cars, used by Thames Fiat in the 2010 Abarth Trofeo Series. Gained a few podium finishes then used by Abarth UK as a show car and for promo events like Carfest and Auto Italia etc, dry stored for a few years, just needs a battery/fluids and a spanner check and it's ready for trackdays etc, comes with a spare 'Abarth' seat. Asking price £17,500 but open to offers. Tel: +44 (0)7774 498778. Email: db@somervillebaddeley.com.



Alfa GTAm Evocazione. Alfaholics parts and suspension by Middle Barton Garage, fully rebuilt and on the button. Engine, box and diff rebuilt by Alfa specialists RoadVRace. One of the best out there, used by Alfa Romeo UK for events eg Carfest and valued by them at £55,000, used by me for a few short road trips and speed events/shows - Kop Hillclimb for example, (also got loads of GTV 105 spares from the rebuild to be sold separately), great

fun road car and/or speed events/shows and a real crowd pleaser. Tel: +44 (0)7774 498778. Email: db@somervillebaddeley.com.

General Servicing & Restoration
Engine & Gearbox rebuilds
Performance Upgrades

Alfa Romeo and Fiat Dino Specialists:

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

alex jupe motorsport Tel: 01243 575760
alex@alexjupe motorsport.co.uk

Original ABARTH Exhausts

UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS

NEW OLD STOCK

www.abarth-exhausts.com

'60 - '70 - '80 - '90

Autobianchi • Audi • Austin • Austin-Healey • Alfa Romeo
BMW • Datsun • Fiat • Fiat/ABARTH • Ford • Innocenti
Jaguar • Lancia • Mercedes Benz • Morris • MG • NSU
Opel • Peugeot • Renault • Rover • Simca • Chrysler (F)
Sunbeam • Triumph • Toyota • Volkswagen • Volvo

Ad van Ling
Vediel 21
6904 PJ Zevenaar - The Netherlands
T: 0031 (0)6 57 32 39 09
E: info@abarth-exhausts.com

Klaus Kleber
T: 0049 (0)17 22 93 81 17

ABARTH
EXHAUSTS

CSR

www.cs-racing.co.uk
chris@cs-racing.co.uk

Chris Snowdon Racing 01243 572242

Race, Build, Prepare, Support and Tuition, winning with Alfa

- Adjustable Torsion bar beams
- Torsion bars for historic race
- Rose jointed upper arms and sickle upper arms
- Rose jointed upper ball joints with extended pin
- Front anti roll bars
- Watt link kits with rose joints
- Rose jointed de-dion bushes
- Re-enforced clutch housings
- Race and performance clutches
- Straight tooth close ratio gear kits
- Adjustable height rear spring kits
- Adjustable shock kits with or without helper springs or full coil-over
- V6 2.5 and 3.0 race heads or full engine builds

Parts available through EB Spares or
r.melvin@tiscali.co.uk



FIAT COUPE SPECIALIST SPARES
SPARES, SERVICING, RESTORATION & SALES
WWW.FIATCOUPESPECIALIST.CO.UK
01684 593187  **@fiatcoupes**
Unit 3 Buckmans Ind Est Longdon Heath Upton upon Severn Worcestershire WR8 0RU



Nov 2003 Ferrari 360 Spyder in Rosso/Corsa. 4 owners, 19,000 miles. Tubi exhaust system, Red brake calipers, Scuderia shields, full service history. All paperwork available from original purchase, annual service March 2019, new clutch, belts, battery and brakes fitted March 2018. Fully maintained annually at Ferrari specialists, dust sheet, tool kit, battery conditioner, tyre inflator and all leather wallets included. Never taken on track days, £82,500. Tel: David, 01706 810142. A282/024



Ferrari 328 GTS 1980 (carb) RHD. Excellent condition owned by me for the last 35 years, 59K miles, Rosso Corsa with Magnolia hide, deep front spoiler, central locking, 16" wheels plus original 14" wheels. New stainless steel exhaust, service history, many bills and MOTs, £61,995 ono. Email: kevin.legg15@talktalk.net. A282/026



