

AUTO **Italia**

Issue 299 January 2021 £4.99

JUNIOR EXOTICS

FIAT DINO V ALFA MONTREAL WHO WINS?



99

9 77 1357 45111

www.auto-italia.co.uk

ALFA GTV/164
Enrico Fumia interview
BARN FINDS
Jaw-dropping discoveries





MONZA SPORT

www.monzasport.com



APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND NOW FIAT



SERVICE



ALFA ROMEO GIULIA TB LUSSO TI

2020 specification Giulia featuring touch screen infotainment and wireless phone charging. Visconti green metallic with black leather upholstery. Great spec inc 19 inch diamond cut alloy wheels. Harman Kardon hi-fi, Brake upgrade and Driver assistance pack. Pre-registered with delivery mileage and benefitting from the balance of the manufacturers warranty and roadside assistance cover. Price: £34,900



ALFA ROMEO GIULIA TB VELOCE

15,062 miles. Alfa Romeo management car in Stromboli grey with red sports leather upholstery. Veloce specification includes 18 inch alloy wheels with red brake calipers, climate controlled air conditioning, cruise control, electric windows and door mirrors, front and rear parking sensors, infotainment system with Apple/Android play, keyless access and starting, auto dimming rear view mirror and shark fin roof aerial. Price: £24,995



APPROVED SERVICING MEANS:

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

COURTESY CARS AVAILABLE



ABARTH 595 COMPETIZIONE

2017-17. 19,215 miles.
A striking 595 Competizione finished in Gara white with black sabelt seats and riding on 17 inch Corsa alloy wheels.
This 595 features additional options of the 7 inch touchscreen infotainment system with satellite navigation, Xenon headlights, Red Brembo calipers, Red mirror caps, Red side stripe and red front and rear splitters.
A beautiful example with Fiat group service history.
Price: £14,650



ALFA ROMEO GTV V6 LUSSO

2003. Brunello red with Momo black leather. 17 inch teledial alloys.
Legendary 240bhp 3.2 V6 Busso engine. Fitted with the Q2 limited slip differential. Complete service history and has been maintained by ourselves since 2012. E/W, Climate controlled air con and Remote central locking with immobiliser and alarm. This particular model benefits from a discreet custom paint-job with the Alfa Romeo logo visible on the bonnet from certain angles.
Mileage 103,719 miles
Price: £11,995



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

Editor Chris Rees
chris@auto-italia.co.uk
Photographic Editor Michael Ward
michael@auto-italia.co.uk
Events Director Phil Ward
phil@auto-italia.co.uk
Editor at Large Peter Collins

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

Art Editor Michael Ward Tel: 01462 811115

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.co.uk
claire@auto-italia.co.uk

Managing Director Michael Ward
General Manager Claire Prior

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@auto-italia.co.uk
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, 2020

CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Richard Heseltine



Peter Collins



Simon Charlesworth



Matteo Licata



Johnny Tipler



The picture above tells a story that sums up 2020 for me: a car being swallowed by a trailer, going from lockup to lockdown. This was pretty much the only moment during 2020 when my Alfa SZ actually emerged into the wild. While events this year have prevented most of us enjoying our cars, I really do hope things will look up with happier times ahead.

Actually the pic above does have a happy ending. It's my SZ being picked up by Adrian Jardine of Alfa Aid, who said he wanted to borrow it. Considering he has his own SZ (and RZ, come to that), what could the reason be? It was down to the particular exhaust system on my car, he explained, which is the nicest sounding of any SZ he's heard. I don't have his huge experience but in my view, if an Oscar were awarded for best original soundtrack (Busso V6), surely this SZ's tailpipe would be in with a shout.

Trouble is, it's a one-off system made long ago by an unknown developer. To cut a long story short, off my SZ went and, after a process of multiple trials, Adrian succeeded in reproducing its particular roar, rasp and crackle. And he's now making it available to other owners, which makes me happy at the end of this difficult year. Cheer yourself up by listening to it on Adrian's excellent YouTube video entitled 'Alfa Romeo SZ Performance Exhaust by Alfa Aid'.

Sorry to say that 2020 has ended with another terrible blow: the death of legendary engine builder Guy Croft (see page 12 for Phil Ward's tribute). At a time when we're all looking for rays of brightness, perhaps Fiat's new 500 is one. Not everyone likes the move to electric but let's face it: it's unstoppable. If the all-electric 500 is the future, then I'm not unhappy. I think it's a great car, and you can find out why on page 18.

Chris Rees
Editor

chris@auto-italia.co.uk

autofficina

FERRARI - MASERATI - LAMBORGHINI



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

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

ISSUE 299

JANUARY 2021



18

FEATURES

- 14 **LAMBORGHINI WITH ITALY, FOR ITALY**
20 different Lambos in 20 different regions
- 18 **FIAT 500 TEST**
All-new, all-electric Fiat 500 on UK roads
- 24 **BEST EVER ITALIAN ENGINES - PART 2**
V8, V10 & V12 heroes from Ferrari and Lambo
- 34 **ALFA MONTREAL V FIAT DINO**
Junior exotic coupes battle it out
- 44 **INTERVIEW: ENRICO FUMIA**
The father of Alfa Romeo's 164 and GTV/Spider
- 50 **SUPERFINDS**
The ultimate classic car barn finds of all time
- 58 **LANCIA BETA COUPE**
Group 4 rally replica on test
- 64 **MILANO AUTOCLASSICA**
Classics on show in Milan
- 68 **TOUR AUTO RALLY**
Italians took pole position in France
- 72 **GOODWOOD SPEEDWEEK**
Circuit action – behind closed doors
- 74 **READERS' CARS**
A superb Alfa Romeo Alfetta berlina



24

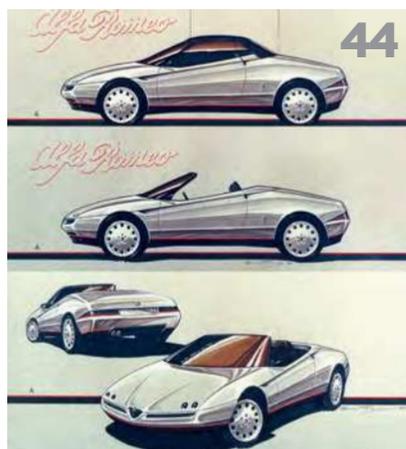


34

SUBSCRIBE TODAY
NEVER MISS
AN ISSUE
SAVE! SEE PAGE 56 FOR DETAILS

REGULARS

- 06 **NEWS**
Ferrari's new SF90 Spider unveiled
- 92 **CLASSIFIEDS**
Find your perfect Italian car here
- 98 **OBSCURATI**
Pininfarina's elegant Bentley coupe of 1968



44



50



58

ITALIAN CAR NEWS

Ferrari SF90 Loses Its Roof

A new open-roof version of Ferrari's SF90 has been unveiled. The SF90 Spider is the sister model the SF90 Stradale coupe, using the latest version of Ferrari's patented Retractable Hard Top (RHT).

The design by Ferrari Centro Stile features a tonneau cover with head fairings and flying buttresses, and the V8 is still clearly visible through the engine cover. Special flaps on the head fairings smooth the airflow.

Developed alongside the SF90 Stradale, some rigidity changes have been made, while the exhaust sound has been specifically tuned for the Spider.

The RHT takes 14 seconds to lower, which can also take place when the car is in motion. When folded, it takes up only 100 litres of space, while its aluminium construction means it is 40kg lighter than a conventional steel folding hardtop. An extra electric rear window behind the cabin allows for extra comfort or extra noise.

The SF90's plug-in hybrid system remains the same: a 780hp V8 engine with three electric motors for peak power of 1000hp. Four power modes (eDrive, Hybrid, Performance and Qualify) are available via the *eManettino*. All-wheel drive helps deliver the same 0-62mph acceleration claims as the

coupe (2.5 seconds), although the 0-124mph takes 0.5sec longer, at 7.0 seconds.

Weight has increased by 100kg compared to the coupe, at 1670kg. This can be reduced by 21kg if you opt for the track-focused Assetto Fiorano pack. A new gold colour is launched for the SF90 Spider – Giallo Montecarlo – while a two-tone livery is optional with the Assetto Fiorano pack.

The price in Italy is €473,000, around 10% higher than the Stradale. Deliveries begin in spring 2021 in European LHD markets and shortly after elsewhere.





WILD, LIFE & SPORT JOIN PANDA RANGE

New badges – including Wild, Life and Sport – have been added for the refreshed Fiat Panda range. The 2021 model year updates the bumpers and adds new colours, 16-inch alloy wheels and an improved cabin with upholstery made from recycled materials.

Only one model, the Panda 4x4, is still offered with the 85hp TwinAir engine, the using Fiat's new 70hp mild hybrid engine.

The new entry level is the Panda Life with its body-coloured bumpers, steel wheels, air conditioning and DAB radio. One up is the City Life, adding fog lights, new front bumpers, alloy wheels, roof rack, side protection, leather steering wheel and Uconnect.

The new Panda Wild 4x4 shares the Panda City Life's look and spec but adds all-wheel drive, rear diff lock and skidplates front and rear. Cross versions continue with their off-road look. The Cross 4x4 adds all-wheel drive, red tow hooks, processed waste wood dashboard and recycled upholstery.

A Sport model (pictured) joins the range for the first time, featuring 16-inch alloy wheels, red brake callipers, darkened rear windows, and body-coloured door handles/mirrors. Matt grey paint is an exclusive Panda Sport colour, while inside are a titanium-coloured dash, eco-leather trim and red stitching.

The new Panda range is available to order now priced from £11,895, with the Sport at £13,295 and the Wild 4x4 at £16,295.



CROSS STARS IN REVISED TIPO RANGE

Fiat's Tipo has been given a mid-life refresh, featuring different bumpers, redesigned grille, new badging and two new colours (Paprika Orange and Oceano Blue). Inside are a revised steering wheel and air conditioning controls, while a new seven-inch digital instrument cluster becomes optional.

The revised range consists of Tipo, Tipo Life and an all-new Tipo Cross. The Cross has a raised ride height, different grille, silver skid plates front and rear, side skirts, roof rails and black wheelarches. The regular Tipo is offered in hatchback and estate forms, while the Cross is a hatchback only. The sole engine choice is a 1.0-litre 100hp petrol. The new Tipo is available now November priced from £17,690, and £21,690 for the Cross.



LAMBO'S SHOCK NEW COLOURS

Lamborghini has launched an eye-poppingly bright range of new colours under the 'Fluo' banner. Offered on the Huracán Evo, the Fluo range consists of new matt paints and complementary interiors. Inspired by classic colours of the past, the five options are Verde Shock (green), Arancio Livrea (orange), Celeste Fedra (blue), Arancio Dac (orange) and Giallo Clarus (yellow). These combine with a matt black roof, front bumper and sideskirts with Fluo detailing. Inside are new optional sports seats, while Fluo colours pick out the start/stop button cover and headrest badge.



BIZZARRINI REVIVAL

The famous Italian sports car brand, Bizzarrini, is to be revived by a group of former Aston Martin executives led by Ulrich Bez, and financed by Rezam Alroumi of Kuwait. Bizzarrini was set up by ex-Ferrari engineer Giotto Bizzarrini in 1964 and was active until 1969, being best known for its 5300 GT Strada coupe (pic left). The new company will enter the high-end collector market with cars priced in excess of £1 million but it's not yet known whether it will make continuation versions of original models or all-new designs. Bizzarrini's first prototype is due to debut in 2021.

ARES REVEALS S1 SPYDER



Italian car maker Ares has unveiled renderings of a barchetta version of its recently released S1 coupe supercar. Making do entirely without a windscreen or roof, it has two simple wind deflectors instead. The carbonfibre bodywork is altered to 'flow' into the cockpit area, cocooning its leather-and-Alcantara-clad passengers.

The S1 Spyder is powered by a 715hp naturally aspirated V8, giving a 0-62mph time of 2.7 seconds. The rear-wheel drive car has an eight-speed dual clutch transmission and a bespoke exhaust. A limited run of 24 examples is planned, with order books open now.



AZNOM LAUNCHES 'HYPER-LIMO'

Coachbuilder Aznom has revealed its new Palladium, described as a "hyper-limousine" that's designed and manufactured in Italy. The size is immense: six metres long, two metres wide and weighing 2.65 tonnes. Based on a Dodge Ram, it uses a 5.7-litre twin-turbo V8 engine with 710hp and 950Nm of torque, enough for 0-62mph in 4.5 seconds.



ALFA SPIDER WINS HSCC

Antony Ross's Alfa Romeo 1750 Spider has topped off a successful 2020 season by winning the HSCC Road Sports Championship. Following class wins at Brands Hatch, the title came down to the very last round at Silverstone. Passing Roger Sparrow's 2.0-litre Porsche 911 after a race-long battle was enough to secure the title. The HSCC is the same championship that the car and driver won precisely 27 years ago. Antony commented: "Hopefully this will encourage more Spiders to venture onto the racing circuits next season." Antony's Spider was featured fully in *Auto Italia* September 2020.



Photo by Jeff Bloxham

GERHARD BERGER'S F40 FOR SALE

A Ferrari F40 belonging to ex-F1 driver Gerhard Berger is up for sale. Originally sold to the Far East, this F40 was registered by Berger in Austria in 2019. It's Ferrari Classiche certified, the sole modification being a Le Mans Quicksilver titanium exhaust. The F40 failed to sell at auction recently but is still for sale via RM Sotheby's at £925,000.



GIULIA

AUTHENTIC ACCESSORIES

FROM £ **17.25**
A MONTH
AUTO ITALIA SPECIAL OFFER

RUBBER MATS & BOOT LINER

THESE RUBBER FLOOR MATS AND BOOT LINER WILL PROVIDE YOU WITH THE BEST ALL WEATHER PROTECTION YOU CAN GET FROM DIRT, MUD AND SNOW.



Images are for illustration purposes only

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 Rubber Mats & Boot Liner offer above)

Offer Price Including VAT **£115.00** (28% off RRP) 3 month finance* **£38.33** 6 month finance† **£17.25**

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



Mopar® is the Official Service, Parts and Customer Care global provider for FCA brand vehicles. We offer authentic Parts, Accessories and Services. To see the full accessory range and download an electronic brochure, please visit the accessories section of your chosen FCA brand website. Or visit us at www.moparstore.co.uk



BATS MAKE \$14.8 MILLION

The celebrated Alfa Romeo Berlina Aerodinamica Tecnica trio of concept cars, BAT 5, 7 and 9 (as featured in last month's *Auto Italia*), have sold auction for \$14,840,000. Widely regarded as among the most adventurous car designs of all time, the aerodynamic designs by Franco Scaglione of Bertone were originally shown over three consecutive years (1953, 1954 and 1955) but were never displayed together when new. The three cars were sold as one lot at RM Sotheby's New York contemporary art auction, the hammer price representing a record for the most valuable ever post-war Alfa Romeo auction lot.



FIAT COLLECTION ACHIEVES BIG PRICES

A large car collection including many Fiats has been sold by RM Sotheby's at its recent Elkhart Collection auction. Notable among these were three coachbuilt Fiat 8Vs: a 1953 Supersonic that sold for \$2.04 million, and two further 1954 examples that fetched \$907,000 and \$775,000. A 1960 Fiat-Abarth 750 GT 'double bubble' achieved \$168,000, while a 1970 Dino 2400 Spider got \$145,600.

More humble Fiats also sold for substantial amounts. A 1970 Fiat 850 Spiaggetta fetched \$109,200 and a 1958 600 Multipla \$71,680. A 1967 Fiat 1500 Convertible reached \$36,400, while other Fiats included a 1965 Abarth 595 (\$29,120), 1966 850 Spider (\$25,200), 1953 500 C Belvedere (\$23,520) and 1971 850 Special Idroconvert (pictured) at \$21,280.

Other Elkhart sale highlights included a 1952 Ferrari 225 S Berlinetta (\$2.81 million) and a 2010 Zagato Alfa Romeo TZ3 Stradale (\$489,000).

GHIA'S LE MANS HOPEFUL FOR SALE



A unique 1969 Lancia Fulvia HF Competizione built by Ghia is for sale. Designed by Tom Tjaarda, the aluminium body design is highly unusual, featuring a big adjustable rear spoiler. Ex-Lamborghini engineer Giampaolo Dallara was employed as a consultant on the project, which features a forward-mounted Fulvia V4 engine and different double-wishbone rear suspension. The car was intended to race at Le Mans but never did so. The Ghia Fulvia HF Competizione failed to sell at auction recently but is still offered via RM Sotheby's priced at £140,000.

PININFARINA LAUNCHES DESIGN COMPETITION

On its goth anniversary, Pininfarina has launched an international design competition called *Design Reset: New Dreams for a New World*. It's aimed at students aged over 18 who are already in design academies, including Coventry University and the Royal College of Art in the UK. The award will be chaired by Pininfarina's UK-born head of design, Kevin Rice, and closes on 31 March 2021.

PININFARINA 90+1 DESIGN CONTEST

NEW DREAMS FOR A NEW WORLD

Call for entries. Registrations are open!



Kent's Leading Ferrari, Lamborghini and Maserati service centre

Passionate about keeping your supercar in pristine working condition!



- Over 30 years of experience
- Routine servicing to complete engine overhauls
- Latest diagnostic tools
- Insurance approved bodyshop facilities
- Competitive prices
- 30 minutes from central London



Visit us at Biggin Hill Airport or call us for a quote!

☎ 01959 928 277
07765 554367

📍 Unit 12, Airport Trading Estate
Wireless Road, Biggin Hill, TN16 3BW

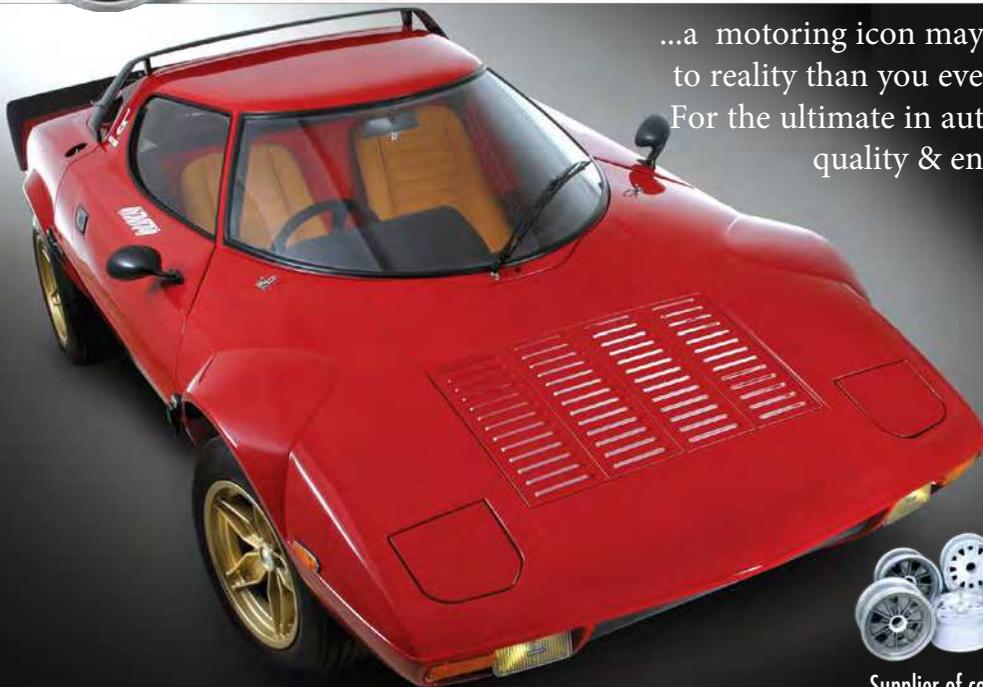
✉ info@supercaritalia.co.uk
www.supercaritalia.co.uk



Hawk Cars

www.hawkcars.co.uk
gerry@hawkcars.co.uk

the collection...



...a motoring icon may be closer to reality than you ever thought
For the ultimate in authenticity, quality & engineering integrity



Supplier of coffin-spoke and FIA Mk2 and Mk3 427 wheels

Tel: 01892 750341 / 750 282

Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP

OFFICIAL BUILD AGENTS: Jade Farms; Alland Grange, Manston, Ramsgate, Kent CT12 5BX tel: 07399 114 442



'BEST EVER' SZ EXHAUST

Berkshire-based Alfa Aid has produced "the best sounding SZ in the world" with a new exhaust system for the Alfa Romeo SZ ES30. Made from 304-grade stainless steel with a high chromium and nickel content, the system features tig-welded joints, CNC bends and flexible joints in stainless steel. All the original mounting points are used and it fits standard SZ manifolds.

The brief was to produce the best possible sound, with deep burble at rest, a high-performance howl under load and crackle on the overrun. The result, says Alfa Aid, is "a vastly superior exhaust system that delivers more performance, power, driveability and a fantastic sound". It's available exclusively from Alfa Aid (www.alfaaid.co.uk).

TWINZ HOSES

Twinz Motorsport, a supplier of silicone hoses, is offering air, oil, fuel, water and breather system parts that are suitable for many Italian engines, including Fiat, Lancia and Alfa Romeo. Custom one-off builds are also accommodated.

Using innovative medical-grade silicone with a unique crossply reinforcement, the hoses come with a lifetime warranty. A 20% discount is being offered by using the code **AIDEC299**, valid until January 2021. More info at twinzmotorsportltd.co.uk, tel 07307 610009.