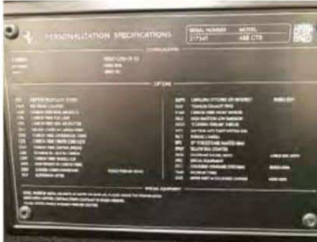
Ferrari 360 Spyder. 42,000 miles, manual, excellent condition – not a mark on it. Lovingly owned and garaged, full service history and receipts, Rosso Corsa with Nero leather and black carpets. Complete with the original leather wallet, book pack and tool kit, Tracker fitted, the wheels are the same colour (and no dings), £75,000. Email: roger.penny2@btinternet.com. A282/040



Ferrari 355 F1 Berlinetta. RHD UK car, 31,290 miles, supplied by H R Owen on 25th March 1999 to a director of Ferrari UK. One of the last 355's supplied, Giallo Fly with Nero leather, Nero leather roof lining, Nero carpets and overmats. Factory carbon fibre racing seats, Challenge rear grille, Scuderia wing shields, 6 disc CD changer, factory drilled brake discs, F1 gearbox, Navtrac Tracker. Fully documented service history, stunning original vehicle sensibly priced to sell, £74,950. Email: mjhumphries@hotmail.co.uk. A282/041



Ferrari 3.2L Mondial. L-reg, January 1988, Rosso/Crema, FSH from delivery invoice, featured twice in *Classic & Sports Car* magazine, cam belt service April 2019, 67K miles. Lovely condition, private sale by FOC member, £42,500. Tel: 07488 389857 (East Midlands). A282/042



Ferrari 488 GTB. 2016 reg, mileage 7700, one owner. Rosso Corsa, immaculate condition, 7 years from registration servicing by dealer included. High specification, see photo for full list including 20" matt Grigio Corsa wheels. Cost new £243,000, front end and sills clear wrapped. Price £185,000. Email: p.stevens@tinyworld.co.uk. A282/043



White Ferrari 308 GTBi. Reluctant sale of my cherished 1983 308 GTBi Ferrari due to ill health, the car has been dry stored for 11 years. Swiss car originally, LHD c/w Ferrari manuals, 2 factory tool rolls and new Michelin TRX period tyres. Genuine 63,081 kilometres (39,425 miles) and has had no issues whilst in my ownership. If you're a genuine enthusiast and want to own a Ferrari then make me a sensible offer and take on this classic. But please, no time wasters! Email: jeremycat@yahoo.co.uk (NW England). A282/027



Ferrari 360 Modena. Rosso Corsa with Crema leather, F1 gearbox, 2000/W, RHD, 42K miles. Excellent condition inside and out with full service history, new brake discs and pads front and rear, new cambelts and Hill Engineering tensioners. Challenge rear grille and front grilles, 6 CD changer, original books and manuals in leather pouch, Ferrari tool kit, 2 keys, 3 alarm fobs. Owned 9 years, always garaged, £62,995. Tel: 0844 3302026. Email: rossocrema@outlook.com (London). A282/034

LANCIA



An exceptional low mileage Lancia Delta Evo 2. In Monza Red, structurally excellent, bodywork is in fantastic condition and mechanicals are all good. Interior is good, with a lot of original trim and Alcantara. It is a full Euro spec car although imported from Japan 7 years ago, hence the reason for the exceptional body/chassis condition. There is a full set of service records from its time in Japan from 1997 to 2008, showing km from 33,000 to 76,000. When I bought the car it was on 82,000km and now after 7 years with me its on 97,000km, or nearly 61,000 miles. First registration was in October '94 making it one of the last Evo 2s built. Standard spec; wheels, tyres and electrics are all excellent/good, 16" wheels are fitted with Toyo tyres. Expenditure with me is about £5000, with key items being: replacing front struts, repair ECU, new alternator, battery and starter motor, new discs, pads and water pump, air con upgrade and re-gas, repair sills, new rear silencer etc. Regularly serviced, MOT to August 2019 (will be renewed), car has been cherished, contact for more details and photos, £47,500, an exceptional buy against a valuation of £52-55K. I need the space for another car! Tel: 07530 269986. Email: alex.hillparkfarm@gmail.com. A282/008