GAZ FULVIA DAMPERS

GAZ has launched new adjustable dampers for the Lancia Fulvia that enable the damping rate to be adjusted via a knob on the side. They can be set for general road use, track days or full-on racing and feature a zinc-plated body with a plastic sleeve. Both front (GT7-5186) and rear (GT7-5187) are offered, retailing at £71.32 each plus VAT, covered by a two-year warranty. Find out more at www.gazshocks.com



REPLICA GTAM CARBON

Kosovo-based carbonfibre specialist Koshi is launching new carbon items to replicate the look of Alfa Romeo's latest Giulia GTAm. Prices are as follows: front bumper €2800; front wing sides €1800; rear wheelarch extensions €1200; and rear spoiler €1790. More info at www.koshigroup.com



GUY CROFT: A TRIBUTE

We are sad to report the death of legendary engine tuner, Guy Croft, about whom *Phil Ward* writes: "I first met Guy back in 1983 when we were founder members of the fledgling Fiat Twin Cam Register. We had both recently left military service and were starting out on new careers. Little did we know that our lives were to run in parallel, myself in publishing and Guy in engineering. The commonality was our enthusiasm for Italian cars and notably the Fiat Twin Cam engine. We joined forces on my first book and he later produced his own detailed engine preparation manuals. In recent years Guy was diagnosed with a life-threatening illness but despite this he continued to immerse himself in his work. In his last few months he was determined to complete all outstanding projects to avoid letting his customers down. His superb engines are his legacy. I am privileged to have known Guy both as a brilliant engineer and a good friend."





DELIVERING WORLDWIDE



FERRARI PARTS SPECIALIST
SUPERFORMANCE



SUPERFORMANCE.CO.UK +44 (0)1992 445 300

CELEBRATING 37 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



Roaming Bulls

Lamborghini is celebrating Italian life with an arresting new photo project called 'With Italy, For Italy'

If a picture says a thousand words, these new images of Lamborghinis in their native homeland might contain a whole novel within them. Part of a new project called 'Lamborghini With Italy, For Italy', the aim is to cheer everyone up in this year of lockdowns by celebrating the treasures of Italy in all its regions.

Lamborghini asked 20 of Italy's top photographers to "highlight the ethos, uniqueness and excellence" of each of the country's 20 regions, featuring 20 different Lamborghini models, both classic and modern.

Art director, Stefano Guindani, oversaw the project, including scouting for locations. The photographers chosen come from a wide variety of different skill sets and disciplines, including fashion, design, reportage, documentary, social issues, travel, architecture, art, cars, music and landscape.



Liguria: Huracán Evo (Alberto Selvestrel)



Aosta: Sián Roadster (Fulvio Bugani)





Sardinia: Miura (Davide De Martis)



Abruzzo: Huracán Spyder (Valentina Sommariva)



Veneto: Countach (Marco Valmarana)



Calabria: Urus (Guido Taroni)



Tuscany: Huracán Evo RWD Spyder (Gabriele Galimberti)



Puglia: Aventador Roadster (Gabriele Micalizzi)



Marche: Diablo (Wolfgang Spaccarelli)

alfaworkshop



Tel: 01763 244441

- Service & Repairs for all Alfa Romeos •
 - 4C Upgrades & Modifications •
 - Online Parts Shop •
- Restoration of all Classic Alfas •
 - Genuine Parts •



Follow us this season in the
Alfa Romeo Modified Championship
with our Mito 404. . .



Photo: Guy Swarbrick

www.alfaworkshop.co.uk info@alfaworkshop.co.uk

Unit 3 & 4 Orchard Road Industrial Estate – Royston – Hertfordshire – SG8 5HD

Cinquelectric

It's finally here! But how well does Fiat's all-electric 500 perform? We find out on UK roads

Story by Chris Rees
Images by Michael Ward



Could this be the perfect car for 2021? Small, covetable, affordable. Zero tailpipe emissions. Ideal to circumvent public transport in Covid times. Maybe it could. But to do so, it also has to convince us in other areas: it needs to be good to drive, easy to use, not run out of juice and, crucially, feel like a 500.

So Fiat's long awaited all-new 500 is finally here. Bravely, it's being sold solely as a pure electric car. Did I say all-new? Actually Fiat says it's 96% new and for the life of me I can't work out what the remaining 4% might be from the old 500; parcel shelf, maybe? But here's the good news for electric-sceptics: the new 500 is great to drive.

Let's get straight into our Celestial Blue 500 Icon test car. Approach the new 500 and it certainly looks like a 500. It's a fair bit bigger than the old one, at 60mm longer and 60mm wider, and it has a wider stance. But the biggest change is at the front end, which is much more bluff-fronted and effectively grille-less. There's a

big statement up front, too: Fiat badges are replaced by a big '500' badge (weirdly, completely different '500e' badging is used at the rear). Perhaps the most striking bit of the design is the oval-shaped headlights divided by the bonnet, giving the impression of eyelashes above a distinctive face. Is that expression a smile or a cheeky scowl? Hmm.

To open the door, you grasp a flush-fitting handle that works electronically (they're not handles, says Fiat, but 'e-latches'). You instantly clock the more spacious cabin, which comes courtesy of a 20mm longer wheelbase and extra width. Swing yourself in and you'll also notice the lower seating position, which provides better headroom up front (it remains a real squeeze in the back though – if you're above 175cm/5ft 8in tall, your hair swishes the ceiling). The cabin floor is completely flat, by the way, while luggage capacity remains the same as the old 500 (185 litres).

Appreciating the swoopy shape of the new dashboard, it's time to press the 'on' button. As the



instruments light up, a little tune plays (*Amarcord* by Nino Rota); the same ditty is also transmitted on external speakers to warn pedestrians that you're silently approaching. If you don't like the tune (and it is a bit twee, to be honest), alternatives can apparently be downloaded.

Fiat's president, Olivier Francois, had teed me up for my drive by saying: "Our aim is the make an impact on new customers in the first five minutes. We've designed our car to be 'anti-nerdy', unlike some electric cars which take people out of their comfort zone. The 500 is a more human, warmer car."

And I have to say, all the interior twiddly bits seem very intuitive. This being a top-spec Icon, it has a huge 10.25-inch touchscreen in the middle of the dash (less trim grades make do with either a smartphone cradle or a smaller screen). The letterbox format does make it less legible than a comparable-size tablet-style screen but its high-definition display is very easy to see and operate. The seven-inch digital instrument display ahead of the driver is also superbly clear.

Hang on, where's the gear lever gone? You just get 'PNRD' buttons instead. Since the gearbox is a single-speed automatic, those buttons are extremely straightforward: stab the 'D' and you're good to go. Straight from the off, the 500 gives you a good feeling. If you've never driven an electric car before, your first reaction is always the same: gosh, isn't the acceleration instantaneous? Thank the fact that 100% of torque is available from the off for that.

It's genuinely quick, too. The Icon has 118hp and 220Nm (162lb ft) of torque to play with. Despite the press conference claims of "racing car acceleration", it's not quite *that* quick. You can muster a little chirrup of wheelspin when setting off, with 31mph coming up in 3.0 seconds and 62mph in 9.0 (comparable with my Fiat Panda 100HP actually). Top speed is limited to 93mph, and unlike some electric cars, there's still plenty of puff at the top end. And as for engine noise, there really isn't any.

For a small car, the 500 is pretty heavy (1330kg), but unlike a conventional car, 25% of the total weight is made up of batteries. Since these are sited very low down and entirely between the axles (for the record, the weight distribution is 52% front, 48% rear), there are benefits in terms of handling. Body roll is almost non-existent, for instance.

This brings me to my one big bugbear with the new 500: the steering. It's very light at all speeds – and far too light out of town, when you really want a lot more heft. But that's not my main beef; it's the lack of any sense of connection with what the wheels are doing. Turn into a bend at speed and there's almost zero feedback. That immediately sets you on edge and erodes your confidence in the chassis. That's a real shame because once you're into the bend, the 500 actually corners very well: flat, grippy and predictable. It's such an odd sensation, and I would dearly love a Sport button to press to give you a bit more steering feel.

There is a button to press to choose between three driving modes – Normal, Range and Sherpa – but these are simply about how the car uses its electricity. Normal is the default mode. Switch to Range and the biggest difference you feel is throttle-off braking, as the car uses decelerative





Bluff 'smiley' nose houses a 118hp electric motor. Car plays a tune at low speeds to let pedestrians know you're coming

energy to recharge the batteries. It feels like the brake pedal is being applied, which it kind of is, and Range mode is perfect for slow-moving traffic as you can effectively use just one pedal. Meanwhile, Sherpa is a get-me-home mode that turns off things like air con to maximise range.

In Normal mode, the claim seems accurate. And if you do mostly urban miles, you can expect the range to rise to 285 miles, says Fiat.

To recharge the batteries, you flip open the flap on the offside rear. A 3kW cable is standard but you'll need to buy an optional home Wallbox and 7kW

“ You can muster a little chirrup of wheelspin off the line and acceleration is comparable with my Panda 100HP ”

Ah yes, range. This is the one thing, according to surveys, that puts prospective owners off buying an electric car. Here the 500 scores a victory, with a class-leading quoted range of 199 miles for high-power models. When I started my drive, I had 100% charge and an indicated 161 miles of range (which went up to 183 miles as soon I pressed the Sherpa button). Despite driving quite a lot of dual carriageway

cable to get the recharge time down to six hours. Using a commercial rapid charger, an 80% charge can be accomplished in 35 minutes, or 30 miles' worth in five minutes.

One other big step up from the old 500 is more sophisticated safety gear, like adaptive cruise control, lane-keep assistance, blind spot monitoring, driver attention monitor and a 360-degree camera.



TECHNICAL SPECIFICATIONS

FIAT 500	24KWH	42KWH
ENGINE:	Electric motor	Electric motor
BATTERY CAPACITY:	24kWh	42kWh
POWER OUTPUT:	70kW (93hp)	87kW (118hp)
TORQUE:	TBC	220Nm (162lb ft)
TRANSMISSION:	Single-speed auto, front-wheel drive	
DIMENSIONS:	3631mm (L), 1687mm (W), 1508mm (H)	
WEIGHT:	TBC	1330kg
TOP SPEED:	84mph	93mph
0-62MPH:	9.5 sec	9.0 sec
RANGE:	115 miles	199 miles
PRICE:	From £19,995	From £23,495

VERDICT

Some people of this parish were prepared to dislike the electric 500. I think it's fair to say they've been persuaded otherwise. The new 500 is just so likable: it's rapid and refined, funky and fun. Yes, the petrolhead in me does miss changing gears, listening to internal combustion revs and – most of all – feeling what the steering's doing. But in every other way the new 500 is utterly convincing. It really is a great little thing, and I'm sure that its sub-£20k price point is going to entice a whole load of buyers. 🇮🇹



THE NEW 500 RANGE

There are three grades in the new 500 range: Action, Passion and Icon. The entry-level Action model (£19,995) has a 24kWh battery and 93hp motor, giving 115 miles of range. The higher-spec Passion (£23,495) and Icon (£24,995) will undoubtedly be more popular, with their bigger 42kWh battery, additional power (118hp)

and 199-mile range. If you want the Convertible, that costs £2650 extra (it's not available in Action trim, by the way). As for colours, only solid white is free; black costs £450 extra; metallic green, grey, blue or rose gold is £600; tricoat blue and matt grey are £1000. UK orders open in December, with the first deliveries in March 2021.



MY DREAM GARAGE

Since a pure electric car still won't meet 100% of drivers' needs, Fiat has launched a programme called 'My Dream Garage', a subscription service that allows you to book any other FCA Group car, right up to Alfa Giulia, Jeep and Maserati, up to 60 days a year. This programme hasn't yet been confirmed for the UK but it seems more than likely.



WHAT ABOUT THE CENTOVENTI?

If you're wondering what's happened to Fiat's Centoventi EV concept – effectively the next-generation Panda – that's somewhat in hiatus. It does continue to be worked on but currently no time frame has been made public. When it arrives, Centoventi will slot in below the 500 in Fiat's electric car line-up. The company says it's working on a larger EV model, too.

Fiat has said that there will never be an internal combustion version of the new 500. However, when questioned at the 500 press conference, officials would not specifically rule this out. In the meantime, the existing pop-bang internal combustion Fiat 500 will continue to be sold alongside the new 500 for at least two more years, in both petrol and hybrid forms.

500 3+1 - INGENIOUS BUT NOT FOR UK

Just like Mini did with its Clubman, Fiat has produced an additional version of the 500 with a tiny extra door, dubbed 'magic door', on one side of the car only. The new model's name – 500 3+1 – recalls the Trepùno (3+1) concept of 2004. The third door is rear-hinged, opening in 'suicide' fashion like the original 1957 Cinquecento, at a very wide angle of 83 degrees. With no B-pillar to get in the way, the rear passenger can get in and out very easily, although the front door needs to be opened first. The 500's external dimensions are unchanged but overall weight goes up by 30kg.

Sadly the 3+1 is only being made in left-hand drive for now. It's possible that it may come to the UK in RHD, but that decision hasn't yet been made. Obviously the door opening into traffic may be an issue here but Fiat says it definitely won't swap the rear door over to the nearside on RHD cars. If the 3+1 ever does come to the UK, expect a mark-up of around £2000.



TALACREST

THE WORLD'S NUMBER ONE CLASSIC FERRARI DEALER



Ferrari 250 GT Lusso. Number 176 of the 350 made. Finished in it's original colour combination of Grigio Argento with Nero hide. Showing only 26690 kms (16584 miles) use from new - which is believed to be genuine.

This superlative example was subject to a full £300k restoration from Bob Houghton - which was completed in 2017.

Since the restoration, this Lusso which has been part of a special collection.

OTHER FERRARI CLASSICS FOR SALE



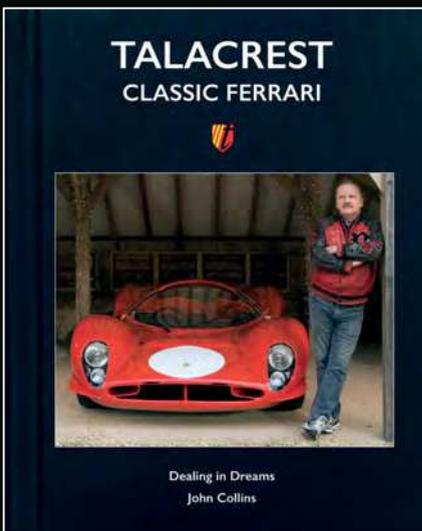
Series II Spyder with factory hardtop



1965 275 GTB/2 Shortnose



1950 Ferrari 195 Inter Coupe



Dealing in Dreams

A fascinating insight into the world of dealing in classic collector Ferraris and other exotic cars

This is a beautifully printed coffee table book measuring 310 mm x 250mm and tells the inside story about John Collins 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* magazine 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 the 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 Kings and his love for horsepower is close to his heart and profits from the sale of this book will be donated to charity.

ORDER YOUR COPY SECURELY AT TALACREST.COM



WWW.TALACREST.COM

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





Forte Fortissimo

In Part Two of our celebration of peak Italian engineering, we nominate our favourite 'big format' engined cars with eight, ten and twelve cylinders

Story by Chris Rees
Photography by Michael Ward

Italy makes the world's most beautiful cars. Superb styling, elegant interiors, world-renowned handling. But there's something else, perhaps above all, that makes Italian cars special. Yes, hidden away under the bonnets of countless Italian classics lies their beating heart: the engine.

This is a heartland we started to explore last month in our two-part voyage into Italian engine excellence. In December's issue we had a blast in Italy's small-engined classics; the best twins, fours, fives and sixes by Abarth, Fiat, Lancia and Alfa Romeo. Now it's the turn of the big boys: beasts with eight, ten and twelve cylinders.

Luckily, in this department Italy is a giant treasure chest containing a true embarrassment of riches. With regret, we're choosing to pass by Alfa Romeo's eights. The pre-war 8C straight-eight was truly glorious but in truth it's from an entirely different age. Alfa's first ever



“ The sheer joy of the 458's upper rev range will see you spending time there as often as you possibly can ”



V8, Carlo Chiti's V8 for the Tipo 33, is marginal to say the least. As for that engine's development into the Montreal V8, you can read all about that on page 34.

It may come as a surprise that 'eights' have only recently started to form the backbone of the upper end of the Italian car industry, since supercar manufacturers initially shied away from the eight-cylinder format. Lamborghini only made V8s for 17 years (between 1971 and 1988), while Ferrari didn't start making V8s until 1973 with the Dino 308. Maranello's wonderful line of V8s since then – including such greats as the F40 and SF90 Stradale – has made our choice of 'the best' extremely difficult.

The ten-cylinder format is far easier, for the simple reason that there's only ever been one Italian V10: Lamborghini's Gallardo/Huracán unit.

Then at last we come to the arena of 12-cylinder engines, which is an absolute Italian speciality. Enzo Ferrari's first engine was a V12; Ferruccio Lamborghini's first engine was a V12; and between them the 12-cylinder engine format has consistently been at the heart of Italy's supercar story ever since. And despite reports claiming time and time again that V12s are on their way out, they're showing no signs of going anywhere, as today's Ferrari 812 Superfast and Lamborghini Aventador confirm. *Signore e signori, start your engines!*

EIGHT CYLINDERS: FERRARI 458 (F136 V8)

Given that Ferrari's current F154 V8 has been voted International Engine of the Year for the last four years in a row (and indeed the best engine of the last 20 years), you might expect that we'd make a beeline for this mighty powerplant as 'peak V8'.

But no; instead we've gone for its predecessor, the F136. Why? The main reason is that it's top of the V8 heap in what was, for us, a much more romantic non-turbocharged era. Yes, we do appreciate the low-rev torque that only a turbo engine like the F154 can deliver, but for us, a naturally aspirated V8 always wins the 'sense of occasion' battle. And without doubt the F136 was Ferrari's best non-turbo V8.

This sensational 90-degree V8 actually debuted in a Maserati (the 4200 Coupe of 2001). It has only just gone out of production following the axing of the Maserati GranTurismo. Maserati arguably extracted the best exhaust note from this engine (one that also, incidentally, echoed from the tailpipes of the wonderful Alfa Romeo 8C).

But most memorably the F136 V8 graced three Ferrari models: the F430, California and 458 Italia. Of those, it's undoubtedly the 458 that hits the sweet spot for most Ferraristi: it's the hard-edged, raw,

uncompromising choice, beloved of true enthusiasts who want to focus on driver involvement above all else. And the association of a certain Michael Schumacher in the 458's development gives it that extra star quality.

The last mid-engined Ferrari to use a non-turbo engine, the 458 comes with a 4499cc V8 (up from 4.3 litres in the F430) using twin overhead camshafts, variable valve timing, four valves per cylinder and direct fuel injection (a first for a mid-engined Ferrari). Result: 570hp – or 125bhp per litre – at a searing 9000rpm. More than 80 per cent of peak torque is there for you at 3250rpm, so you don't need to rev the nuts off it to maintain good progress, but the sheer joy of the upper rev range will see you spending time there as often as you possibly can. It starts off with a purposeful growl, growing to a hyper-intense banshee scream as the triple exhaust tailpipes reach peak noise. Intoxicating stuff. The 458 is deliciously quick, too: 62mph arrives in 3.4 seconds and it'll reach 202mph tops.

There was never a manual gearbox option for the 458, but the F1 automated 'box is so good, you never feel short-changed. The shifts at full throttle are super-smooth and super-fast, with rifle-shot snaps between ratios – all in all, a perfect match for the V8.

Other reasons to love the 458 are Pininfarina's taut

In any of the manettino's three positions, the driving experience is very intense. F1 auto 'box is rifle-quick

TECHNICAL SPECIFICATIONS

FERRARI 458 ITALIA

ENGINE:	4499cc V8
POWER:	562bhp at 9000rpm (Speciale: 605bhp)
TORQUE:	540Nm (398lb ft) at 6000rpm
TRANSMISSION:	7-speed dual-clutch
WEIGHT:	1485kg (Speciale: 1395kg)
0-62MPH:	3.4sec (Speciale: 3.0sec)
MAX SPEED:	202mph

design, its low weight (1380kg dry) and the way it handles. Select your mood via the steering wheel *manettino* – Sport, Race or Traction Control Off – and you can drive just as your heart dictates. Even in mild-mannered Sport mode it's an intense experience. In Race mode, oversteer is available on demand; yet the E-Diff and F1-Trac systems flatter you with easy on-limit control, which the very quick steering makes a delight.

Without doubt the 458 Speciale, with its lighter weight, extra horsepower (605hp), higher redline (9400rpm) and better aerodynamics, is the one to have. But given the huge price premium the Speciale attracts, and with the regular 458 Italia offering 95% of the same experience, we reckon you can't go wrong with the 'entry' level 458. For us, this is peak Ferrari V8.





TEN CYLINDERS: LAMBORGHINI HURACÁN V10

There really aren't many engines with ten cylinders. And some might argue that, in an article about the best Italian engines, the V10 we've chosen shouldn't count. After all, it's an engine shared with parent company Audi's R8 supercar, and it isn't manufactured in Italy but at an Audi factory in Hungary.

But come on: you would never dismiss Lamborghini as a mere outpost of Audi any more than you would have called a Ferrari a Fiat during the Agnelli era. And the evocative Lamborghini script on the V10 cam covers of the Huracán we've brought along is entirely justified: its specification is unique to Sant'Agata.

Let's not forget, either, that Lamborghini has owned the V10 format since the 1980s, when it developed a 3.9-litre V10 for the abortive P140 and Calà projects. It would take until 2003 for Lamborghini's first production V10 to arrive: the 5.0-litre unit that debuted in the Gallardo.

Arguably that V10 has only recently reached its true potential in the Huracán. In its original 2014 guise (the four-wheel drive Huracán LP610-4), it offered 610hp. The Performante then boosted that to 640hp. Now with the Huracán Evo that we've brought along to our little party, the Performante's power unit is tweaked even further with titanium intake valves and a lightweight exhaust system.

This is one very special engine. Press the dramatically shrouded, aircraft-style start button and the engine explodes into life with a bark of angry intent. As it warms, it settles into a more subdued tone, but one that will still wake the neighbours from any sort of sleep, deep or otherwise. This is the main reason why we've selected the V10 as one of the all-time greats: it might just have the best sound of any engine ever. The off-beat grittiness is unique to the 10-cylinder format, while its ability to rev unfettered



V10 firing order deliciously marked out. Sounds incredible at 8000rpm. AWD chassis flatters driver



BEST EVER ITALIAN ENGINES

and instantaneously all the way to its 8000rpm redline never disappoints.

Even in the most relaxed 'Strada' driving mode, it feels so alive. But to get the best out of the smooth-changing seven-speed gearbox, you'll want to switch to Sport and Corsa modes as often as possible. In either of these, an extra dimension is added to the soundtrack, too, with a delicious crackle between far more explosive gear changes.

The version we have here is the all-wheel drive Evo (a rear-drive-only Huracán RWD has been added recently). Yes, there is occasionally a hint of understeer here, but turn-in is ultra-sharp thanks to the four-wheel steering system, grippy Pirelli P Zero tyres and highly effective torque vectoring system. Lift-off oversteer, which so

demands your attention in RWD Huracáns, is firmly reined in here. In full-on Corsa mode you can fully appreciate the grip and adjustability on offer while never losing confidence, since your driving is always flattered by the chassis.

The Huracán is convincing in other areas, too. The cabin offers as much of a sense of occasion as the drive, with its Millennium Falcon aesthetics, superbly supportive seats and dramatic letterbox view out.

Indeed, 'sense of occasion' is exactly what this car is all about. If this really is an era-ending V10, what a great way to bow out. But we very much hope not: Lamborghini's predilection for naturally aspirated tens and twelves remains one of the true joys of the art of motoring.

TECHNICAL SPECIFICATIONS

LAMBORGHINI HURACÁN EVO

ENGINE:	5204cc V10
POWER:	640hp at 8000rpm
TORQUE:	600Nm (443lb ft) at 6500rpm
TRANSMISSION:	7-speed dual-clutch, all-wheel drive
WEIGHT:	1422kg
0-62MPH:	2.9sec
MAX SPEED:	202mph



IN ASSOCIATION with





TWELVE CYLINDERS: FERRARI 365 GT4 2+2 V12

Vee-twelve. Let's not be equivocal here: 12 cylinders is the best engine format ever devised, full stop. Whether from the standpoint of power, smoothness or sound, V12s are top of the pile. And nobody has ever done V12s better than Ferrari.

When Enzo was looking to make the first ever car to bear his name in 1947, he had one clear vision: he needed a V12. Turning to his old friend from pre-war Alfa Romeo racing days, Gioacchino Colombo created an absolute firecracker of an engine. Perfect balance was assured by a 60-degree angle between the banks of cylinders, while the short-stroke pistons resulted in a capacity of just 1.5 litres, or 125cc per cylinder (hence the model number, 125 S).

What made Colombo's V12 engine so remarkable was how flexible its design was. It grew steadily in capacity and for years, retaining essentially the same block. It progressed through 166 (1995cc), 195 (2341cc), 212 (2563cc), 225 (2715cc) and glorious 250 (2953cc) guises. The V12 was then substantially reworked for 1966's 275 GTB4, the '4' indicating the innovation of four overhead camshafts. In 1966 came the first 365 model, with 4.4 litres, as fitted to the legendary 365 Daytona and GTC4. It grew in size again in 1976 (400) and 1986 (412), in which form the Colombo V12 ended its remarkable career in 1988, after more than four decades in service.

The car we've chosen to represent the Colombo V12 – the 365 GT4 2+2 – may seem a leftfield one, but bear with us. In our eyes, the V12 that fits so snugly under its bonnet is the pinnacle of the Colombo line. This was still the heart of the carb-fed era; the later 400i, launched in 1979, got Bosch K-Jetronic fuel injection, which worked fine but was only fitted to satisfy emissions rules rather than the dictates of fun driving. No, you simply can't beat the sight, sound and feel of a well set-up carb V12 – fully six carbs in this case.

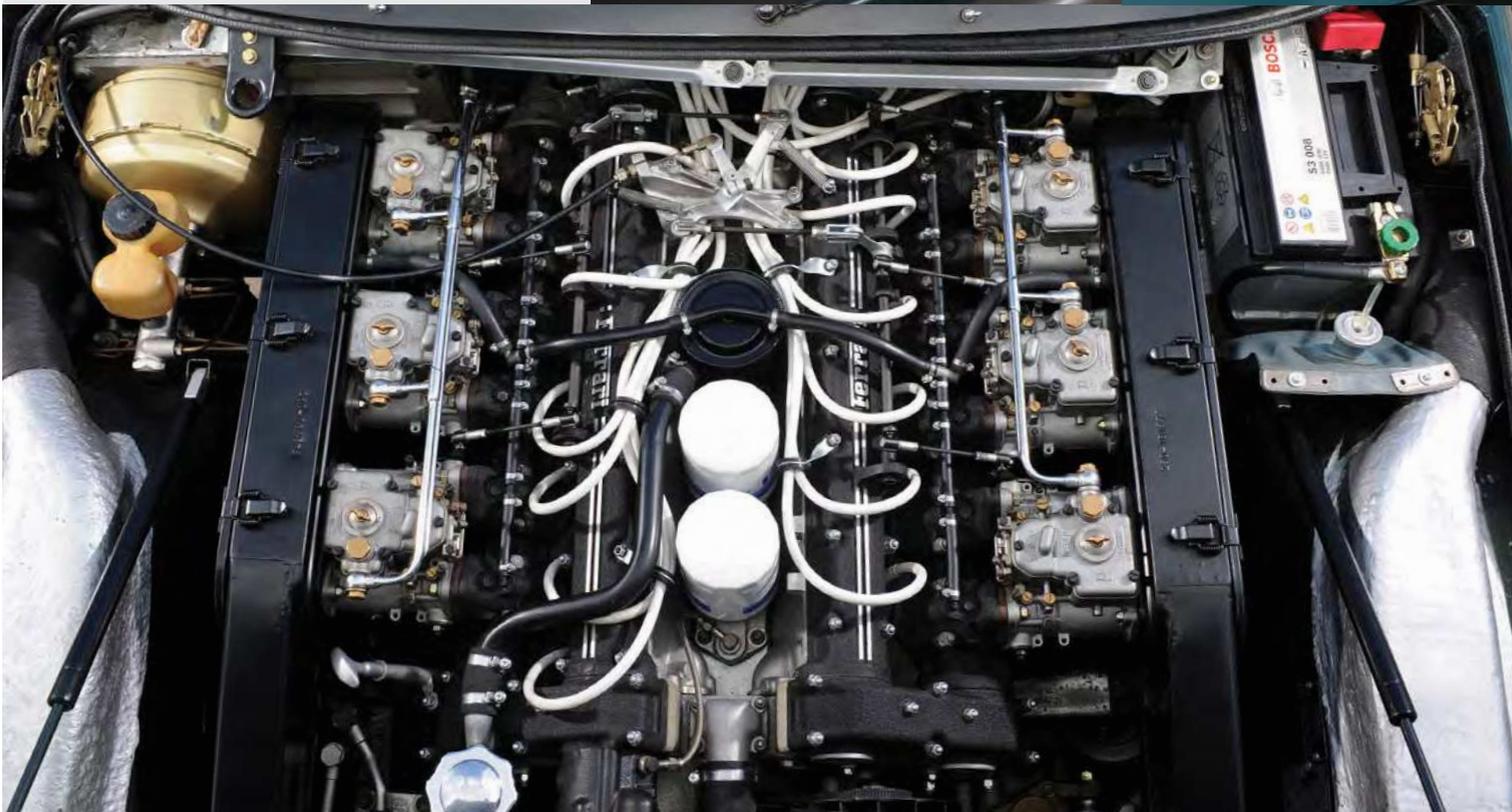
This superb 1973 example from Foscars looks sublime in Verde Seabird with beige leather and has a mere 62,346 miles on the clock. It's one of just 109 UK right-hand drive cars produced between 1972 and



TECHNICAL SPECIFICATIONS

FERRARI 365 GT4 2+2

ENGINE:	4390cc V12
POWER:	340hp at 6200rpm
TORQUE:	422Nm (311lb ft) at 4600rpm
TRANSMISSION:	Five-speed manual
WEIGHT:	1500kg
0-62MPH:	6.7sec
MAX SPEED:	152mph



1976, identifiable by its six taillights, knock-off alloy wheels and absence of front spoiler.

As pretty much the most expensive car on the planet in its day, the GT4 2+2 serves up the full smorgasbord of performance, elegance and comfort. It may not be the fastest V12 ever made (0-60mph takes 6.4 seconds and the top speed is 152mph) but you can enjoy the GT4 2+2 in a more relaxed manner than you would a Daytona, taking in the effortlessness of its power steering and power brakes, enjoying the air conditioning and well-damped self-levelling suspension.

In its carb-fed 365 guise, the V12 offers plenty of torque and if you want to explore the upper rev band, it has the flexibility to match. Want some fun around corners? The feelsome (if light) steering encourages you to explore handling that can switch

happily from gentle understeer to a bit of mid-corner hoofing and power oversteer.

One thing in the 365's favour is that it comes with Ferrari's superb five-speed manual as standard, rather than the GM automatic that most buyers were persuaded to buy in the 400 successor. The manual 'box just feels so right to use, despite its long lever.

I'm sure we're not the only ones to 'get' this elegantly poised Ferrari. In our view, its engine represents the pinnacle of the long Colombo V12 line, and nothing else offers you such an affordable route into Colombo ownership (this stunningly immaculate GT4 2+2 is being sold by Foskers for £85,995). And let's not forget that under the bonnet lies – and we'd welcome your arguments if you think otherwise – the best road car engine of all time. There, we said it. 🇮🇹

Many thanks to the Ferrari Owners' Club for their assistance with this feature and in particular to Rob Leach and Peter Critchell of the Kent Ferrari OC. Many thanks also to Foskers (www.foskers.com)





Chris Snowdon Racing

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

01243 572242

- 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 ●



www.alfettagtv6.co.uk



NEW: SUSPENSION KITS



NEW: BRAKE KITS

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

EB SPARES Ltd.

The UK's oldest independent Alfa Romeo parts supplier



916 badges, we have many of the badges available that have been made obsolete from Alfa Romeo. Including both versions of grille badge. Swiveling boot badges, Pininfarina, GTV, CUP and Spider script badges. Late style badge inserts and alloy wheel badges. Coming soon Phase 2 front grilles.



916 exhausts and fittings. Exhaust gaskets are another item that are now listed as NLA. We have them laser cut and pressed in the UK, so when you order your exhaust system we can supply the fittings as well. A range of IMASAF and stainless CSC systems available for same day dispatch. Search EB Spares on Youtube.



Coolant header tank for 916 is another EB.Spares product. This represents a big investment on our behalf, but a must have product if you are detailing your engine bay. We also have thermostats, water pumps (V6 with metal impeller), Valeo radiators, stainless steel radiator supports and a large range of coolant hoses.



TS and V6 intake rubber pipes are a speciality. It is a part that often needs to be replaced on cars getting on for 20 years old and as we have had them made in large quantities, should have them available for the next 20 years! 3.0 and 3.2 intake runner pipes also made exclusively for us.

www.ebspares.co.uk

31 Link Road
Westbury
Wiltshire
BA13 4JB

Tel: 01373 823856





SINGING SWINGERS

Two coupes styled by Bertone in the swinging 'Sixties; two cars powered by wonderfully vocal racing-derived engines. But which Italian junior exotic would we take home?

Story by Simon Charlesworth
Images by Michael Ward



These eye-catching GTs share Bertone design DNA – and their bodies were even built on lines that ran next to one another at Bertone's Caselle plant – but the story of how the Fiat Dino 2000 Coupé and the Alfa Romeo Montreal came to be graced with two of the greats in racing engine history does differ considerably.

The Dino engine was driven by Enzo Ferrari's need to 'borrow' Fiat's industrial capacity to meet homologation production requirements for Formula 2 in 1967. Whilst Maranello's recipient of its home-developed all-alloy 1987cc 65-degree quad-cam V6 – the Dino 206 GT – is today lauded to near-demigod

status, Turin's non-identical twins (the Fiat Dino Coupé and Spider) have had to be far more patient for recognition.

Although designed under Franco Rocchi, it was his mentor Aurelio Lampredi that Fiat asked to refine the Dino 206S engine for road use. Mounted up front in the Fiat Dino, the 160hp V6 drove the coupé's rear wheels via a five-speed all-synchromesh 'box, whilst its double wishbone coil-sprung front suspension was followed by a live-axle, semi-elliptic leaf springs and radius arms. Completing the technical menu were servo-assisted four-wheel brake discs nestling behind tastefully subtle alloy wheels.

Giorgetto Giugiaro's crisply elegant four-seater

coupe body sat on a longer wheelbase than Pininfarina's Dino Spider. Both cars were intended to be launched simultaneously, at the 1966 Turin Motor Show, but Fiat prioritised the Spider's production to get the V6 homologated, meaning that the Coupé's launch would have to wait until the 1967 Geneva Show. The Dino 2000 remained in production until 1969 when it was superseded by the larger-engined 2400 Coupé.

Whereas the Fiat's development was driven by Ferrari's racing plans, it was the striking penwork of Marcello Gandini that guided the Alfa Romeo Montreal's birth. Created for Expo '67 – an international exhibition held in Montreal to mark Canada's 100th birthday – Gandini's then-nameless concept was christened 'Montreal' by the visiting public. Based on the Tipo 105 Giulia GTV floorpan and running gear, it was so well received that Alfa decided to build it.

By the time the Montreal was launched at the 1970 Geneva Show, the car's specification had evolved considerably in terms of exterior, interior and under the bonnet. Given the lack of production engine choices for its new big GT, Alfa turned to Autodelta for the Montreal's power unit. As with Gandini's later concept, the influential 1968 Alfa Romeo Carabo, the Montreal would also be powered by the Tipo 33 racer's V8. Well nearly...

The starting point may have been Carlo Chiti's 1995cc V8, but the all-alloy, dry-sump, quad-cam, 90-degree V8 was much modified to make it more useable on the road. The 2.0-litre's 10,000rpm appetite would be traded for greater mid-range torque, which was achieved by boring and stroking the V8 to 2593cc. The flat-plane crank was exchanged for a cross-plane one, and fuel was delivered by Spica mechanical fuel injection, though it kept dry-sump

lubrication. The resultant bottom-line was 200hp at 6400rpm with 173lb ft at 4750rpm – enough to mean that Alfa's five-speed gearbox was overwhelmed and a ZF five-speeder installed instead.

Other mechanical differences included a slower ZF recirculating ball steering box than the GTV's (along with a larger-diameter, thin-rimmed 2000 berlina steering wheel); ventilated disc brakes; wider wheels; and different anti-roll bars (all due to the Montreal's greater weight). In addition there was a unique limited-slip differential which resembles the 2.0-litre 105 unit but with an oil cooler incorporated in the bottom, providing greater oil capacity.

The Montreal's launch was delayed by development and labour problems, so the two-seater wasn't available in quantity until 1971 (it's believed most right-hand drive Montreals were built in 1972 in one batch). The build process – ping-ponging

“ The V8 is fantastic. When you get up to 5000-6000rpm, it howls and you get some of that Tipo 33 sound ”



ALFA ROMEO MONTREAL v FIAT DINO COUPÉ

from Alfa to Bertone and back again – also elevated its price to roughly twice that of the 1750 GTV. It was pricier than the Dino, too, at 5.4 million lire in 1972, versus 4.7 million for the Fiat.

Unlike the Dino, the heavy, softly sprung, understeer-prone Alfa was damned with faint praise by the press. Customer interest was further hampered by the mechanical fuel injection's complexities and the run of fuel crises in the 1970s. By the time the Montreal passed away in 1977, production had not even reached 4000 units. It's therefore hardly surprising that Alfa's big GT has had more false dawns than a talent show contestant when it comes to experiencing its big moment in the classic car spotlight.

Richard Norris of Classic Alfa has only had this 1975 right-hand drive Montreal for six months, although he has owned a Montreal before (used as a daily car for seven years, some 20 years ago). "I bought this car from a





customer who'd owned it for the best part of 20 years – and he bought it from the first owner. This is the first car we've ever had which has had a carburettor conversion, running four twin-choke Weber 36IDFs from a Tipo 33. The Spica fuel injection is good when it works, but when it starts to go wrong it can get very expensive because there are a limited number of people who understand it. The thermostatic actuator (a kind of choke) can cause issues and the injectors themselves allow too big a range of fuel pressure delivery."

So overall then? "I love Montreals. They've got a lot of character and if you understand that they were built as a GT – not as a fast, agile sports car – then they're great. The engine sounds fantastic, they've got a really, *really* lovely noise. They rev quite high, so when you get up to 5000-6000rpm they howl and you get some of that Tipo 33 engine sound.

"You've got a big heavy engine with essentially standard Tipo 105 suspension on the front. The ZF steering is different; it's very low-geared, which is another reason why

people misunderstand the car. It won't change direction as quickly as a result, so you have to get used to that lazier style of driving but on a long distance it will cruise beautifully at 90-100mph. It's a lovely car, it has lots of character."

It's one of just 180 right-hand drive Montreals built and benefits from Classic Alfa's handling kit, which consists of heavier-rated springs, different dampers and fatter anti-roll bars. The result is a lower, more befitting ride height when it's stationary, plus flatter, faster cornering and



ALFA ROMEO MONTREAL v FIAT DINO COUPÉ



Lovely V6 helps Dino feel lighter and more agile than the Alfa, if not as brawny. Steering is crisp, feelsome



less nose bowing and scraping when accelerating and stopping.

From one Alfa Romeo specialist to another, we move to Alex Jupe of Alfa transaxle specialist, Alex Jupe Motorsport, who has brought along his treasured 1967 Fiat Dino 2000 Coupé. Our first question has to be: why a Dino?

"The Italian Job is what did it initially, seeing the black ones with the Mafia and hearing the noise. I'd wanted one ever since then. Dad had a Ferrari 308 GT4 which was all tricked up for trackdays but he wrote it off at Goodwood. As he was getting older, he decided to slow down a bit, and I suggested that the Dino might make a good replacement – and he went along with it.

"I've owned it since 2010 when dad passed away and left it to me. At that point I put it through a big restoration. It had been bought in the mid-1990s for £7500, which at the time was at the top of the price bracket. It was originally a US car (I've got photos of it with all the LA registration documents) and came into the UK in 1991. I've been in contact with the guy who brought it into the UK, rebuilt the engine and got it back onto the road. So it's been with us for a long time."

Nosing around the Dino, its condition has to put it up there amongst the best in the country. The two-tone 'office' is both airy

and unmistakably Italian. Ahead of you lie two cowled Veglia Borletti dials, a 9000rpm tachometer (with an 8000rpm redline) and a 250kph (155mph) speedo. Arms outstretched, the driving position is straightforward and comfortable. There is a troupe of toggle switches parading on the centre console, and a sensual Nardi wood-'n'-alloy wheel – angled just so – which picks out a few tasteful wooden accents.

Above 2000rpm the V6 perks up, its voice beginning to warm up after gargling and clearing its throat at lower revs. On the over-run the exhaust cracks and pops, while the gears throb and whine. Don't overwhelm the carburettors; feed the power in gently; and at 4000rpm Maranello's miniature V6 starts to tickle your trousers. At 5000rpm it's singing its heart out, filling the cabin with such a presence it feels as if it's sat next to you, stroking your thigh. The Ferrari-developed V6 is completely bewitching. This is the majesty of noise: Weber carburettors, chain-driven quad camshafts, gears and exhaust – a warble and howl overlaid by a keening, building to a whistling crescendo.

The unassisted worm-and-roller steering is anything but vague; in fact, it's ideally geared and weighted with a hearty amount of feedback humming through the Nardi wheel. The servo-assisted disc brakes are

surprisingly powerful and decades ahead of 1960s contemporaries. Corners are an unfiltered joy, thanks to the chassis' minimal yaw, generous grip and faithful sense of neutral poise and balance. The five-speeder's gearchange echoes the steering in terms of weighting and precision.

The Dino easily and merrily cruises in top at 75mph with 4000rpm on the clock, and will reach 124mph tops, but the pleasure is really in the acceleration – working the ball-topped lever and that sensational V6. As someone whose automotive predilections centre around steering and chassis response, it takes something truly special to become completely fixated by in the 'suck, squeeze, bang and blow' department.

Moving from Turin to Milan and there is none of the Fiat's airiness in the Montreal's interior, which has a sportier, less roomy cockpit, and thanks to its chunky vent-peppered B-pillar, it's also darker. At first the dashboard, with its heavily cowled instruments, appears to be Alfa business as usual, but those two main pods are crowded and almost chaotic. On the left is a 160mph speedo and on the right is a 9000rpm tacho, both sitting in cowls that resemble oversized spectacles. That's just as well, for each of the main dials endures a game of sardines with a range of auxiliary dials, instruments and warning lights.

DTR

SPORTS CARS

DTR Sports Cars are Italian only restoration and service specialists. Established 1989, we cater for all aspects of classic Italian car ownership



Abarth 500
Assetto Corsa
2008 Factory
homologated
track car
£25,000

Maserati 3500 GTI. 1961. Blue Sera.
Restored by DTR over a 2 + year period.
A US import once owned by a very well
know musician and car collector. Can only
be described as one of the very best in
existence. Used on various tours and rallies,
this car was also displayed on the Maserati
stand at the NEC. £199,000.00

Currently restoring: Fiat 8V, Ferrari 330,
Abarth Simca, Abarth Record Monza, Alfa
Giulietta Spider Normale and Veloce, Fiat
Shelette, Fiat Dino Spider and Fiat 124 Spider.
All work carried out under one roof in Surrey.
**Please call the team at DTR with
your requirements.**



28 Breakfield, Ullswater Business Park, Coulsdon, Surrey, CR5 2HS
www.dtrsports.com 0208 645 5050



TECHNICAL SPECIFICATIONS

	ALFA ROMEO MONTREAL	FIAT DINO COUPÉ
ENGINE:	2593cc V8	1987cc V6
POWER:	200hp at 6400rpm	160hp at 7200rpm
TORQUE:	234Nm (173lb ft) at 4750rpm	163Nm (120lb ft) at 6000rpm
WEIGHT:	1330kg	1270kg
TOP SPEED:	136mph	124mph
0-62MPH:	7.8 sec	8.1 sec

change of the dog-leg five-speeder – which the Alfa shares with the later Dino 2400, incidentally – is slightly heavier and more chunky, but it engages cleanly and without any hesitation. The brakes, though, can't hope to match the Fiat, even if they do their job satisfactorily. Drive within its parameters, play with the gearbox and this Montreal has the talent to turn every outing into a Targa Florio adventure.