Ferrari 360 Modena Spider. 6 speed manual registered April 2002, finished in Rosso Red with Nero roof canvas and Nero leather interior and contrasting red piping and carpets, 10,450 miles, FSH. Email: rich_prowting@hotmail.com. A282/025

Ferrari 308GT4 project. Beautiful project with freshly and comprehensively restored body/chassis unit, new metal, no rust, no filler and finished in beautiful Blu Ribot. Absolutely perfect in every way, all original components present to rebuild including some new parts, excellent engine and mechanicals, £47,500. Tel: 07866 4783184. A282/028

Ferrari 412 Auto. Reg: 'FDV 412', supplied by Maranello to H R Owen 8th August 1988. Blu Sera met/tan leather (VM3218), dark blue carpets with beige leather headlining, 50,994 miles, 6 previous owners. One of only 61 RHD cars produced for the UK market, loads of previous bills in the history file, manuals and books in original leather pouch, tool roll, jack and torch, £47,995 ono. Tel: Anthony, 07779 726845. Email: prsche@msn.com. A282/029

LAMBORGHINI



Lamborghini Jarama S LHD. 12 year ownership, great condition and history, may px plus cash? Also extremely rare, 55 dealer only factory tools, with manual, suit all classic Lambos, pair Espada rear bumper ends, polished set 4 wheels, and other spares. Tel: 07477 414999. A282/006

MASERATI

Maserati Quattroporte 1V Evo 3.2 litre V8. RHD, 6-speed Getrag manual with just 18,000 miles from new in 2000. Overall winner, Maserati Club Concours 2019. Rosso Indianapolis with black leather piped red, and red Alcantara trim. Featured in *Auto Italia* issue 277, simply the best, £15,500 ovno. Tel: 07836 549167. Email: simon.park100@btinternet.com. A282/001



Clear indoor Carcoon. Indoor Evo Carcoon, clear, size 5. Dims: 505cm x 200cm x 169cm. Approximately 20 years old, in usable condition. The floor has a few tyre marks, and the top is dusty, could easily be cleaned. Includes power and charge unit. Fans were replaced 6 years ago and there are 2 minor faults: the 12 volt fuse case has broken and one corner has a small rip which has been repaired with clear tape, price £80, buyer collects from Thames Valley. Tel: Richard, 07703 229987. Email: rcave_penny@hotmail.com. A282/033

Book: Lancia. Compiled from Autocar archives, pub 1981, £12 incl post. Tel: 01423 709175. A282/057

Over 200 Auto Italia mags, plus a few FEEL mags, a few Alfa brochures and a few Italian car books. I only want £25 for the lot as I need the space, the *Auto Italia* mags are from present back a few years. Buyer would have to collect from me just outside Bristol. Tel: Ken, 01454 631395. Email: wallack4444@yahoo.com. A282/058

550 Maranello toolbox. Pristine and complete leather toolbox for 550 Maranello. Tan hide, as new condition, unmarked hide, never used. Complete with all tools, spare bulbs and fuses, belts, towbar etc. Collect from London (Marylebone, City-Fenchurch St, or Harrow), can arrange courier delivery. Tel: 07748 770066. Email: mjs@londonortho.co.uk. A282/059

PARTS



Fiat 500 headlights. Pair, fit early models, genuine original Fiat parts, no damage, £19 each, excellent s/h condition, can post. Tel: 07989 951895. A282/044

Ferrari Sports exhausts. I have 2 used sports exhausts for sale for a 550/575 Novitec, and 430 Scuderia/16M titanium rear muffler, both in very good condition. £2250 each, collection only. Email: emilywwhite1983@gmail.com. A282/031