VERDICT

The flawed Alfa Romeo is brawnier, more imposing and almost caddish; the Fiat is lighter, sharper, more practical and it has that utterly beguiling V6. The Dino may be the better car overall but this Alfista can't turn his back on the Montreal's haunting V8 soundtrack. Little wonder, then, that picking a favourite is impossible for yours truly. Instead, what occurs to me is what a great classic two-car collection this pair would make. 🇮🇹

Alfa's V8 takes longer to show its special side. It will cruise all day at 70mph and roughly 3750rpm in top, but to do so is to miss the point. As the heavily stylised tacho passes 4000rpm, then 5000rpm – ye gods! Instantly those earlier moans are forgotten. The V8 revels in being suckled by those downdraught Webers and the Dino engine suddenly has a serious challenger for today's impromptu and utterly unofficial *Auto Italia* song contest. The faster the Alfa spins, the richer and more intoxicating its warble becomes – as it does so, it hones a glinting menacing edge to its voice. Like the

Dino, entertainment seductively lingers in the tacho's stratosphere.

The suspension upgrades to this Montreal – alongside the Webers – lift this car to what it should always have been. Yes, there is more weight at the front and the Tipo 105 underpinnings do still feel a bit roly-poly and not as sharp-witted as the Dino, but you can't criticise the speed of the steering. The Montreal tackles corners, twists and turns surprisingly well. Its initial turn-in is pleasantly alert for a big GT, but there is always the slightest sniff of roll-induced understeer to tame driver ambition. The



WE SPECIALISE IN BOTH ALFETTAS & DINOS



general servicing & restoration
engine & gearbox rebuilds
performance upgrades
cars for sale

Alfa Romeo specialist:

- Giulia 105 series
- Giulietta / Alfetta / GTV6 / 75 / SZ
- R S Racing handling kits
- Fiat Dino Servicing / Restoration



Tel: 01243 575760 alex@alexjupemotorsport.co.uk

Classic Alfa

www.classicalfa.com

E: info@classicalfa.com

105 COUPÉ PARTS



105 SPIDER PARTS



2600 PARTS



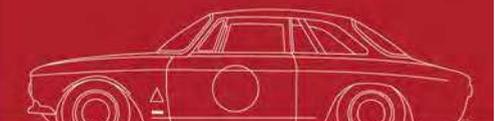
105 SALOON PARTS



MONTREAL PARTS



GTA RACE & PERFORMANCE PARTS



750-101 SPRINT SS TI PARTS



1900-102 PARTS



750-101 SPIDER PARTS



ENRICO FUMIA

Signor Pininfumia

WE INTERVIEW THE MAN WHO DESIGNED THE ALFA ROMEO 164, GTV/SPIDER 916 AND LANCIA Y - AND DISCOVER HIS IDEAS FOR A FUTURE ALFA LOOK

Images by Enrico Fumia/Fucina Editore/Erik Bulckens/Chris Rees



“The 164 was a true Alfa Romeo, a fresh step, and not just in terms of styling”

The name Enrico Fumia may not, perhaps, be as deeply carved into car enthusiasts' minds as that of Giugiaro or Gandini but his CV certainly puts him at the forefront of modern Italian car design. Enrico Fumia's talent was clear from the outset: in 1966, aged just 18, he won the Grifo d'Oro design prize, run by Bertone. Having graduated as an aeronautical engineer, he was hired by Pininfarina in 1976 – very aptly, as his childhood nickname of 'Pininfumia' reflected the passion he always felt for the design house. Fumia swiftly moved into management roles within Pininfarina's research and development departments.

But his talent for designing cars was ever present, among his most

celebrated being the 1981 Audi Quartz concept, Alfa Romeo 164, Alfa Romeo GTV/Spider 916, Lancia Y, Lancia Lybra and the interior of the Maserati 3200GT. In recent years he's worked extensively for Japanese companies (Mitsubishi, Subaru and Suzuki) and for Chery in China, his last production road car being the Chery QQme (Shanghai Show 2005). Even now, at 72 years old, he remains active after closing his own independent company, Fumia Design, in 2012.

Can you tell us how you began designing at Pininfarina?

I was actually a manager at Pininfarina but the company had a very open attitude. Everyone in the team was encouraged to put their sketches up on the wall. It was then up to clients to decide which

design best suited their needs, without knowing who did the design. At Pininfarina I did designs for Ferrari and Alfa Romeo, although never Peugeot.

Your first production design was the Alfa Romeo 164. Looking back, how do you feel about it now?

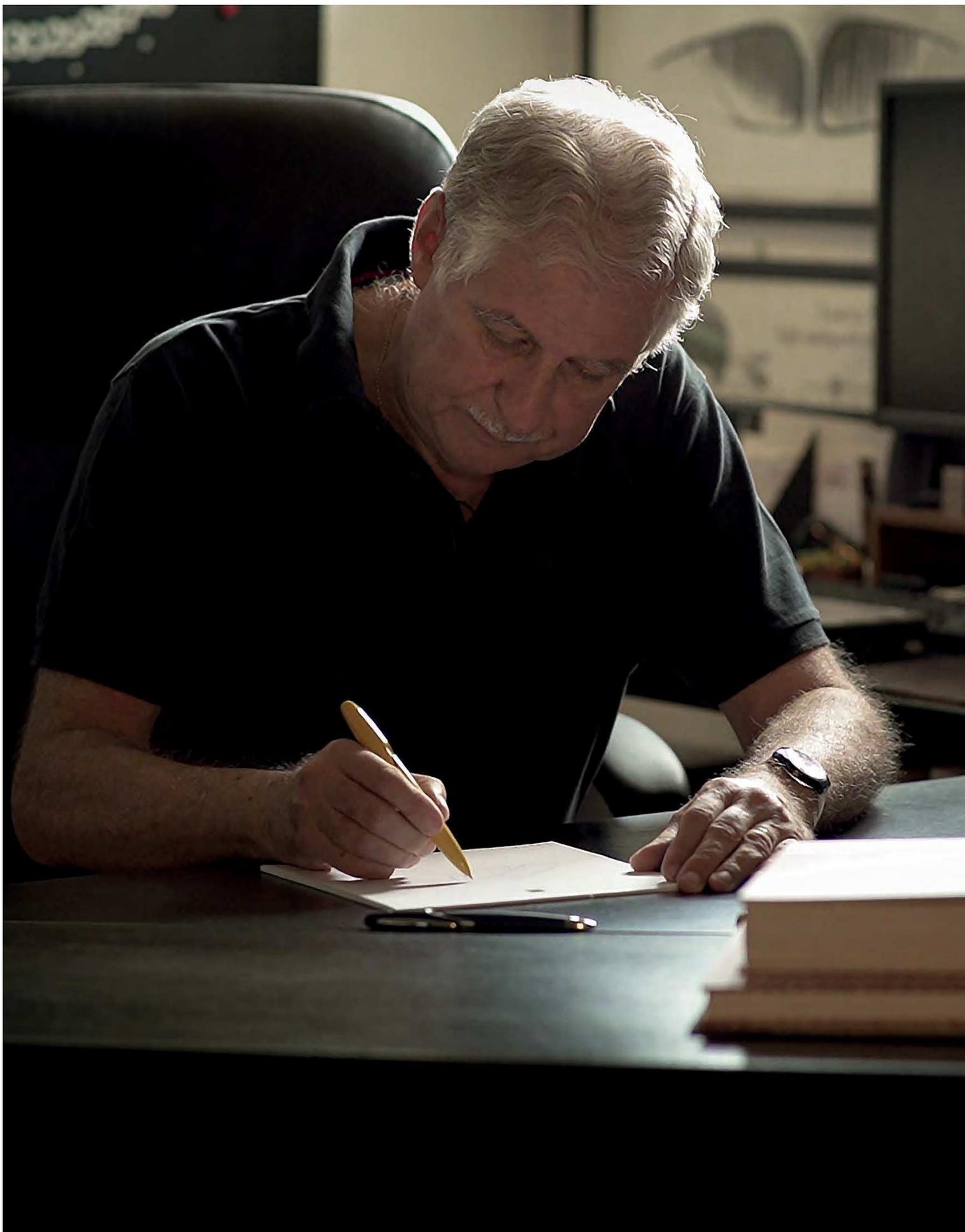
I recently discovered a BMW project I did for Pininfarina in 1980 which looks very similar to the 164. But the project really started in 1981 as the Alfa Romeo 154, a rear-wheel drive car with a shorter wheelbase and smaller overall dimensions. But then the Type 4 project was agreed between Fiat and Alfa Romeo, so we had to scale the design up in size in 1982.

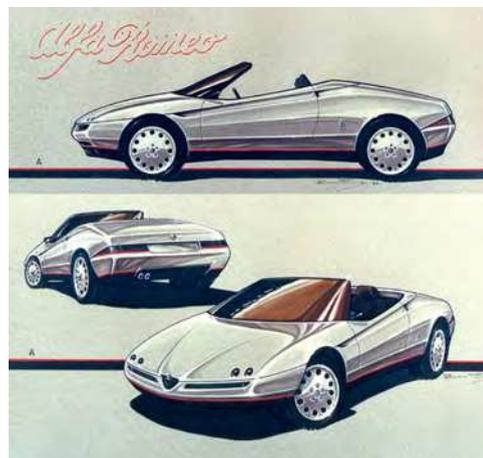
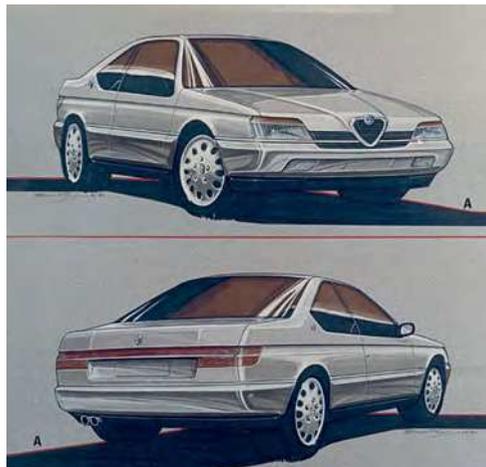
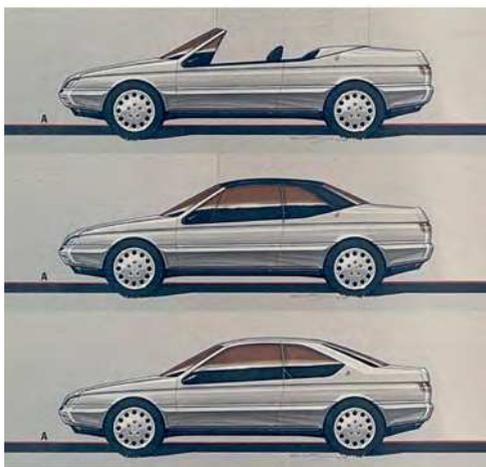
The 164 was a true Alfa Romeo, a fresh step, and not just in terms of

styling. The flat surfaces looked new in every sense, while the distinctive waistline groove went almost all the way around the car. If you look closely, the lines of this groove are not parallel, so it feels more dynamic.

The front end, where the scudetto extends into the bonnet, was also something new, as was the 'trilobo' triple grille design. The rear lights were also an original idea, actually quite tricky to homologate. My design for the lights was pretty extreme – only 7 centimetres tall – but luckily this was adopted unchanged in production. It was an innovative, 'Made in Italy' solution that the 145, 146 and 155 continued. When I got to see the other Type 4 designs, the Fiat Croma and Lancia Thema, I was happy that we had had







done something very good.

I developed two-door Coupe and Cabriolet versions of the 164, too. I think the 164 Cabriolet was a bit heavy and tank-like but the 164 Coupe wasn't so bad. A 164 Station Wagon was also in preparation right from the beginning, but after Alfa Romeo was absorbed by Fiat, it was abandoned because Lancia had the Thema SW in development.

You're perhaps most famous for the Tipo g16 GTV and Spider. They still look good today, correct? I think the g16 GTV and Spider have emerged as timeless designs, more so than the 164, which is much more of its era. This project became known as the Tipo g16 but its original codename in 1987 was D2-16g – the D2 was for 'Duetto Mk2' and 16g was the internal Alfa Romeo project number, whose digits were simply

rearranged to g16.

In fact the plan was for a Spider only at first; the coupe came later. The differences between the Spider and GTV are all at the rear, with the groove continuing right to the back of the GTV. The headlamps were of course the major innovation, more or less what I had done back in 1981 with the Audi Quartz concept. I discovered that Carello had developed lights like this, so I knew it

was feasible. When I made enquiries in 1989 about these lights, the technical team said it was impossible. I suppose change always feels risky.

Then I saw similar headlamps on the Nissan Cefiro. Pininfarina had good connections with Honda at the time so I telexed Honda in Japan to ask who manufactured the lights. To my surprise, we received a package from Honda with the actual Nissan light unit!

ABOVE: 164 coupe, spider and estate proposals. Tipo 916 was initially a Spider only. BELOW: Mid-engined 916 & Lancia Y





ABOVE: Enrico with some of his scale models. BELOW: ideas for Lancia Y Coupe and Lancia Skema - an upmarket 'new Flaminia'

This led Alfa Romeo to ask Bosch if they could produce a light like this but in the end it was Hella that said yes. By the way, the rear light panel was originally not going to be full-width, to distinguish it from the 164.

You designed the Tipo 916 in 1987. Why did it take seven years to reach production?

Paolo Cantarella [Fiat's CEO] always preferred Fiat to Alfa Romeo and

Lancia. It was like football teams for him, a rivalry, and he was Fiat through and through. The Fiat Coupé was then in development so the Alfa GTV had to wait.

You also worked with Giorgio Stirano on the 916, I think?

Yes, Giorgio and I were actually school friends so we go back a very long way. The platform was the Fiat Tipo but we spent six months working

on new multilink rear suspension to replace the Tipo's beam axle, making it much sportier.

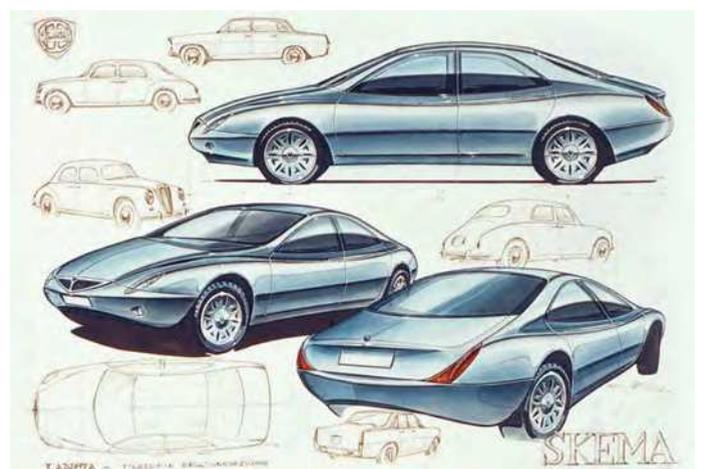
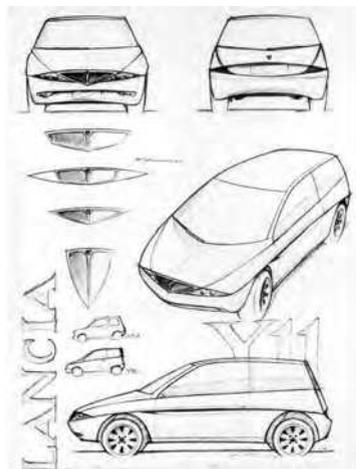
In 1991, you left Pininfarina to head up Centro Stile Lancia.

Yes, I resigned from Pininfarina and the terms of my departure still feel raw today, but I left Sergio and all the Pininfarinas on good personal terms. Very soon after I met Paolo Scolari at Fiat who proposed that

I manage the all-new Lancia styling centre. At Lancia, I was in charge of a team but I regarded myself as a 'player-manager'. Yes I designed cars, but if I saw better ideas from someone in the team, I was always happy to adopt them. In that regard, I am not like Giugiaro, who describes himself as a 'dictator'.

What does Lancia mean to you?

For me, Lancia always





Enrico with his 'Ferrari F1car' - a single-seater F1 homage that could be quickly transformed into a two-seater

represented innovation – think of the Lambda with its integral chassis – and sophisticated, perhaps even baroque, styling. I used elements of the baroque for the 1995 Lancia Y, if only to give the car a feeling of history. This was not easy. It's the only car whose body side tangents touch both the front and rear wheelarches. The risk with this is that the car looks too narrow, so it took time to adjust it to make it right in detail.

Sadly Cantarella didn't take care of Lancia, which he regarded as for retired people. Then Sergio Marchionne really killed it off with those rebadged Chryslers. Of course brands must die, as we die, but you constantly need to invent a new image, to innovate.

What's your view of retro design?

I don't like déjà vu clones and remakes, like the new Stratos. The new Mini, Fiat 500 and VW Beetle are what I call 'siliclones' – fattened versions of the past. The original Mini was an intelligent car; the new one is not.

You need to take risks and try new approaches but it's OK to be inspired by the spirit of the past,

like I was with the Lancia Y. I try to feel like Scaglione, Michelotti or Revelli, who all looked to the future.

We can see an interesting single-seater scale model here – what is that?

This is my homage to the 'reborn' Ferrari F1 in 2000, after over 20 years with no World Championship title. This is why it's on the same wheelbase as the Ferrari F1car of 2000 and Giorgio Styrano prepared a layout around a V8 engine. Even the wheels are F1-inspired.

So it is a single-seater like an F1 car but my idea – which has been patented – was to turn it into a two-seater by swivelling the seat around and revealing a pair of seats behind. The central steering wheel and controls would then move either left or right, so you could easily make it LHD or RHD. It also has suicide doors to ease exit, while the front and rear wings could be removed to transform the F1 car into a berlinetta.

This would have been a really original and crazy 'Made in Italy' project. You know how gondolas are not straight, how the Tower of Pisa leans? This would have been in the same vein.

After Ferrari launched the Enzo, I proposed this one/two-seat idea to Ferrari, with whom I was in discussions for five years via Amadeo Felisa [then CEO of Ferrari], who is a good friend. I even suggested the name Scaglietti. In the end, I was told that if I could find a client for a car, I would be permitted to use the Ferrari badge. And while I have indeed designed special Ferraris for clients, this idea never came to fruition.

Let me add that that the homage was a presage, too. Ferrari won six World Championships and Michael Schumacher five, all consecutive – a kind of a miracle. Even so, nothing happened.

Which current designer do you really admire?

For many decades, it has been impossible to know who really designed a car, so I prefer to say what and who I really do *not* admire about the current car design world. I am disgusted by how many car design 'myths' have appeared with no evidence, by which I mean no proven hand-made drawings. In my book I mention many famous designers who have never designed a car in their career, but it is better I

stop here and I go back to your question. In my opinion Ken Okuyama is one of the very few 'real' current designers, unlike the many who I would like to put into the 'Hall of Fa...kes'.

What are you working on today?

I continue to design cars every day – it's like a drug. I always do sketches first, both exterior and interior. But it's impossible to understand a car from a sketch. You need to see it and touch it, which is why scale models are so important for me. I'm currently talking with Leonardo Frigerio, who runs a small company making the Effeeffe Berlinetta, about creating something fresh.

And I am considering using my own g16 Spider

to make a new one-off to demonstrate my ideas for a new Alfa Romeo image. It would involve a new bumper and bonnet with all-new lights, and losing the scudetto. Tom Tjaarda did something similar, restyling his own Fiat 124 Spider to look more like the Pininfarina Rondine that inspired it. We'll see. 

Coming soon – exclusive to Auto Italia magazine – the surprising story of Enrico Fumia's Ferrari F90 (below), the virtually unknown special series Ferrari built uniquely for Brunei





Ferrari 328 GTS pre ABS
 • Rosso Corsa
 • 47,065 Miles
£64,995
 Stock Number - 20172



Ferrari 550 Maranello
 • Argento Nurburgring
 • 60,225 Miles
£67,995
 Stock Number - 20287



Ferrari F430 Coupe Manual
 • Rosso Corsa
 • 42,793 Miles
£99,995
 Stock Number - 20313



Ferrari 458 Italia DCT
 • Nero Daytona
 • 36,857 Miles
£112,995
 Stock Number - 20221



Ferrari Testarossa
 • Rosso Corsa
 • 13,699 Miles
£114,995
 Stock Number - 20202



Ferrari 512 TR
 • Rosso Corsa
 • 44,395 Miles
£129,995
 Stock Number - 20257

Sales 01622 759599 www.tfcgb.com Workshop 01622 759456
True Ferrari Connoisseurs
 Cavallino Building, ME15 9YG

Alfa Romeo Restoration



Your one stop source for Technical Articles, Workshop Manuals & Hard-to-find-spare parts for your beloved Alfa Romeo.

International House, 24 Holborn Viaduct,
 London EC1A 2BN,
www.alfa-restoration.co.uk
 email: info@alfa-restoration.co.uk

Tel: (0)20 8144 8095

Michael Wise Cars



FERRARI DAYTONA 365 GTB/4 Spider 1971

Simply stunning recently recommissioned car with 47000mils and extensive history from new. For further details see our website or call.
£549,995

Tel: 07836 622 234 • Email: info@michaelwisecars.co.uk • Web: www.michaelwisecars.co.uk





HIDDEN TREASURES

It seems scarcely believable but some of the most coveted Italian cars of all time have been unearthed hiding in garages, basements – and yes, barns – as a new book, *SuperFinds*, reveals

Story by Michael Kliebenstein/Auto Italia
Images by Corrado Cupellini/Michael Kliebenstein/Auto Italia

Imagine opening a rotten old garage door and finding, among discarded boxes and perhaps the odd chicken, a forgotten classic car. Not just any old car, either, but a Ferrari, Maserati or Alfa Romeo. And let's go even further: it happens to be a super-rare, ultra-desirable model.

This is the stuff of pure fantasy; or so you might think. But sometimes dreams do come true. Over the years, many amazing discoveries have been made of lost classics. From barns to basements to scrapyards, amazing treasures have lain forgotten and neglected, often for decades, before a ray of light illuminates the treasure – and gives the hunter a flutter of the heart.

We have one particular treasure hunter to thank for many of the lost classics that you see on these pages. Over many years, Italian enthusiast Corrado Cupellini made it his mission to rediscover and rescue lost classics. He has saved literally dozens of absolutely iconic cars. As a new book, *SuperFinds*, written by Michael Kliebenstein and published by Porter Press relates, thankfully he made a photographic record of his journeys and discoveries.

Important and often unique cars were uncovered, from Ferrari to Alfa Romeo, Lancia to Lamborghini, Cisitalia to Stanguellini. Rare coachbuilt bodywork by Pinin Farina, Zagato, Touring, Vignale, Bertone, Ghia and others was rescued – as well as legendary Grand Prix cars and racers like Birdcage Maseratis and Ferrari Testa Rossas and GTOs, some owned by the likes of Nuvolari, Chiron and Fangio.

We've selected just a few of the most striking of 300-plus photographs in this remarkable new book, as well as a few from our own archive. What you see here are some of the most remarkable cars ever to be saved from oblivion.



Corrado Cupellini's first big discovery was this Ferrari 250 GT SWB Competizione, found shabby and neglected in Lima, Peru.



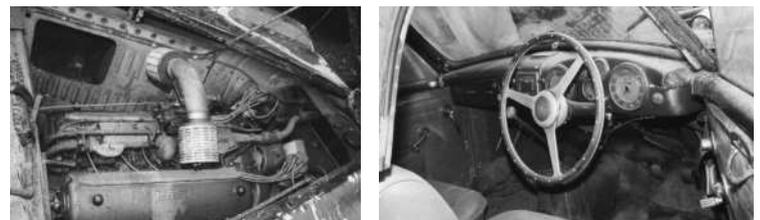
This 1961 Ferrari 250 GT SWB Competizione was discovered in the house of the mayor of Lima's son. It was driven to the port in Peru and then transported by sea and train. Here it is close to Monaco station.



Desiccated by the dry climate of Phoenix, Arizona, this Ferrari 250 GT SWB California Spyder was discovered with its nose and tail modified.



This Ferrari 166 Le Mans Berlinetta by Touring (chassis 0048/MM) sits forlorn outside Pierre de Siebenthal's garage in Switzerland.



This Ferrari 166 Inter Cabriolet by Stabilimenti Farina (chassis 033S) was discovered in a garden near Vicenza.



A Ferrari 250 GT LWB Tour de France Series IV languishes next to a Lamborghini Miura S in a scrapyard in Munich, Germany.



African queen: this Ferrari 340 MM, found in Niger, was once used in Casablanca in Morocco.



A scrapyard near Monza was the unlikely location for this handsome Ferrari 212 Inter by Pinin Farina.



Incredible as it may seem, a scrapyard in Venezuela was the resting place for this Maserati A6 GCS.



Barchetta-bodied Alfa Romeo, apparently on a Disco Volante chassis.



The original Ferrari 312P wire-form buck as found near Modena.



Originally a works 250 Testa Rossa (#0716TR), a crash led to a 1964 rebody a la GTO by Piero Drogo.



This is the first OSI-built Alfa Romeo Scarabeo prototype, today safe and sound in the Alfa Romeo museum.



This Ferrari 166 Inter by Vignale (chassis 0193EL) was found in Morocco.



In 2014, a pair of Alfa Romeo Giulietta Sprints were found in a Yorkshire garage after 20 years of hibernation (read the full story in *Auto Italia* September 2014).



This is the ex-Volonterio Alfa Romeo TZ2 (chassis number 10) from the Lucchini collection. It's seen here in Count Lurani's famous garage.



This one-off Ghia-bodied Maserati 5000GT, long thought lost, was found abandoned in the Arabian desert and – thankfully – rescued (full story in *Auto Italia* October 2019).



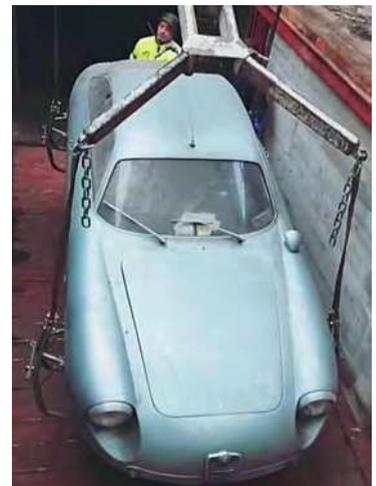
In 2015, this Maserati A6G Frua Coupe emerged after 55 years of slumber in France, where it shared space with the ex-Alain Delon Ferrari 250 GT California Spyder (full story in *Auto Italia* August 2018).



After being discovered half-buried in a garage near Rome, this Alfa Romeo 1900 Super Sprint Zagato was rescued by the celebrated Italian collector Corrado Lopresto and given a full restoration (read its story in *Auto Italia* March 2014).



Seen here up for auction at the 2018 Padova Show is this 'barn find' 1961 Maserati 3500GT. It's chassis 1011714, as used by Juan Manuel Fangio as his everyday transport whenever he spent time in Italy (full story in *Auto Italia* February 2019).



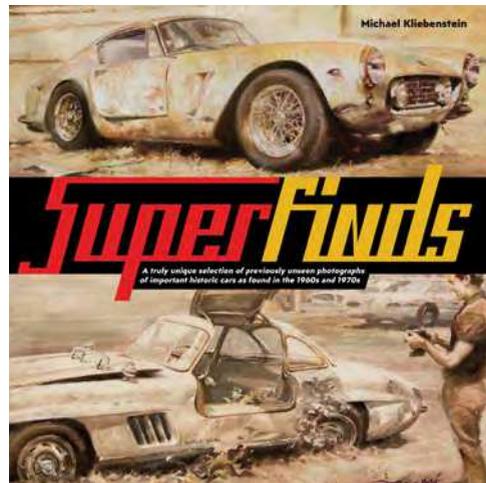
This sensationally original Alfa Giulietta SZ emerged in 2019 from 25 years entombed in an underground vault. It needed to be hoisted out of its crypt (full story in *Auto Italia* August 2019).



This Lamborghini Miura P400 was discovered abandoned in a French field. It sold at auction in 2019 for €560,000.



Discovered after 40 years hidden away in Japan, this remarkable 1969 Ferrari Daytona is the one and only alloy-bodied road example ever built (full story in *Auto Italia* November 2017).



Porter Press is offering readers of *Auto Italia* magazine a 10% discount on *Super Finds*, as well as many other book titles. To order, visit porterpress.co.uk and enter the discount code **Italia10** at checkout.

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

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

**BINDERS £9.95 UK,
£12.00 EU, £15.00 RoW.**



please email for details
claire@auto-italia.co.uk

Avanti Autos

Italian Car Specialists

- Owned and operated by former Alfa Romeo GB staff
- Fully equipped workshop with specialist tool examiner and Witech diagnostic facilities
- Mechanical & Electrical repairs
- We cater for all classic and modern Alfa Romeos, Abarths and Fiats



Unit 15 Boss Hall Road, Ipswich, IP1 5BN
Tel: 01473 211123 www.avantiautos.co.uk

STYLISH DELIVERY...

SUBSCRIBE TODAY

SAVE ! SAVE ! SAVE !

Save over £10.00 for 12 issues



ORDER ONLINE AT:
www.auto-italia.co.uk
www.pocketmags.com
www.magzter.com



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

PRINT 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:

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

Service User Number

2 7 5 3 7 4



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

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.co.uk





RALLY REP

We get behind the wheel of a 1975 Group 4 works replica Lancia Beta Coupé and discover just what handling balance really means

Story by Simon Charlesworth
Images by Michael Ward

A host of stickers – some *verificato*, some not – are emblazoned in or around the rear windows of this tantalising Alitalia-liveried Lancia Beta Coupé Group 4 rally replica. Worn with pride like campaign medals on a veteran's chest, they come from all sorts of events. Some are from the Revival Rally Club Valpantena (from 2017-2019); there's the 19th Snow Trophy (2017) and Coppa Dei Lupi (2018); and runs from Rewind, Lessinia Sport and Campagnolo Rally Storico (all 2019), right up to the most recent Winter Marathons (2019 and 2020) – the last Marathon starting in Italy's stunning north-eastern ski resort, Madonna di Campiglio. All bear testament to the rallying antics of the car's former owners, husband-and-wife team Peter and Sigrid Arndt.

Tony Rosewell from Fulvia Classics explains how he and the Beta got here: "I've just driven it back from Latina, which is just south of Rome. I bought two cars from an avid Lancia collector, including an HF, and he offered me this particular car. It's a replica of the 1975 Group 4 works car which he had built because he wanted an exact replica, or as close as it could be. It's a proper full-on rally car with FIA HTP papers. He certainly used it in anger, as you can see from all the entry stickers on it."

Introduced in 1973, the Beta Coupé initially replaced the Fulvia Coupé and later, the Fiat 124 Coupé. The Beta Coupé sat on a shorter wheelbase than the berlina (2350mm versus 2535mm) and its bodywork was designed by a team under Aldo Castagno with the Fulvia's designer, Piero Castagnero, as a consultant. Lancia's Coupé was revealed at the 1973 Frankfurt Motor Show but thanks to the fuel crisis sales were delayed until 1974. During its life it evolved into



different series, had engines ranging from 1.3 to 2.0 litres, fed by carburettors or fuel injection, and even supercharged in the VX model. By the time the end came in 1984 nearly 112,000 Coupés had been built.

The Beta was homologated for both Gp3 (with a 175hp 1890cc eight-valve engine) and Gp4 (running the Abarth 16-valve head, as per the works 131 Abarths) in October 1974, but it was always intended to play second fiddle to the star of the show, the Lancia Stratos HF.

In Gp4 trim and in its first event, the Beta Coupé finished a fantastic fourth in the 16th Rallye Sanremo of 1974 with Shekhar Mehta and Martin Holmes aboard. This was followed by an even more impressive result in the snow, ice and gravel of Canada's Rally of the Rideau Lakes, where Cesare Fiorio's team orders compelled Simo Lampinen and John Davenport to ease up and let the Stratos of Sandro Munari and Mario Mannucci take the lead. The Stratos posted a final time of 4:54:31.8, with the Beta finishing closely behind in just 4:56:50.4. The Beta continued to be campaigned into 1975, when it helped Lancia secure the title, prior to the works Betas being sold off in 1976 to privateers.

How did Tony find bringing it back to the UK from

“ Acting like a warm handshake, the Luisi wheel introduces you to the car's sparkling character ”



Italy, especially given the Covid-19 situation? “No problem at all, I just went over there, jumped in it and drove it back from Latina. We did about 2500km (1553 miles) with a bit of sight-seeing on the way. We came back through multiple borders, all of them open, there were absolutely no problems at all. Straight in to Dover, they just waved us all through. I brought three cars back in convoy and they just waved us straight through – all on Italian plates.

“It was a stifling 37 degrees over in Italy but the Beta behaved itself perfectly. It used a bit of oil, as they all do because they are made to do that. About half a litre of oil I guess, but it was spot-on. We didn't cane the cars, we sat there doing 60-70mph at a push, and the Beta did about 34mpg, which I think is good.

“This is a fabulous car. On the road it drives just great and I should think that on the track it's properly sorted, too. You can see the camber on the rear, it does turn in very quickly. It's just a very enjoyable and striking-looking car.”

Tony caught the Lancia bug after starting to work for Nigel Hargreaves at HF Automotive as a mechanic. He joined aged 17 and has since had a history of car ownership peppered with Lancias – especially Fulvias.

Car is currently powered by a mildly tuned 2.0 single-carb twin-cam engine with an estimated 130hp



Wheelarch extensions are quite modest, bumpers are retained, Carello Megalux lamps look perfect

For the past three years, he has been buying Lancias and bringing them back to the UK.

"I remember the first time I drove one when I was working for Nigel. It was the first one we had in and at the time, I had a Fulvia 1600HF. I jumped into one of these Betas – an absolutely standard 1600 S1 Coupé – and it was great. I thought, 'Jesus! This is fantastic.' It was smooth and quiet – that engine was just brilliant and I loved it. I bought one in the end and sold the HF. These are great cars, but they have been sort of forgotten. That's probably because, although they made loads, few survive."

After such a recommendation, I really need to have a go. Dear old Longcross Proving Ground has been the site of many different great personal encounters – from a re-engineered Aston Martin DB4 to a Honda Integra DC2 to an MG Metro 6R4 – and I sense another one is about to join the list in these perfect conditions.

This 1976 Coupé certainly looks the part sat on its black berlina Cromodora alloys. OK, its wheelarch extensions are more modest, possibly more Gp3 than Gp4, whilst the retention of bumpers does dilute some of its Gp4 attitude, but this isn't really noticeable unless you make a direct comparison. What is

noticeable is the amount of negative camber the Beta is running at the rear – a tell-tale sign that this car has been fitted with different springs, adjustable dampers and polybushes. Another nice touch is the fitment of genuine Carello Megalux lamps at the front.

The Lancia may have left the factory with a 1.6 engine but it's now powered by a mildly tuned 2.0 lump. Believed to realise around 130hp, the 2.0 engine retains its single twin-choke Weber carb, has probably benefited from some mild head work and the flywheel has also likely been lightened and balanced.

Remembering that modifications should be curtailed by homologation papers, something has also been done to the gearbox, with the gearchange being far more accurate and requiring more effort to slot into gear.

On board, buckled in and rolling, I check out the Coupé's fairly minimal instrumentation. The main Jaeger clocks consist of a 200km/h speedo on the left and a 7000rpm tachometer on the right (with the red paint kicking in at 6250rpm). Acting like a warm handshake, the chunky slotted three-spoke Luisi wheel effectively introduces you to this Coupé's character.

Which is full of joy and sparkle. The speed and weighting of the controls are all in synch, and the



Beta's responses are deliciously sharp-witted. Having driven examples of the Beta berlina and HPE, this cheeky short-wheelbase ruffian manages to outshine its longer-wheelbase kin – cars which, when handling bends, esses, corners and complexes are far from being butter-fingered nincompoops.

Above 4000rpm is where the twink starts to boogie and the interior is filled with the superbly urgent fizzing bark of an Italian four-pot breathing through a spicy exhaust. The single-carb 2.0-litre engine acts as a 'carrot' to the gearchange's 'stick' when it comes to encouraging your mastery of gear shuffling. Gone is the slight rubbery dithering when swapping ratios in the five-speed gearbox – instead, you have to be very precise and know where you're going with the gearchange. If you don't, it will vocally rebuke you.

The fun and entertainment factors are proving far too much of a distraction to bother looking at the speedo. The 130hp twin cam feels one step beyond nippy and certainly produces enough shove to allow the chassis to shine and your facial muscles ache from marathon bouts of smiling.

This car is a chuckle on four wheels. Pumping

through the gears and on the alloy pedals, the Beta just grips. It doesn't really roll and it changes direction quicker than a politician in a focus group. The lateral g-force almost teases and bullies your middle ear. However, a line-up of tempting traffic cones can't be resisted. The rear end – wearing that extra-large chunk of negative camber – is so agile and responsive, it almost feels as if it's mastered the art of passive rear-steer. The rack-and-pinion steering bubbles with information while the minimal heft and effort makes you curse the invention of power steering. It is so superbly chuckable and eminently neutral, that the only way to visit the limits of adhesion would be to fit full bucket seats and trouser-crushing harnesses.

That, though, is not the thought which preoccupies my mind on the way home. By no means is this car the fastest one I've driven around this track, but its lack of electronic interference means that this particular analogue bubble from yesteryear has to be amongst the purest. Luckily – or perhaps that should be sadly – this car has already been sold. 🇮🇹

Wonderfully balanced set-up and lots of negative rear camber for handling neutrality



Many thanks to Tony Rosewell from Fulvia Classics for his assistance with this feature. Find out more by phoning 07831 109843 or visiting www.fulviaclassics.com

Legends Reborn

Relive the experience.



To enquire contact:
Patrick 07738 291388
patrick@patrickhurst.com



Alfa Romeo 155 2.5 V6 Sportpack -
As new including a new / old stock engine.



Trevi 2000 Manual - as new, available.



Alfa Romeo Sprint Speciale #107.



Alfa Romeo 155 2.0 TS 16V Sportpack.



New unregistered Lancia Gamma Berlina -
A museum piece.



Lancia Beta VX Stratton -
As reviewed on Harry's Garage.



Lancia Beta HPE VX -
As new and available.

Coming in 2021 - Alfa GT 3.2 V6, Lancia Beta VX Coupe in black and Lancia HPE VX in silver.

Milano AutoClassica

The Milan show celebrated Alfa Romeo, Fiat Panda and more

Story & images by Matteo Licata



It seems like yesterday that Milan finally got its high-profile classic car show, AutoClassica, yet amazingly 2020 marked the 10th edition of the event. The last decade has seen the Milan exhibition growing steadily in importance, but we should perhaps be grateful that we got to enjoy a 2020 edition at all.

The uncertainty around Covid restrictions led the organisers to move the show from its traditional November slot to September, which seemed a cunning move at the time.

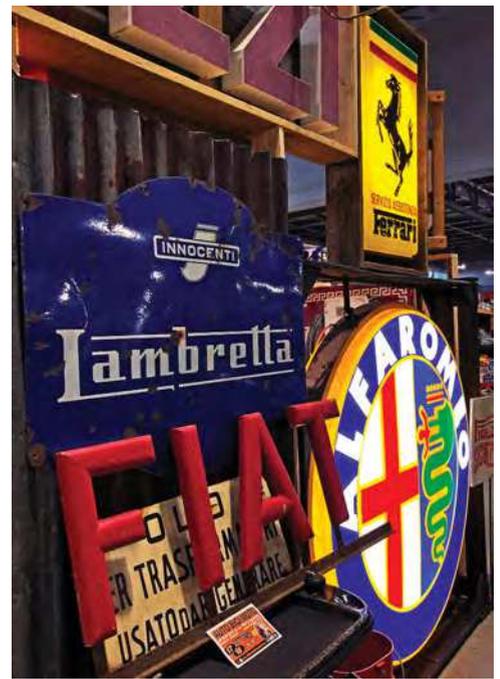
Unfortunately, this decision put the Milan show in direct competition with another well-established event, the Modena Motor Gallery, forcing several exhibitors to choose between the two venues.

This situation only partly explains why this year's AutoClassica barely managed to fill two pavilions of the sprawling Fiera Milano complex, leaving quite a lot of empty space in both halls. In fact, the event as a whole has been, somewhat predictably, a far cry from the highs of 2019's edition: there was

much less to see, from the smallest spare parts sellers right up to manufacturer level.

The absence of FCA's Heritage division loomed large at this year's AutoClassica, and manufacturers' presence was limited to Porsche, Lamborghini (both represented by their Milanese dealers) and Pagani, although Ferrari did make its presence felt through its Maranello and Modena museums.

Pininfarina turned go in 2020, but the company decided to postpone all its celebratory events until 2021, leaving it to



ASI (Italy's largest club federation, whose vice-president is Paolo Pininfarina himself) to represent the company's history on its stand. Together with significant production cars loaned by private enthusiasts, the display featured several important prototypes from Pininfarina's own collection, like the 1969 Sigma Grand Prix, the Cambiano from 2012, and the 2013 Sergio. But the one I was happiest to see again was the Alfa Romeo Duettottanta, a modern two-seat Alfa sports car that looks every bit as good now as it did

when it was revealed 10 years ago – all very much in keeping with Pininfarina's tradition for timeless beauty.

The *carrozzeria's* long history was discussed on the ASI stand by president Paolo Pininfarina, joined for the occasion by the company's Chief Creative Officer, the British designer Kevin Rice. This was Rice's very first public appearance since taking on the role in March, and I must say his mastery of the Italian language was quite impressive.

Milan's Portello and Arese factories may

have been bulldozed long ago, but the city still means Alfa Romeo to many enthusiasts. The Alfa Club Milano dedicated its space to the 35th anniversary of the much-loved Alfa 75, with a display that made my heart stop for a moment: pretty much every variant of this model was represented in highly original, pristine form. None of these cars were for sale, but there were several dealers present at the venue willing to satisfy the desires of even the most demanding Alfisti... at a price.



ABOVE: Maserati and Ermini on Mille Miglia stand
BELOW: Farina Nash and Ferrari 458-based Sergio



Compared to previous years, the number of cars for sale was smaller, as dealers overall seemed to have brought along smaller inventories. That's understandable given that, with international travel still tricky, they couldn't count as much on buyers from abroad as they used to. Still, the stock's overall quality was as high as it's always been at the Milan show, something that's becoming more important than ever.

With less money circulating around, people have been showing a preference for pristine, unmolested cars that are less likely to require significant expenditures down the line and therefore probably a safer bet from a value

retention standpoint. While 1960s and 1970s Alfa Romeos are still hot – and will likely continue to be for the foreseeable future – most of the action on the Italian classic car market is turning to so-called 'youngtimers', with the number of 1980s and 1990s cars regularly increasing at shows, AutoClassica being no exception.

Among 1980s cars, it was not all just about integrales and Ferraris. The Fiat Panda turned 40 years old this year, and with good original pre-1985 survivors now thin on the ground, prices are firming up. That's good news because it's likely to encourage more people to keep these Giugiaro-designed

masterpieces around.

Milano AutoClassica has always been more about glitz and style than finding elusive new-old-stock parts for your restoration. This year, though, even I felt that there wasn't much in the way of spares and automobilia around, and I really hope that the reason is merely the coincidence with the Modena event mentioned above.

While 2020's Milano AutoClassica may have struggled to justify its entry fee, it felt great to be around cars once again. For the Italian classic car scene, this Milan show was a tentative step back towards normality, and a very welcome one at that.



XMAS GIFT SUBS OFFERS

STYLISH *AUTO ITALIA* BRANDED PEN AND TORCH SET
OR AN *AUTO ITALIA* A2 PHOTOGRAPHIC ART PRINT



THE IDEAL PRESENT FOR CHRISTMAS!