F430 wheels. F430 complete set of wheels in excellent shape, contact John. Email: jcleve300@gmail.com. A282/054



Unused Pirelli tyres. Two unused Pirelli PZero Rosso tyres for sale. One is 255/40 R19 and the other is 285/35 ZR19. £35 each + £15 p&p each or collection from OX15 area. Tel/text: 07836 366100. A282/032

One set of 4 Borrani wire wheels. Suitable fitment for a Ferrari Daytona or a 365/512 BB Boxer, comprising of 2x 15"x9" (RW 4300) wheels and 2x 15"x7.5" (RW 4075) wheels. All come with the polished alloy rims and chrome spokes and centres. All these wheels are new and have never been used, for further information and price please contact Steve. Tel: 07508 616667. Email: packman812@btinternet.com (West Sussex). A282/055

WANTED

Cars wanted: Espada S3 LHD (no show car), swap4 Merc 230TE estate RHD 1988 auto, 70,000mls, 2 owners, many extras and new parts: alloys, exhaust, batt, rad, brakes, tyres etc, v.clean; and/or pro camera items and collection, lots new, ideal wildlife/sport, Pentax and Nikon, and new Snap-On tools, collection ELO music etc, please help. Tel: 01277 200530. A282/002

Wanted anything Lambo, any language, also mags books, brochures etc, cars, tractors, speedboats, bikes, swap4 books, mags, collection mag articles, brochures etc, classic cars, USA trucks, cars, sports, classic bikes, Vincent/MV, badges, wildlife, Gibson etc. Tel: 01277 200530. A282/003

Alfa 75TS phase variator solenoid. The part number is 60513298, and I want to get the new part, please email me, I can pay by Visa, Mastercard or PayPal. Email: fenice@mecha.ne.jp. A282/004

Wanted Fiat Dino Spider 2000 2nd series/2400 Spider. I am looking for a centre console, and a windscreen frame, a top linkage, and for new or used original body panels. Tel: 0043 676 9208124. Email: info@spidersport.at. A282/060

Wanted: Fiat X1/9. Must be in excellent condition, all versions considered. Please email me at: julian1@tvsound.demon.co.uk. A282/061

MISCELLANEOUS

Auto Italia for sale. £15 only for 103 back copies, from issue 178, December 2010, to issue 280, June 2019, all in pristine condition and most still in their wrappers. For collection from Lutterworth, South Leicestershire, close to J20 on the M1. Tel: John Whitehead, 07981 008247. Email: johnpwhitehead@talktalk.net. A282/056

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

Colour photographs are free for PRIVATE advertisers! You can include approximately 30 words. Advertisements can be submitted by email, or posted using this form. Send your advert to:
Auto Italia Magazine, c/o Ginger Beer Promotions, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire MK45 4HS, United Kingdom, (email: liz.solo@ntlworld.com) to arrive no later than **11th July** for inclusion in the **September issue. October issue deadline: 15th August.** All adverts received after the deadline will be inserted in the following issue.

Private adverts cannot be submitted by telephone.
For TRADE RATES please email: david@talkmediasales.co.uk or call: 01732 445325.

PLEASE USE BLOCK CAPITALS

NAME:

ADDRESS:

POSTCODE: EMAIL:

TEL NO:

WORDING FOR ADVERT:

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

TICK AS APPLICABLE PICTURE ENC: ☐ TRADE IDENTIFICATION: ☐

HOW DO I SEND A PHOTO TO GO WITH MY ADVERT?
1. Email a jpeg file to liz.solo@ntlworld.com
2. Send a good quality photographic print (non-returnable). Post to above address

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

Adverts received before 11th July will go into September issue

OCTOBER DEADLINE: 15th AUGUST

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

BERTONE LOTUS EMOTION

THIS LOTUS-BADGED CONCEPT CAR STARTED LIFE AS BERTONE'S ORIGINAL PITCH FOR THE NEW BUGATTI EB110

Story by Richard Heseltine



Bertone had lost its way a little by the time the long-forgotten Emotion concept broke cover at the January 1991 Detroit International Auto Show. The glory days of the Gandini era and wedge-shaped projectiles resplendent in highlighter pen hues had long been consigned to the past. Bertone had taken a turn for the, well, ordinary. That, and a bit of cut 'n' paste. Purportedly based on a Lotus Esprit platform of indeterminate age, the Emotion wasn't originally intended to wear Lotus badges, either; it could have been a Bugatti. But more on that later.