Offer only applies to new print subscribers
Offer ends December 31st 2020

All orders and enquiries to:
claire@auto-italia.co.uk

Subs Prices

UK £49.50

Europe £67.00

USA £77.00

Rest of World £80.00

SUBSCRIBE TODAY AND RECEIVE AN A2 PRINT FROM THE ARCHIVE



VIVE LA FRANCE

Tour Auto was a rare survivor of event cancellations in 2020. The entry list for the French tour was packed with Italian classics, including some spectacular rarities

Story by Johnny Tipler

Images by Johnny Tipler/Julien Hergault/Mathieu Bonnevie



The Tour de France Automobile was an event that ran more or less every year from 1899 till 1986, with a few short interruptions and a couple of World Wars thrown in. Relunched in 1992, its modern incarnation is organised by Peter Auto, and known as the Tour Auto Optic2000. It's a retrospective rendition of the original event, and similar in extent and character to the ongoing eponymous bicycle race, only with four wheels instead of two – that's to say, an itinerary that encompasses much of France, with 300 or so cars covering at least 2000km in the course of a week. On this occasion it was a round of the World Championship for Makes and the European Rally Championship, attracting factory teams' participation

including Ferrari, Alfa Romeo, Lancia, Citroën, BMC (Minis), Porsche, Mercedes-Benz, Matra, Alpine-Renault and Ford.

The modern Tour Auto is for cars produced between 1950 and 1974, and the entry list reads like a feast of top-class historic race and rally cars, with a smattering of top-line drivers behind the wheel, such as Thierry Boutsen, Gérard Larrousse and Stéphane Ortelli this year. Among some extremely rare and special cars were Porsche prototypes such as the 904, 906 and 910 models, reflecting the nature of the competition cars that ran back in the day. Just as then, a plethora of different cars forms the mix today, featuring prototypes, GTs, sports and saloon cars, with two main categorisations – Competition and Regularity.

Whereas historically, the Tour Auto was a series of flat-out blasts, the current five-day event is regularity-based, relying on navigator co-drivers to monitor their driver's speed on the stages; to arrive too early at a checkpoint incurs penalties. Hence, cars often travel faster on the transit sections than on the regularities and race circuits visited en route.

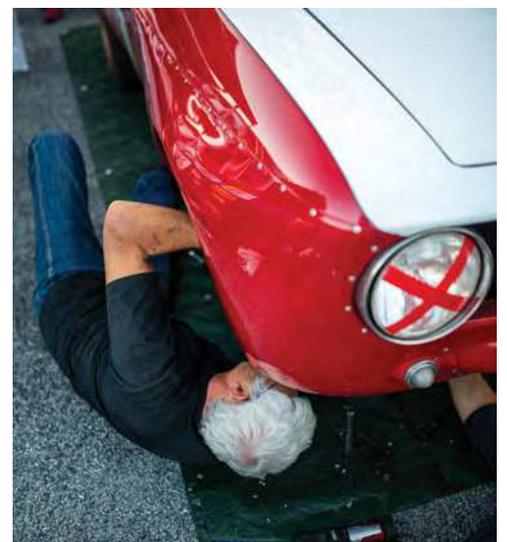
This year's Tour Auto Optic2000 started off, traditionally, in Paris on 31 August at Le Grand Palais – a kind of Crystal Palace. 294 entries were then dispatched at 30-second intervals heading for Linas-Montlhéry racetrack south of Paris for the proper start on 1 September. One of the attractions here is the awesome banked oval that forms a significant part of the circuit, and all the

Tour Auto cars had a lap of that before being sent off towards another famous circuit, Magny-Cours, which held the French Grand Prix from 1991 to 2008.

Some competitors had mechanical problems, like the 1961 Alfa Romeo Giulietta Sprint #181 driven by Luis Delso/Carlos De Miguel, fixed overnight in a local garage. Already, the regularity section was dominated by the Porsches, monopolising the top places in the VHC classification, though with the valid excuse that Porsche prototypes were designated as the 'theme' cars of this year's event. At Magny-Cours, victory in the H-I classification went to a BMW 2002Ti.

From here, the retinue transited south-east to Clermont-Ferrand, congregating at the town's parc fermé. Enthusiasts lining the roadside predominantly wore masks, with teams notionally in bubbles when stationary, though these things are relative, especially on a socially gregarious event such as this.

At daybreak, the cortege headed out of town for the gorgeous Charade circuit in the heart of the Auvergne region. The 3.9-kilometre circuit, which staged the French GP in 1965, '69, '70 and '72, is set in the Parc Régional des Volcans d'Auvergne, and while reminiscent of the Nürburgring Nordschleife, it is the only 'mountain' circuit in Europe. Participants love the racetrack stages, especially those of a racing disposition rather than a rallying one, and the special stages on closed-off country lanes are fundamental to events like Tour Auto. Their location and layout are only handed to entrants at the very last moment, placing the onus not just on the driver but the co-pilot to figure out when to tell his driver to speed up or slow down – not to mention making it tricky to second-guess where to hang out as a photographer; there were two special stages after the laps of Charade, and being a nimble Alpine or Lotus doesn't necessarily count for much here: a Corvette C3 ended the day in





the lead of the regularity section.

It was an early start at Limoges Exhibition Park, the event's halfway point, and at 7:30am as the sun rose, the first competitors started the third leg of the rally, heading south for Toulouse. Three special stages bisected the route, with a lunchtime stopover at the magnificent Château d'Aynac.

The cars entered Toulouse under escort from the Gendarmerie Nationale, assembling in the 'pink city' – so-called because of its terracotta brick buildings. On Saturday morning, after an overnight halt at

Avignon's Pont-du-Gard, competitors motored east to a special stage on closed roads near Mont Ventoux in the Vaucluse region. Famously painted by Paul Cézanne, Mont Ventoux was a venue on the European Hillclimb Championship, 25km long and rising to an altitude of 1912 metres. A BMW 3.0 CSL won the regularity, while Jean Florent and Yves Jean took the competition category in a 1981 Ferrari 308 Gr4 Michelotto (#253), four seconds ahead of their closest challenger – no mean achievement in an event brimming with

heavy metal V8s and lithe sportscars.

Host to the French GP intermittently since 1971, the Paul Ricard circuit at Le Castellet was the setting for the Tour Auto showdown. The winning driver was no stranger to top spot on the podium, either: Raphaël Favaro scored his third success, co-driven by Lucien-Charles Nicolet in his E-type Jaguar. After a total of 1986km, the regularity was won by father-and-son Jean-François and François Nicoules in a Ford Mustang. However, as with many events of this type, it's not so much the result as the taking part that counts.





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

Goodwood Speedweek

Goodwood circuit may not have been able to welcome spectators for 2020's SpeedWeek but the action was as captivating as ever

Story by Adam Wilkins

Images by Nick Dungan/Dominic James/Matt Sills/J Fong

The still of a cool October evening is about to be ripped apart by a Lancia Stratos, spotlights ablaze and exhaust blaring. It emerges from the track tunnel, arriving in a cacophony of noise and gets sideways just the other side of some hay bales before crossing the finish line. This is Goodwood, but not like we've ever seen it before.

You-know-what meant that the Sussex estate was unable to stage its Members' Meeting, Festival of Speed or Revival in 2020, so all the events were rolled into one to create SpeedWeek. Rather than attend in person, enthusiasts could watch the action from home, either online or on television. Minimal numbers of people were allowed on site, but we managed to get behind the closed doors to see the event up close. It made for a strange atmosphere: as much as you may curse crowds, when they're not

there you realise how much of Goodwood's feel-good atmosphere is generated by like-minded spectators. As an event designed to be shown on screen, though, it couldn't be faulted. In difficult circumstances, Goodwood pulled off an utterly spectacular show.

The absence of spectators meant that the circuit could be used in ways never before seen. That's why there was the aforementioned rally stage right through areas that, at Revival, would usually host a throng of spectators. Ditto the 'Driftkhana' that saw oversteer merchants tyre-smoking their way around previously pedestrianised areas of the site. Meanwhile, the on-track timed shootout could include cars far faster than normal. There was no doubt that the challenges were successfully turned into opportunities. The usual favourite races from the Members' Meeting and Revival completed an unforgettable programme.

Without the usual razzmatazz and side shows, the focus was even more firmly on the cars and the competition than usual. With an entry list cherry-picked from all three flagship Goodwood events, there was something for everybody. From Duncan Pittaway's now infamous – and unmissable – Fiat S76 'Beast of Turin' to the very latest Ferrari Roma, the Italian flag flew throughout the three-day event.

The newly renamed Stirling Moss Memorial Trophy – formerly the Kinrara Trophy – was enhanced by no fewer than three Ferrari 250 SWBs. The race for 1960s GT cars has often been cited as the world's most beautiful racing grid, and the inclusion of SWBs certainly contributed greatly to that. Is there a better GT shape? Dario Franchitti and John Hugenholtz brought their 250 home in fourth place. The Rob Walker Racing-liveried SWB also made an appearance during the Duke of





Richmond's emotional tribute to Sir Stirling Moss, nicknamed 'Mr Goodwood', who passed away earlier this year.

The Prancing Horse also made an appearance in the Richmond and Gordon Trophies race. Two 246 Dinos faced competition from a stunning Maserati 250F. The Trident highlight for us, though, was in the Lavant Cup, which featured a Tipo 61 'Birdcage'. If that wasn't enough for Maserati fans, there were also a 300S and 250S in action, joined on the grid by a Ferrari 500 TRC.

Alfa Romeo was also well represented

throughout SpeedWeek. The 308C featured in the Goodwood Trophy, while the familiar form of the Giulia GTA added some beauty to the St Mary's Trophy for 1960s saloon cars – not that they both went home in quite the same shape that they started the race.

Unlike the timewarp Revival, where all the cars are pre-1966, SpeedWeek included the kind of new metal you would expect to see at the Festival of Speed. It was Ferrari that best represented Italy with new cars in the Supercar Run. We've already name-checked the Roma, but there was also a brace of F8s

(Spider and Tributo) and an 812. Completing the Ferrari line-up was the windscreen-less Monza SP, which looked very much at home on track. Looking even more the part on Goodwood's fast curves was the duo of 488 race cars in both GT3 and Challenge forms.

SpeedWeek served up three days of close racing, brought together some top-drawer machinery and attracted top names – just as Goodwood does under normal circumstances. As we continue to adjust to a 'new normal', it's reassuring to know that some things can be depended upon.



WHAT'S ON YOUR DRIVE?

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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



ALFA ROMEO ALFETTA

VERNON MARSTON

I acquired my Alfetta berlina in 2016, seduced by its specification: iconic all-alloy Alfa twin cam, rack and pinion steering, perfect weight distribution (thanks to the rear-mounted clutch and gearbox) and de Dion rear axle ensuring zero camber change under varied load, superbly located by long radius arms and a Watts linkage. Few cars of the period could measure up to that, never mind a roomy four-door saloon – and it was an Alfa.

First registered in December 1974, GPH 555N is believed to be one of the first Alfettas imported into the UK. Through some miracle of abstinence, by the early 1990s it had done only 11,000 miles. Owned by AROC member, Peter Clark, it became a regular and successful concours entrant. By the mid-1990s it had been sold to a less dedicated owner, used as a daily driver and left in a garden to fend for itself in an unequal struggle with corrosion.

Fortunately, a serial Alfetta owner rescued it in

2005 and commissioned a restoration by Alex Jupe Motorsport. The work required was extensive and took until 2010. One or two minor departures from originality included a thicker front anti-roll bar and adjustable Koni shocks. It was resprayed in the original colour of Faggio (beech leaves) and trimmed in cream leather (the original vinyl fabric could not be sourced). Alex Jupe also worked his magic on the suspension and steering geometry.

When it landed in my hands in 2016, it had still done only 32,000 miles. Low mileage can mean lack of regular use and several steering joints were partially seized, the brake pads were glazed, the dampers were on their hardest setting, the front ride height was too low and some interior fittings were missing. The most challenging problem was the appalling gearchange, cured by fitting new synchro rings from Alfaholics.

Having mostly worked on British cars from the 1960s and 1970s, the Alfa is a joy to work on. The elegance of the engineering and the passion clearly evident in the detail design make tackling difficult jobs more satisfying, and the effort involved



thoroughly worthwhile.

My interest in classic cars has always been about the response and communication between car and driver. When driven as a classic car in a respectful fashion the Alfetta is a comfortable, sprightly drive and very good by the standards of its era. But if you release your inner Italian, things can be very different. Given a clear 'fun' road, its whole character changes. In 1779cc form the engine may lack the torque of the 2.0-litre twin cam, but it pulls strongly and revs far more freely than the bigger engine. Acceleration times may not be exciting, but the audio track from the exhaust and the gorgeous muted intake roar of the twin Dellortos more than compensate. The steering is precise and accurate with loads of feel, albeit low-geared. Body control is superb, making the car beg to

be pushed really hard when it comes to the bendy bits. There is little roll and matchless balance, quite staggering in a car which is a relatively tall and bulky saloon. Turn-in is sharp, and cornering speeds are high and so secure that they can be fully exploited. The handling is as predictable as my Westfield Seven, similarly flattering those of us with limited driving skills. Not only does the old girl pick up her skirts and fly, but she dances too. There is no doubt, then, that this is both a real Alfa and a true driver's car.

Yet the Alfetta is a family car, able to cruise on motorways, carry five in comfort plus their luggage and keep you warm and dry in bad weather. After a good drive in the Alfa, I find myself with a silly grin and an inclination to give a fond pat to the car as I leave it in the garage.



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



NO LANCIA V4?

Great to see some superb cars and engines represented in your 'Best Italian Engines' feature (December 2020). Interesting to have a view from the writer defending the 2.0-litre Alfa GTV engine, as opposed to the 1750 that's often lauded as the better, though I think I do prefer the smaller, revvier Alfa engine myself.

I have one question, though: where was the Lancia V4 in the feature? In my humble opinion, not only is this one of the best Italian engines of all time, but it also performs well and sounds lovely, and is very unusual in having a 'V' format with four cylinders. With its front-driven wheels, my

Fulvia HF can run rings around an Alfa GTV. I know I'm biased, but I reckon the V4 should be up there with all the other engines in your feature.

David Guscott

CHAMPIONSHIP COVERAGE

First of all, can I say how much I enjoy *Auto Italia* magazine. It's always full of interesting stuff and beautifully presented. There were just a couple of comments I wanted to make about the Festival Italia article in the latest edition. I would of course have liked more coverage of the Alfa Romeo Championship but appreciate that space is limited and that racing

isn't the only part of the event. However, I was surprised that your writers led with the non-event that was the Italian v Allcomers race (in terms of Italian participation), which they reckoned was the most exciting of the day. A matter of opinion, of course, but I certainly don't think the dice they were thrilled with was any more exciting than what was happening in our races.

The driver of the gorgeous Alfa 75 that won Race One was George Osborne, not Mark Osborne. Also, earlier in the article they referred to the 'BRSCC' Alfa Romeo Championship, which I don't imagine the 750 Motor Club with whom we now race would be very thrilled about. It would have been nice to have read something about the glorious sound of Busso V6 engines flying down the start/finish straight, dicing Twin Sparks.

Andy Robinson, Alfa Romeo Championship Coordinator

We always welcome contributions from race championship coordinators, from simple race calendars to full event reports – Ed



BE NICE TO BRERA

In the latest mag, there is a sly dig at the Alfa Romeo 159/Brera engine. I'm getting fed up of this negative attitude towards Alfas of this era. If people like myself didn't buy these cars, Alfa would be no more. I can't remember much positive vibes on these engines, just remarks like 'not a proper Alfa engine'. Sorry to have a pop but I'm a true Alfa Romeo fanatic.

Carlo Panfranchi

FERRARI V LAMBO

Thanks for an interesting article about Ferrari and Lamborghini in the latest issue (December 2020).

I must say, I have always thought Pininfarina's designs to be the best of the era from the mid-1960s to the early 1980s, the best of all in my eyes being the Berlinetta Boxer for Ferrari.

But you rightly point out how good Bertone was during that era, which was all, of course, down to Marcello Gandini. Some of those designs he did for Lamborghini – the Miura, Countach and Marzal – were absolutely top drawer. When he left Bertone, for me that was the beginning of the end for the design company. Rarely has one man had such an impact. Farina continued to spot great talent and went from strength to strength.

Jeremy Jules



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

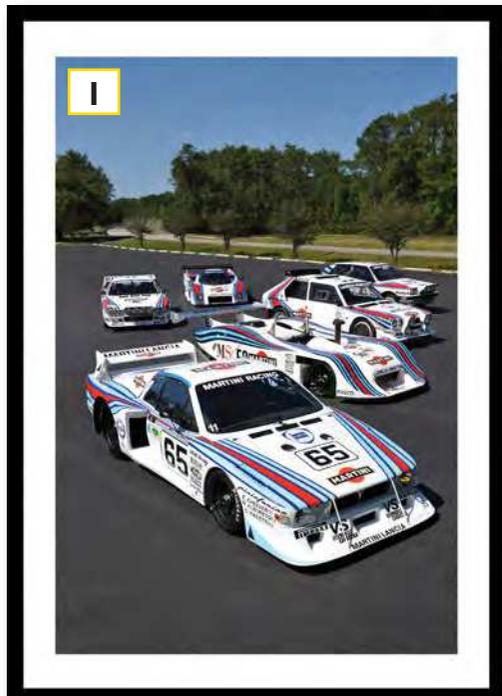
AUTO Italia

TEN STUNNING DESIGNS TO CHOOSE FROM
£9.95 EACH OR A SET OF FIVE FOR £45.00

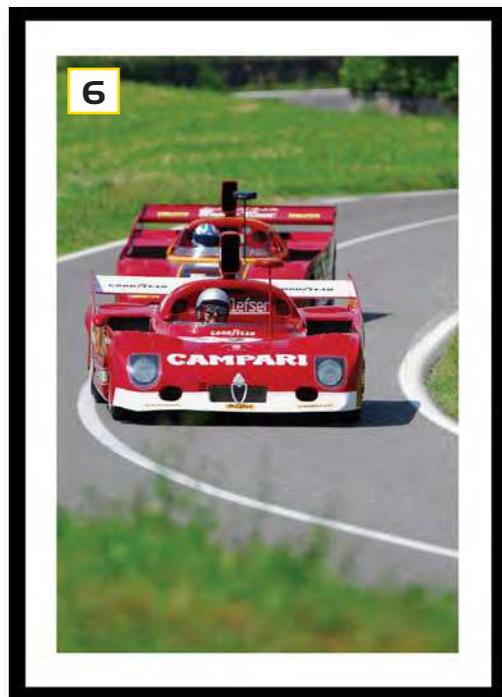
(+ postage UK £3.50, EU £4.00, RoW £5.00 in cardboard tube)

email: claire@auto-italia.co.uk for details

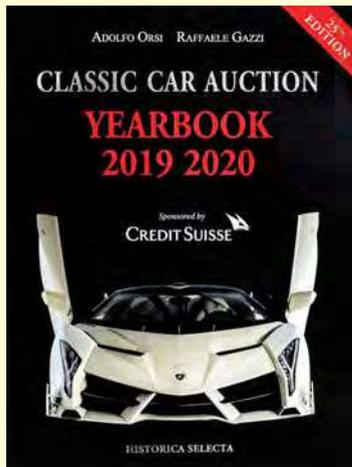
THE LANCIA RALLY COLLECTION



THE ALFA CORSE COLLECTION



*Frames for illustration only



Classic Car Auction Yearbook 2019-2020
 By Adolfo Orsi & Raffaele Gazzi
 Historica Selecta
 €80

This annual guide to the collector car market is now, remarkably, in its 25th edition. The heart of the book remains very much the same as it always has been: an exhaustive listing of every car auctioned by a major sales house during the year, which in this edition means 1 September 2019 to 31 August 2020. For the record,

there's a total of 5066 cars across 335 makes.

But this book is much more than a simple listing. There's a lot of analysis here, giving you in-depth detail on how well each marque and model has performed. The text is entirely in English, by the way, with plenty of graphs to make the data easily digestible.

There's a more detailed version of the annual Top 10 sales this year, in which – as always – Italian cars dominate. Unusually, number one this year is a Lamborghini: the Veneno Roadster sold by

Bonhams for £6.79 million. Pagani and Ferrari also feature in the ten most valuable sales this season.

There's a nice 25th edition retrospective, too, with a spread for every year since 1993 featuring the most interesting sales results. A little tear is sure to roll down your cheek as you read just how little you could have bought your favourite cars for back then (how about a Miura for just £39,400 in 1993?). Also fascinating is a list of the Top 100 for each make and country over the past 27 years.



Pininfarina 90 Years
 Preface by Paolo Pininfarina
 Giorgio Nada Editore
 €90

If you don't have the huge – and hugely expensive – *Pininfarina Catalogue Raisonné* in your possession, here is a fabulous substitute. And unlike that older book, this new work brings the story of Italy's most famous *carrozzeria* right up to date, since it celebrates Pininfarina's 90 years of activity, as the 'official' book of the 90th anniversary.

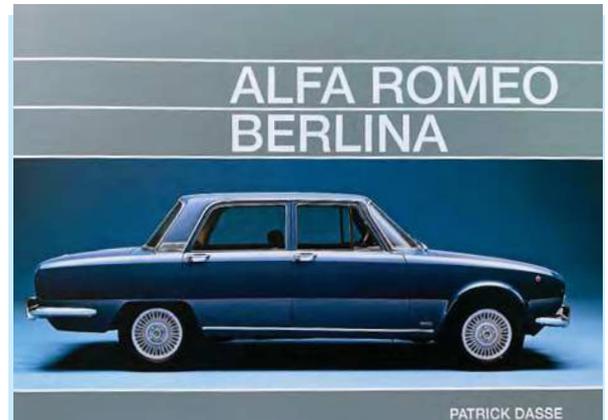
The format is very much a model-by-model account, like the *Catalogue Raisonné*. With 632 cars to describe, that means it's a huge volume,

consisting of 528 pages and around 800 images. The text is bilingual (Italian and English) but sadly the English translation is somewhat clunky and the word count is scant; true anoraks won't have their appetites fully whetted. Nevertheless you do get decent descriptions for the most part, and we certainly learnt a few facts that we didn't know

before – as well as a few cars that we haven't previously seen.

The breadth of Pininfarina's work is brilliantly demonstrated, from the aerodynamic Tipo Bocca of 1936, through icons like the 1947 Cisitalia 202, to countless Ferraris and important concept cars like the Sigma Grand Prix, Ferrari 512 and Modulo. The current Battista concludes a design tour de force that's unparalleled in the car world.

The book's quality is stunning, with superbly reproduced images throughout. Even very early creations from the 1930s are represented with excellent period photographs. One slightly odd omission is anything hand-drawn: not a single sketch by any designer is included, which would surely have given greater depth to the design story. But overall this has to qualify as one of our all-time favourite books on Italian car design.



Alfa Romeo Berlina
 By Patrick Dasse
 Dingwort Verlag
 £70

German publisher Dingwort Verlag made huge waves two years ago when it published a vast swathe of volumes about classic Alfa Romeo models, from the Giulia GT to the Tipo 33. The series continues to expand, the latest being the Alfa Romeo Berlina – the Tipo 105 saloon that followed on from the Giulia. We're talking Alfa's saloons made between 1967 and 1976, from the 1750 Berlina to the 2000 Berlina.

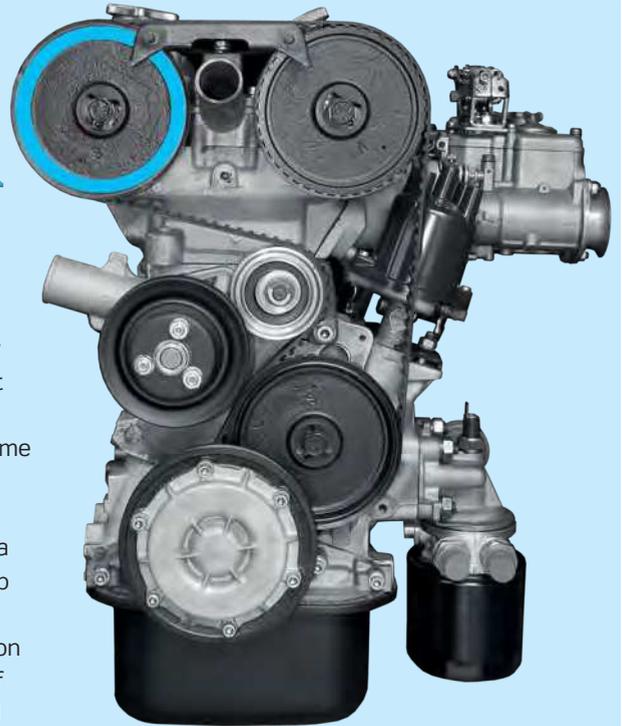
While the Berlina may not be the most passionately appreciated Alfa of all time, it does have a loyal following, and it certainly deserves a good book. Luckily, this very much is a good book. Like all of Dingwort's Alfa volumes, it's beautifully produced. The content is

principally photographic: 131 black-and-white shots and 47 colour ones contained within its 216 pages. These are all period images from the Alfa archive in Arese, and many of them have never been published before.

Author Patrick Dasse's text sometimes feels like a secondary consideration – there's not an awful lot of it, but it still does justice to the Berlina's story (it's in both English and German). Also included is information on chassis numbers and production numbers (did you know that only 253 automatic 1750s were made?). We're delighted to see the Pavesi-built 1750 Giardinetta Veloce estate car in the book, too, as well as images of the Arese production line.

Berlina owners and Alfa Romeo completists will be delighted by this book, which absolutely does justice to a little-covered model.

BIALBERO



All the cars powered by the legendary twin cam engine by Phil & Michael Ward

A new 304 page fully illustrated colour book with over 900 photographs, many never before published, based on all the Fiats, Lancias and Alfa Romeos that are powered by Aurelio Lampredi's superb twin cam engine.

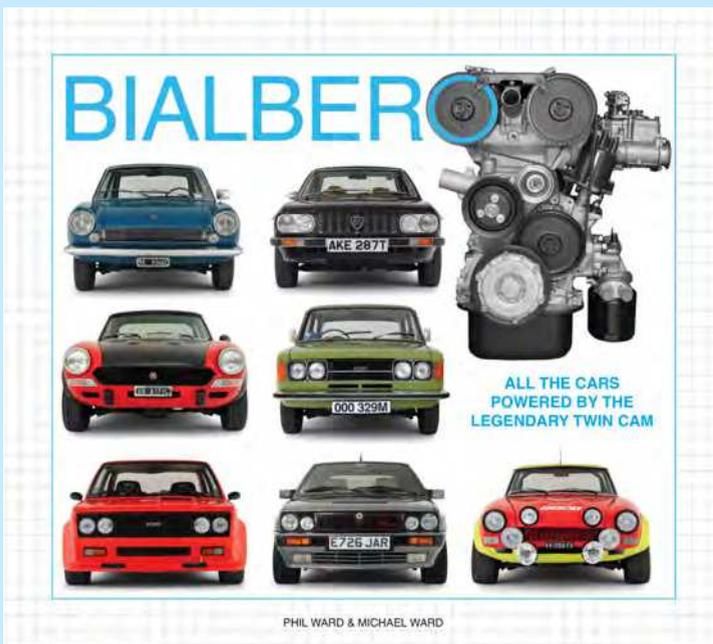
While some elements of the book are an expansion of the earlier works by the same author, the early chapters now include extracts from road tests by Auto Italia's writers.

Also included in the first part of the book are one-offs and concepts like the Stola Dedicata, Lancia Magia and Grama 2 'Puntograle', while modified cars include a 180bhp twin cam-engined Lada '124' and a superb Abarth OT1600 tribute.

The second half of the book is dedicated to hands-on maintenance and restoration advice of a selection of popular classic twin cams. There is also the added bonus of invaluable, expert tuning information by the renowned and sadly recently deceased twin cam race engine preparer, Guy Croft.

This much anticipated publication is prolifically illustrated throughout with high quality photography of real world cars from collections and dynamic images from Auto Italia's archives. Many of the featured cars are owned by the magazine's readers, in addition there is also a gallery of restored twin cams from around the world.

Bialbero will be available exclusively via Auto Italia magazine and www.bialbero.co.uk or for multiple copies pre-order with claire@auto-italia.co.uk



PHIL WARD & MICHAEL WARD

FIAT 131

The Force Awakens

FIAT 131 1300

1982-1985

1000cc



Lancia Delta

Unintentional Supercar

W

1982-1985

1000cc



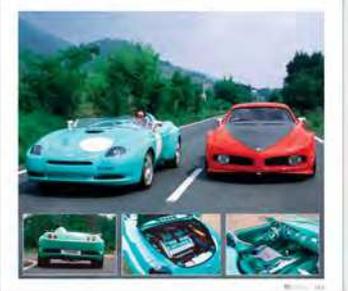
Part 2: Special Twin Cams

Concepts & Customs

The

1982-1985

1000cc

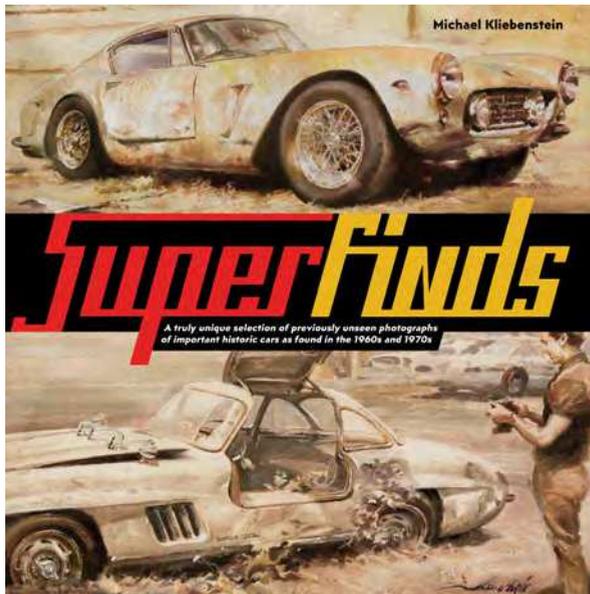


LANCIA DELTA 1600

1982-1985

1600cc





SuperFinds
By Michael Kliebenstein
Porter Press
International
£90

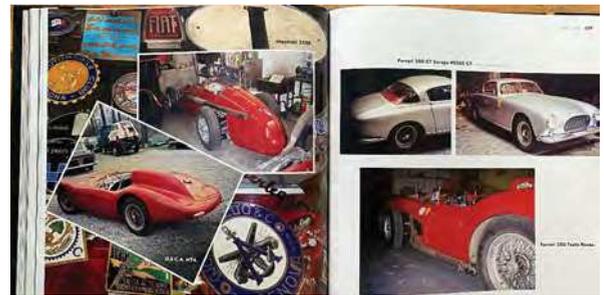
Let's say straight up: this is quite some book. It's the extraordinary account of an Italian enthusiast, Corrado Cupellini, who at a time when classic cars

were viewed as simply 'old' made it his mission to research, discover and rescue important lost classics before they disappeared forever.

His mission took him right across the world, from Africa to South America. He had the forethought to take photographs of all the

cars he found. Not pretty pics, but fascinating snaps of where the cars were discovered – scrapyards, garages, basements, fields and more.

We're not talking everyday cars here, but A1 classics. Italian car fans will be astonished by the quality and quantity of Ferraris in the book, up to and including a 250 Testa Rossa and 250 GTO. There are lost Grand Prix cars, sports racers and Formula 2 cars, and legendary racers like 'Birdcage' Maseratis, Ferraris and a Lancia D24.



Rediscovered relics include cars formerly owned by Nuvolari, Chiron and Fangio. And there are coachbuilt one-offs by the likes of Pinin Farina, Zagato, Touring, Vignale, Bertone, Castagna and Ghia. In its 420 large-format pages, the book will

delight you with its go-plus photographs, all of them astonishing in some way, from a time when crashed racers and top-class cars were simply abandoned. The only slight frustration is that the full stories behind each car remain untold; there are simple captions for most of the images which leave you wanting to know much more about the cars, how the discoveries were made and what happened to the cars next. But make no mistake, this is an extraordinary volume that comes highly recommended.



FraSca - Franco Scaglione
By Paolo Giaconi
Pacini Editore
€28

It's always slightly frustrating when a book about car design or designers has clearly

been produced without any of the design aesthetic that the subject matter deserves. Sadly this is one of those books, which has the look and feel of 'fan fiction' rather than an exhaustive, serious work on the subject.

That's a shame because this new book about Franco Scaglione has an awful lot going for it, not least the cooperation of Franco's daughter, Giovanna. It also includes personal correspondence and reprints of articles that Scaglione wrote for Italian magazines in the 1950s. There's much less detail on the cars he actually designed. Another quibble is that some of the 330 images in the book are poorly reproduced.

FraSca was the name with which Scaglione signed his early sketches. As the book's subtitle, *Il Poeta dell'Aerodinamica* (The Poet of Aerodynamics), hints, Scaglione was a pioneer of the science of airflow. His crowning glories were undoubtedly the Alfa Romeo Giulietta Sprint, the Alfa Romeo 33 Stradale and the extraordinary Alfa BAT



series of the 1950s.

But he was also the hand behind around 60 other sensationally beautiful cars, among them the Arnolt-Bristol, Siata 208 CS, NSU Sport Prinz, Lamborghini 350 GTV, ATS 2500 GT and a string of Intermeccanicas. Along the way he also designed many coachbuilt cars, mainly for Bertone but also Balbo, Motto and Allemano.

If you're looking for the definitive book on FraSca, *Franco Scaglione Designer* published by the ASI is probably a better bet overall. But this 200-page book (sadly with text in Italian only) is an interesting addition for the serious historian.

MCGRATH MASERATI

SERVICE, RESTORATION & PARTS



**MODERN SERVICE
TRADITIONAL CRAFT**

MCGRATHMASERATI.CO.UK



Alfa Romeo Owners Club
'Serving Alfa enthusiasts since 1964'

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

www.aroc-uk.com

**2021**

January 14-17
Autosport International
NEC, Birmingham
www.autosportinternational.com

January 14-17
Winter Marathon rally
Madonna di Campiglio, Italy
www.wintermarathon.it

January 21-24
Coppa Delle Alpi rally
Italian Alps
coppadellealpi.it

February 3-7
Retromobile
Paris, France
retromobile.com

February 5-7
Retro Classics
Messe Stuttgart, Germany
www.retro-classics.de

February 26-27
Rally Revival
Glyndwr University, Wrexham
www.rallyrevival.co.uk

February 19-21
Race Retro
Stoneleigh Park, Warks
www.raceretro.com

March 26-28
Restoration & Classic Car Show
NEC Birmingham
www.necrestorationshow.com

April 7-11
Techno-Classica Essen
Essen, Germany
www.siha.de

April 18
AROC Spring Alfa Day
Yorkshire Wildlife Park
www.aroc-uk.com

May 7-9
Lancia Motor Club GNW 2020
Lancashire
www.lancia.myzen.co.uk

May 28-30
Concorso d'Eleganza Villa d'Este
Lake Como, Italy
concorsodeleganzavilladeste.com



June 9-11
London Concours & Supercars
Honourable Artillery Company,
londonconcours.co.uk

July 10
Auto Italia Northern Italian Car Day
Raby Castle, Co Durham
www.raby.co.uk

July 23-25
Lancia Motor Club National Rally
Thame, Oxfordshire
www.lancia.myzen.co.uk

August 19-22
British Motor Show
Farnborough International Expo Centre
www.thebritishmotorshow.live

**Alfa Romeo Owners' Club**www.aroc-uk.com**Alfaowner.com Club**www.alfaowner.com**Club Alfa Uk**www.clubalfa.co.uk**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.ukwww.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.ukwww.ferrariownersclub.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 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.ukchairman is b.stigant@ntlworld.comwww.fiatmotorclubgb.co.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-gownersclub.org.uk**Fiat 127 Forum**www.fiat127.com**Fiat 131 Mirafiori Forum**www.131mirafiori.com**The Fiat Coupe Club UK**www.fccuk.org**Fiat Punto Forum**www.puntosports.co.uk**The Other Dino (Fiat)**Brian1Boxall@btinternet.com**Fiat Scotland**

Scotland's dedicated Fiat community

www.fiat-scotland.com**Lamborghini Club UK**membership@lamborghiniclub.co.ukwww.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.lanciamontecarlo.club**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.ukwww.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 Australiawww.scuderiaitaliancarclub.asn.au



MISSED AN ISSUE? DROP AN EMAIL TO CLAIRE@AUTO-ITALIA.CO.UK OR CALL 01462 811115

COMING SOON

ISSUE 300 ON SALE 7TH JANUARY

MOVE-UP MASERATIS: CUP, MC, CORSA & GRANSPORT MC



AUTO **Italia**
MAGAZINE
300th
ISSUE

CELEBRATING 300 ISSUES OF AI



THE UK'S BEST 156 GTA SPORTWAGON?