First seen publicly in Europe at March 1991 Geneva Motor Show, the Turin styling house stated in its somewhat random PR bumf: "The rapport with Lotus is something new for Bertone despite the fact that both firms have for dozens of years been

purportedly capable of over 170mph, the Emotion wasn't actually a 'driver', but a non-functional show car. Some 4060mm (159.8in) long, 1900mm (74.8in) wide and standing 1080mm (42.5in) off the deck, it represented a bold design statement on behalf of its makers, with cab-forward styling and finely-chiselled flanks, while the integrated rear spoiler was also speed-adjustable. There was, however, no talk of even a limited production run, and the one and only prototype was subsequently mothballed in the Bertone factory museum until 2015, when the collection was sold following the firm's bankruptcy. During the intervening period, its original metallic grey-green hue had made way for a change of shade to bright yellow.

According to an *Exotic Cars Quarterly* article from the period, the car was first mooted in 1990, the aim being to show a 'plaster'

in Detroit, and a 'runner' in Geneva. Bertone's long-serving press manager Gian Beppe Panicco told the magazine: "Soon after, we had the realisation that to make a runner would have cost at least \$1m and we were not in a position at that time to invest as much as that."

Could the Emotion have enjoyed success as a production car? Who knows? Lotus's reaction to the car remains unrecorded. What has become clear subsequently, however, is that the design – or at least part of it – was initially pitched to Bugatti when it was setting about creating what in time became the EB110. According to some sources, when Bertone's offering was rejected in favour of one by former design director Marcello Gandini (whose design in turn was modified later by a third party), the mock-up was given a light makeover which stretched to a few Lotus badges. Et voila, a new concept car!

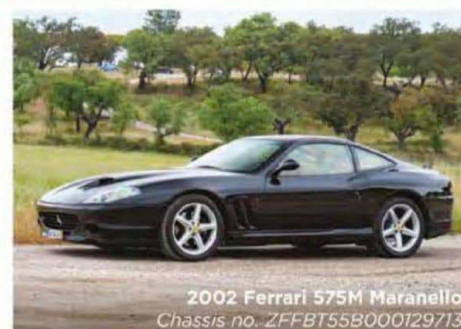


Sotheby's

REGISTER TO BID



1967 Fiat Dino Spider
Coachwork by Pininfarina
Chassis no. 135AS0000813



2002 Ferrari 575M Maranello
Chassis no. ZFFBT55B000129713



1956 Lancia Aurelia B24S Convertible
Coachwork by Pinin Farina
Chassis no. B24S-1187

130+ EXCEPTIONAL CARS OFFERED ENTIRELY WITHOUT RESERVE



1963 Lancia Flaminia GT 3C 2.8 Convertible
Coachwork by Touring
Chassis no. 826.134 1074



1993 Ferrari 512 TR
Chassis no. ZFFLA40B000097018

21 SEPTEMBER

THE SÁRAGGA COLLECTION

OFFERED ENTIRELY WITHOUT RESERVE

COMPORTA, PORTUGAL

HEADQUARTERS +1 519 352 4575
UK +44 (0) 20 7851 7070
FRANCE +33 (0) 1 76 75 32 93
ITALY +39 02 9475 3812
GERMANY +49 172 7151 251

rmsothebys.com
Collectors gather here.

MCGRATH MASERATI

SERVICE, RESTORATION & PARTS



**MODERN SERVICE
TRADITIONAL CRAFT**

MCGRATHMASERATI.CO.UK