Some features may appear in a later issue

ABARTH

Allemano 2400 and 2200	19	Grande Punto Italy launch	138	Nardi-Danese 6C2500	31	Montreal v Dino v Citroen SM	14	Classic Saloons: Giulia Super 1.6 /	
Abarths at Monza 1998	19	Grande Punto Abarth Sanremo	141	8C 2300 Tim Birkin	27	Montreal	47	2000 Berlina / Alfetta 1.8 /	
Abarths at Silver Flag	85	Grande Punto Abarth Belgium	143	8C 2300 (Spitzley)	56	Montreal (Modified on carbs)	81	Giulietta 2.0	188
Radbourne Abarth 1300	21	Grande Punto Abarth SS UK	149	8C 2300	244	Montreal v Dino V Biturbo	159	Giulietta Turbo	123
595SS	118	Grande Punto Abarth SS	162	2900A	83	Montreal Buyers' Guide	174	Giulietta (Time Machine)	171
595SS Classiche Kit	287	Grande Punto Abarth v Mito	171	8C 2900B	25	Montreal V8 Engine Feature	187	Alfetta 2.0 Saloon	231
750 Zagato Dubble Bubble	60	Grande Punto Abarth v Mito CL	177	8C 2900B Le Mans	267	Montreal Group 4 Autodelta	263	Alfetta GTV 2.0 Racer	115
750 Zagato Record Monza	196	Grande Punto Abarth EVO	173	8C 2900B Spider	248	1900 Matta Jeep	47/126	Alfetta GT/GTVs	14/41
750 Zagato Record Monza + 750		Grande Punto Abarth Guide	267	8C 2600 at Spa	114	1900 Matta Jeep 'AR51'	246	Alfetta GT 3 car test	95
Zagato Dubble Bubble	258	500C Abarth	173	8C 2600 (Simon Moore)	142	2300 RIO	106	Alfetta GT Racers 3 car test	266
850 Allemano Spider	50	500C Abarth/Punto Abarth EVO	175	8C Tipo B/Montreal/8C Comp	149	Alfa 90 and Alfa 6	62/162	Alfetta GTV6 + integrale 'Ring	101
Abarth 1000 SP	37	Abarth Grande Punto EVO	197	8C 2300 v 8C Competizione	163	Alfa 6	97	Alfetta Turbodelta	107
Abarth 2000 SP	165/250	Abarth Punto EVO Scorpione	224	8C 2300 v 8C Comp Spider	283	Alfa 90	102	Alfetta GTV6 (Ron Simons)	135
Abarth Osella PA1	30	500 Abarth 2008 Italy launch	148	8C Engine Feature	151	B.A.T 11 Bertone	146	Alfetta Review	232
Abarth Osella PA2	89	500 Abarth 2008 UK launch	156	8C Tipo B 'P3'	253	BAT Alfas	298	Giulietta, Giulia Super,	
Abarth Osella PA2 Nordschleife	144	500 Abarth Trofeo Brands (VBH)	166	Alfetta 159 meets Maserati 8CL	14	Gransport Quattroruote	241	2000 Berlina, Alfetta, Alfa 90	16
Abarth 1300 OT	43	500 Abarth Trofeo Cadwell	170	Alfetta 159	24	Berlinas	48	Alfetta / Autodelta	198
Abarth OT 1300	93	500 Abarth Trofeo GB Race 1	171	Alfetta 12C	101	Alfa Saloons: Giulietta, Giulia Super,		Alfetta Turbodelta v 75 Turbo	
Abarth Simca 1050 Corsa	222	500 Abarth Trofeo GB (CBH)	175	Bimotore	95	90, Alfetta, 2000 Berlina	16	EVO v 155 Q4	237
Abarth Simca 1300	119	500 Abarth Trofeo GB Roundup	181	Clemar Bucci 2500SS	19	Giulia Super Dutch Trofeo	35	Alfetta GTS	270
Abarth Simca 1300 OT	143	500 Abarth (Forge)	179	1900CSS	15	Giulia Super "Carabinieri"	129	Alfetta Buyers' Guide '72-'84	266
204A Cisitalia Abarth	199	500 Abarth SS Hillclimb UK	182	Tipo 33 Stradale	40/164	Giulia Ti Super Racer	98	Alfetta Racers (Jupe)	285
205A	220	500 Abarth 'Polizia'	204	Tipo 33/3	56/111/188	Giulia Super	34	Alfetta v Lancia Beta Saloon	287
207A Boano	48	500 Buyers' Guide	218	Tipo 33/2	194	Giulia Super, TI & Nuova Super	76	GTV6 Readers View	31
1000 Bialbero	50	500 595 695 Buyers' Guide	271	Tipo 33 Daytona	109	Giulia TI Super (Factory car)	196	GTV6 "Rare" 550bhp	52
1000 TCR	106	Abarth 595 by Oakley Design	213	Tipo 33 TT12	113/258	Giulia Coupes	82	GTV6 (Lindsay)	66
1000 TC	145/264	Abarth 595 by Oakley/TMC	218	Tipo 33 Concepts	124	Giulia Dossier (105)	235	GTV6 South Africa	126
1000 TC v 600 Modified	238	Abarth 595 SS (2019)	281/287	Tipo 33 Elvio Deganello	204	Bertone GTV	36	GTV6 /33/156 Club Racers	133
Abarth Tipo 139	197	Abarth 595 New V Old	216	Tipo 33 Elvio Deganello	204	Giulia Sprint GT Tripletest	65	GTV6 2.5 V6 (Time Machine)	176
Abarth Tipo 140	201	Abarth 695 Biposto	229	1900SS Ghia Coupe	22	Giulia 105 Series 3 car test	208	GTV6 Buyers' Guide	178/284
1500S	217	Abarth 695 New V Old	251	1900 SSZ	80	Giulia (105) GTC	53	GTV6 3 car test (Jupe)	210
2200 Allemano Spider	147	Abarth 695 Rivale	273	1900 SSZ 'Lopresto'	217	Giulia GTC v Flavia Convertible	291	GTV6 x2 Restomods	296
2400 Allemano (Carlo's car)	288	Abarth 695/SS/Biposto/Tributo	283	1900 Golden Oldie	115	GTAm/BMW 2002 Replicas	25	GTV6 v SZ v GTV (916)	238
850, 1000 OTR	55	Abarth Classics at Franciacorte	181	1900 C SS	15	GTAm 1750	39	GTV6 3.0 V6	249
1000 Berlina Corsa /Abarth Simca		Abarth Classics at Franciacorte	191	1900 C SS BOANO 1955	266	GTAm Turbo (Giordanelli)	44	75 Driver's Choice	2
2000 / 500 Esse Esse	167	Abarth Classics at Franciacorte	191	1900 SS	176	GTAm 1300 Peter Crutch	55	75 Owners View x 2	19
750 GT Zagato / 500 Trofeo / 124		Abarths 124 MY2017	248	1900 SS	202	GTA (Track Test)	70	75 'Progetto Cinque'	22
Stradale / 1000TC (VBH)	168	Abarths 124 R-GT v		1900 Ti (Pininfarina)	202	GTA vs Lotus Cortina	77	75 1.8, Tipo, Dedra	25
850TC Nürburgring	103	Ex-works 124 Group 4	259	1900 Disco Volante	230	GTA (Tipler)	159	75 Turbo Evo Presley's Car	36
850 Allemano	58	Abarth Classiche	255	1900 Pinin Farina x 2	236	GTA Stradale Portugal	289	75 AROC Enzo's car "Rare"	48
OT 1600 (rep)	235	Abarth MY2017 range test	257	1900 Berlina	272	GTA 105 through to 155	197	75 Turbo Humphrey's car	58
Scorpione Corsa Prototipo	141	Abarth 124 Spider	265	2000 Sportiva	125	GTA 105 Giulia Sprint GT	203	75 Turbo Road car	58
Lombardi Grand Prix	265	Abarth 124 Spider Buyers' Guide	275	2000 Sprint	212	GTA-R 290 (Alfaholics)	252	75 Classic Choice	84
Abarths at Monza	58	Abarth 124 GT	268/278	Alfa Twincam engine feature	137	GT Junior/Fulvia/124 Coupe	147	75 At the 'Ring (Ron Simons)	93
Autobianchi A112	75/270/217	Abarth at 70 (Castle-Miller)	279	Alfa Twincam engine feature	145	GT Junior with 75 Engine	247	75 3.0 V6 twin test (EMC)	139
Ritmo (Alitalia)	90	Abarth 15 best road cars	279	1750 GT Prototipo	132	Junior Zagato	45/128/271	75 3.0 V6 vs 3.5 GTV6	157
Ritmo Group 2	229	Abarth 70 years of Racing	281	Giulia Sprint Veloce Zagato	36	Spider Duetto/ S3 vs Fiat 124	116	75 Buyers' Guide	167
Formula Italia	90	Abarth Days Milan	286	Giulia Sprint Veloce Zagato	195	Spider Duetto	272	75 Turbo IMSA (Arese)	175
Formula Abarth 033	138	ALFA ROMEO		Giulietta Sprint Veloce 'Goccia'	94	Spider Duetto 1750 racer	295	75 V6 Twin Test (Jupe)	219
124 Abarth Rally	67	100 Years of Alfa Romeo. Pt1	167	Giulietta Sprint Veloce v GT Q2	147	Giulia Spider (105 Prototype)	121	75 3 car Test	239
124 Abarth Grp 4 Rally x2	73	100 Years of Alfa Romeo. Pt2	168	Giulietta Sprint Barn Find	223	Alfa Spider 105 (Time Machine)	193	75 3.0 v Giulietta V6(Jupe)	262
124 Abarths x3	145	100 Years of Alfa Romeo. Pt3	169	Giulietta Sprint Bertone	228	Alfa Spider 105 series	11	75 VS GTV 3.0 VS Giulietta	266
124 Abarth Rally	196	100 Years of Alfa Romeo. Pt4	170	Giulietta Sprint Zagato	50/295	Alfa Spider Group test	79	75 3.2 24V Track Day (Porter)	266
124 Abarth Rally Group 4	214	Autodelta	209	Giulietta Sprint Zagato (Turin)	282	Alfa Spider Group test		75 3.2 24V Track Day (Porter)	278
124 Abarth Rally Targa Florio	257	Autodelta at 50 GTA/TZ1 test	214	Giulietta Spider	28	S4/916/Brera Spider	186	75 LE	273
124 Abarth/Fulvia/Alpine	32	Alfa Romeo prototypes (TZ3)	171	Giulietta 50th Birthday	97	Alfa Spider (Unleaded conv)	25	Alfa SZ + Zagato Story	13
Polish/124 Group 4 Abarth	38	Alfa Romeo Commercials	192	Giulietta Ti	233	Alfa Spiders concept designs	291	Alfa RZ vs 3.0 Spider	26
San Remo Rally 124 Abarth	47	Alfa Romeo F12 van	261	Giulietta Ti	268	Alfa F1 179 vs Tornado etc	28	Alfa SZ/RZ Guide	41
124 Abarth Stradale	280	Alfa Romeo at Balocco P3/1300GTA		LDS Formula One	69	Alfa INDY car	207	Alfa SZ 3 car test	100
131 Abarth Stradale	43	/155DTM/Disco Volante	173	Giulietta Sprint Speciale	205	Alfasuds	42/72	Alfa SZ 24v Supercharged	136
131 Abarth	53	SE048 (Group C racer)	106	Giulietta Sprint Speciale	274	Alfasud (Golden Oldie)	110	Alfa SZ Buyers' Guide	167
131 Abarth/integrale/Coupe	58	G1	264	Giulia SS	18/140	Alfasud V6 Alitalia (Colvil)	150	Alfa SZ (Time Machine)	191
131 Abarth Alitalia	68	RLSS	49	Giulia Spider (B&W)	167	Alfasud 7 car test	151	Alfa SZ vs Stelvio (Zagato)	198
131 Abarth (San Remo)	81	RL	213	Giulia Spider (Concours)	253	Alfasud Engine Feature	177	Alfa SZ VS RZ	266
131 Abarths x 3	178	6C 1750	38	Giulia Spider Veloce Racer	259	Alfasud Trofeo	219	Alfa SZ v K Coupe v Shamal	274
131 Prototypes	215	6C 1750SS	117	Giulia or Giulietta?	24	Alfasud Trofeo (Pearson)	292	145 1.7 16v	2
131 Abarth Diesel	231	6C 1750SS (1929 Mille Miglia)	226	2600 Sprint	16	Alfasud 1.2 Ti	226	145 CL vs BMW 318Ti	12
131 Stradale v Group 2	251	6C 1750	189/225	2600 Spiders	51	Alfasud Buyers' Guide	259	145 1.8TS	19
131 Alitalia v Stratos v Fulvia	273	6C 2300 Replica	75	2600 Spider v Lancia Flaminia	255	Alfasud - Giugiaro	265	146 145 Team Cars	116
131 (Martin Holmes)	284	6C 2300 Aerospider	201	2600 SZ	56	Alfasud Club Racer	279	146 + 145 Buyers' Guide	103
131 Story	292	6C 2300 Mussolini	127	2600 Berlina	286	Sudsprint (Time Machine)	185	145 Cloverleaf/Bravo HGT	42
X1/9 Prototipo	130	6C 2500 Freccia d'Oro	50	TI Supers	38	Sudsprint Buyers' Guide	37	145 Cloverleaf/Bravo HGT	180
Abarth Rally Range 2004		6C 2500 Freccia d'Oro	50	Disco Volante 2012	198	Sudsprint Racer (Lewis)	86	145 CL Fleet report	54
Panda/Stilo/S1600	96	6C 2500 by Castanga	134	Canguro	205	Sudsprint 3 car test	138	145 vs 33 vs Mito	160
Panda Rally EVO 2007	136	6C 2500B Mille Miglia	155	TZ2 1966	43	Sudsprint 1.5 Veloce	275	145 Buyers' Guide	198
Stilo WRGB 2005 /2006	101/129	6C 2500 Supergioello Gilco	292	TZ1&1/2	62	33 Buyers' Guide	28	145 Turbo by Autodelta	249
Stilo Trofeo Abarth	193	6C 2500S	156/229	TZ1&1/2 History + Prototypes	276	33 AKK Motorsport	38	146 1.6 Junior	32
Grande Punto S1600	183	6C 2500SS	187	TZ1	179	33 Turbo Alfa Aid	41	146 Ti vs Audi A3	30
Grande Punto S2000	134/253	6C 2500 Competizione	243	TZ2	111	33 Buyers' Guide	111	146 2.0 Racer	76
		6C 3000 Superflow	285	TZ3	185	33 P4 (Time Machine)	173	147 Pre-launch test	51

147 Italy launch	55	156 in Spain	20	GT Novitec 1.9 16v M-jet	99	Alfa Museum Visit 2017.	262	Supersqualo	24
147 5-door + 2.0 Manual	59	156 Hormann	25	GT 3.2 V6 (Autodelta)	106	Alfa Museum Visit 2020.	293	Ferrari 246 vs 250F	172
147 Selespeed vs BMW 316	63	156 Superturismo	25	GT 1.9 jtd 16v Novitec	141	Alfa Buyers' Guide Special Issue.		196S (rep)	91
147 5-door 1.6 + 2.0	68	156 ETCC track test	91	GT Q2 v Giulietta Sprint Veloce.	147	Giulietta, Mito, Brera, 159Ti,		195 + 196	21
147 GTA	76	The Range 164 / 75 & GTV	26	GT Cloverleaf + 147 Ducati.	150	147, GT, 156 GTA, 156 Ti,		Dino 196SP	284
147 GTA Road Test	79	156 2.5	27	GT 3 car test.	168	GTV 3.2, 166, SZ.	229	1955 Coupe by Ghia	143
147 GTA Road Test (Steve Berry)	87	156 JTD vs 156 1.8TS	28	GT Buyers' Guide.	176	Alfa Buyers' Guide		156 F1 Sharknose	93
147 GTA x 2 Autodelta	102	156 Group N	29	GT 3.7 v 3.2.	233	Classics Special Issue. 1750 GTV,		166 Fangio's first	51
147 GTA Cup Track Test	92	156 Group N (Powermods)	69	GT 3.2 v GTV v Coupe v 3200	265	Montreal, GTV6, 75, 155, GTV 916,		166 F2/FL	240
147 GTA Modified	253	156 Selespeed	33	Brera (Ital Design Concept)	91	147 GTA, 156 GTA,	242	166 Mille Miglia	153
147 GTA/Integrale/Coupe 20vT	164	156 2.0 Selespeed (SW)	70	Brera Italian launch 2005	113	Giulia Special. 101/750 Series, 105		166 Mille Miglia Ch.0066	180
147/156 Monza Sport	70	156 vs Audi A4 Quattro	33	Brera / GT / 159 JTD-M	120	Berlina, SS, 105 Bertone, GTA, TZ1,		166 Mille Miglia Ch.0314M	183
147 1.6 Turbo (Autodelta)	78	156 Q system/Selespeed	34	Brera UK Launch 2006	119	TZZ, MY2017 Giulia QV	254	166 MM Fontana Ch.024	255
147 Rally Car SS1600	86	156 1.9 JTD	41	Brera Spider Launch Italy.	123	Giulia 2015 Museum Launch	235	212 Export Mille Miglia 2010	169
147 1.9 jtd 16v	90	156 2.4 JTD	67	Brera Spider Launch Morocco.	132	Giulia 2015 Balocco Test	245	212 Inter Coupe. Ch.0257	219
147 Range test 2005	101	156 Buyers' Guide	44	Brera Spider J6 by Autodelta.	144	Giulia Super	248	212 Inter Coupe. Ch.0137E	229
147 Facelift 2005	105	156 Buyers' Guide (Soper)	138	Brera V6 Q4.	124	Giulia 2016 UK Drive	255	212 F1	216
147 Buyers' Guide (Soper)	114	156 Sportwagon	45	Brera 2.2 at MBW.	130	Giulia 2017 Veloce	259	225 S	292
147 + GT Q2	127	156 Corsa	46	Brera Q Tronic.	133	Giulia Veloce	261	340 America	10/45/158
147 JTD 24hr racer	131	156 Sportwagon JTD	47	Brera S Prodrive.	146	Giulia Veloce Ti	281	340 / 375 MM Ch.0320	207
147 Collezione	132	156 Sportwagon JTD 16v	175	Brera S Buyers' Guide.	165	Giulia Buyers' Guide	281	335 S Ch.0674	241
147 Collezione + GT Blackline	145	156 Sportwagon	48	Brera 3.2 V6 Vs GTV6 3.2.	181	Giulia 2017 QV by Celtic Tuning	260	500 Mondial	12/239
147 Sport + GT Q2	137	156 Group N Racer	49	Brera 3 car group test.	227	Giulia GTA	291	250 California/Mistral	30
147 JTD-M by Janspeed	149	156 Superturismo Track Test	81	Brera V 8C. (Ray Hutton)	280	Giulia GTAM Fabio Migliavacca	294	250 California Guide	47
147 Buyers' Guide	150	156 + GTV (Autodelta)	50	159 (John Simister)	105	Stelvio Italian Pre-Launch.	254	250 California Spyder	128
147 5 car group test	184	156 Sportwagon 1.6	53	159 V6 (John Simister)	108	Stelvio Italian Launch.	256	250 California Spyder x 2	148
155 ITC	11	156 Tarox & Zender	52	159 V6 Range Test	109	Stelvio UK Launch.	262	250 California Concours Winner	215
155 ITC (Arese)	143	156 Red Dot brake test	53	159 2.4 JTD-M 2.2 JTS	117	Stelvio on the Stelvio.	272	250 GT Boano	34
155 2.5 V6 ti (Martini)	213	156 / 147 Monza Sport	70	159 Sportwagon Italy Launch	118	Stelvio Quadrifoglio 264/268/275		250 GT Boano x 3	243
155 Buyers' Guide	24/68/201	156 GTA Launch	69	159 Sportwagon 2.2 V6 Q4	122	Stelvio QV V Giulia QV	283	250 GT prototypes	2
155 Q4/Dedra integrale	32	156 GTA Sportwagon	71	159 Ti	139	Stelvio QV V Giulia QV	293/296	250 GT/GTO	92
155 Q4/Delta integrale EVO	284	156 GTA Saloon	79	159 V6 Q4 (Nordschleife)	141	Stelvio 2020 + Giulia 2020	287	250 Europa Ch.0313	238
155 Q4	298	156 GTA Bridgestone tyres	82	159 2.2 J4 Supercharged	153	Stelvio 2020	298	Dino 246 Tasman	174
155 4 car group test	150	156 GTA Monzasport	112	159 2.0 JTD-M	166	Giulia Sprint	297	Dino 246S	60
155 / 156 / 159 Saloons	183	156 GTA Buyers' Guide	160	159 1750 Tbi	167	Police Cars last 60 years.	258	Dino 246S Ch.0784	144
155 BTCC	231/283	156 JTS Sportwagon (Selespeed)	73	159 1750 Tbi SW	182	Alfa Romeo F12 van	261	250 GT Pininfarina Coupe	38
155 DTM Drive at Goodwood	260	156 JTS S/Charged Autodelta	124	159 1750 Tbi v Giulia Veloce Ti	286	Alfa Romeo F1 group test	270	250 GT Pininfarina (Bowtie)	270
155 GTA	271	156 V6 vs 2.4 JTD (OBD tuning)	82	159 5 car group test	190	Alfa Romeo 8cyl group test	277	250 GT Pininfarina	
164 3.0 V6 v Thema 16v Turbo	17	156 2.0 JTS (2002)	83	Brera S Supercharged /GT 3.7/159		Tonale (News)	280	Collectors' Guide	255
164 Twin Spark	22	156 Giugiaro Facelifted (1.9jtd)	84	3.2. Autodelta (UK)	166	Alfa Romeo 110 years	294/295	250 GT Cabriolet	220
164 Guide	49	156 Drivedata remaps	99	8c Competizione	139	Alfa Romeo Taillights	297	250 GT Drogo	69
164 Racer (Soper)	78	156 20v M-Jet (2003)	83	8c Competizione Spider	161			250 GT Nembo Spider.	137
164 Buyers' Guide (Soper)	105	156 2.4 M-Jet (Tunit)	97	8c Disco Volante Spyder	248			250 GTE	101
164 Bimotore	107	156 GTA AM (Autodelta)	100	8c Disco Volante Spyder/Coupe	290	CISITALIA		250 GTE Collectors' Guide	263
164 Procar	142/288	156 Buyers' Guide	102	Alfa Range Test 2008	140	Cisitalia 202	92	250 GTE Police Car	293
164 v Cromia v Thema v Saab	153	156 2.0 TS HBE Suspension	103	4x4 33,155,159,164,Brera.	256	Cisitalia 202 Nuvolari Spider	241	250 MM Mille Miglia 2010	174
164 (Time Machine)	188	156 3.7 South Africa	128	Alfa Cloverleaf 5 car test	178	Cisitalia Voloradente	202	250 SWB replica	52
GTVs Modified (Autodelta 1997)	17	156 GTA/Tspark/V6 24v/JTD	172	MiTo Italian launch	147	Cisitalia 360 Grand Prix	225	250 SWB Stirling Moss	56
GTV 2.0 16v J10 (Autodelta)	22	156 GTA 4 car test	199	MiTo UK launch	155	Cisitalia Automobili	226	250 SWB at Spa	104
GTV 3.0	20	156 GTA 3.7 by Autodelta	215	MiTo M430 by Marangoni	155			250 SWB Ch.2335	238
3.0 GTV Spider vs RZ	26	156/166/147/GT Range 2005	103	MiTo Multiair	164	DE TOMASO		250 GT Sperimentale Ch.2653	20
24v V6 GTV	14/29	156 Ti Buyers' Guide	182	MiTo Multiair Cloverleaf	171	Mangusta	78	250 GT TDF Ch.1309	14
24v GTV vs Lotus Elise	43	156 Buyers' Guide Twinsparks	203	MiTo 1.4 TB vs Abarth Punto	171	Vallelunga	20/113	250 GT TDF	151
Spiders New & Old	35	156 GTA (Supercharged)	281	MiTo CL vs Grande Punto Abarth	177	Deauville	98	250 GT TDF Ch.0585 (Disney).	227
Spider Duetto vs 939	152	156 GTA V 164 Cloverleaf (Berry)284		MiTo Buyers' Guide.	189	Deauville (2011)	183	250 GT Lusso (Fyshe).	42
Spider 2.0 TS Fleet Report	209	156 Auto / GT /156 GTA	240	MiTo Carbonio (Monzasport).	191	King Cobra	136	250 GT Lusso	94/97
Spider 105 S4/916 2.0/939 JTS	221	156 2.5 V6 SW Auto Jap Import	276	MiTo 5 car group test.	193/257	Pantera Racer	10/41	250 GT Lusso (4.0)	121
Spider group test 916	256	166 News pages	24	MiTo TwinAir.	200	Racing Pantera vs Testarossa	26	250 GT Lusso Concours Winner	193
V6 Coupes Alfetta/916/Brera	153	166 International Launch	27	Alfa Giulietta Italian Launch.	170	Pantera owners view	44	250 GT Lusso Ch.4713	264
V6 Engine Feature	153	166 UK Launch	32	Alfa Giulietta UK Launch.	175	Pantera Restoration	68	250 GT Coupe Speciale (PF)	277
Busso V6 Profile	284	166 3.0 V6 24v	37	Alfa Giulietta + Mito MY2014	215	Pantera Si	100	250 Testarossa/206 SP (Fiorano)	90
GTV Cup	39	166 3.0 Twin Spark	49/71	Giulietta Marangoni G430	183	Pantera	228	250 Testarossa Ch.0714	161
GTV Cup (Road Car)	65	166 Let's go to Italy	52	Giulietta TCT Launch	194/196	Guara	28	250 Testarossa Ch.0738	173
GTV Cup v Fiat 20v Turbo	224	166 3.0 24v V6 Super	54	Giulietta 3 car group test	197	Guara Spider	40	250 Testarossa	237
GTV Cup v Fiat Coupe v Brera	275	166 Germany Launch	88	Giulietta Buyers' Guide	216	Guara Coupe	60	206 SP Track test	133
GTV (Autodelta)	50	166 TI (2.0 TS Lusso)	94	Giulietta + Mito QV	223/229	Guara Barchetta	60	206 SP Maranello	197
GTV LMA/AROC Racers	85	166 Supercharged by Autodelta	134	Giulietta Sprint New and Old	227	Guara Switzerland	103	206 SP Trac test	133
GTV6 LMA Racer (Soper)	112	166 Buyers' Guide	148	Giulietta 4 car test (mod)	263	Mangusta/Qvale	47	206 P Berlinetta Ch.0834	251
GTV6 3.2 V6 in Italy	90	166 Dossier	251	4C	184/211/214/220	Mangusta/Pantera/Guarà.	164	206 Spider	220
GTV6 (916 V6 + 2.0TS facelift)	92	V6 Saloons 164/166/159.	158	4C (Jamie Porter)	230	Mangusta, Guarà, Pantera 2000	261	290 MM Ch.0626	170
GTV (916 Buying Advice)	96/143	V6 Saloons Group Test		4C Modified (Jamie Porter)	246/282	Mangusta + Pantera	289	290 MM Ch.0626 (News)	239
GTV (916 3.0 Team Cars)	119	155/156/164/166/159.	218	4C v 8C	223	Mangusta (Ex Freddy Moss)	202	290 MM Ch.0628	275
GTV (3.0 Supercharged)	122	1997 Scighera	33	4C SBK	236	Longchamp vs Kyalami	64	410 S	32
GTV6 3.2 Buyers' Guide	152	Science Museum Exhibition	67	4C Spider (News)	229	Factory Collection	72	410 Superamerica Ch.0671S	193
GTV6 v integrale v Coupe 20vT	155	Gippo Salvetti (Blue Team)	72	4C Spider	234	P72	284	410 Carrera Messicana Ch.0594	199
GTV6 916 Series Group Test	244	New Alfa Imports	81	4C Spider RHD	241	Panther by ARES	289	268 SP Ch.0798	17
GTV6 916 3.2 facelift twin test	284	GT (2004)	89	4C Spider Buyers' Guide	265			330 P	124
155 2.0 + V6 SZ & 33	20	GT (2004) JTS	94	Alfa Club Racers 2012	200	FERRARI		330 P Ch.0818	230
156 Supercharged (Engstler)	23	GT (2004) 1.9 jtd 16v	95	Alfa Club Racers 2015	234	Auto Avio 815	208	330 LMB track test	24
156 Launch	18	GT 3.2 V6 Novitec	110	Alfa Museum Revival 2014.	229	125 S	266	330 LMB	232
						Ferrari V12 Engine Feature	150	330 GTO at Monza	67

250 GTO/Daytona Replicas	12	246 Dino vs 308 GTB 50th.	273	F40 LM	189	F430 Whisky Trail	128	Ferrari Monza SP1/SP2	275
250 GTO (#3505GT)	16	312 P	63	F40 Buyers' Guide	247	F430 Bi-Kompressor (Novitec).	132	Ferrari Monza SP2 (Goodwood)283	
250 GTO vs Jag E-Type	37	312 F1	30	F40 at 30	262	F430 Scuderia	138/153	F80 Tributo	280
250 GTO vs 250 LM (Nord)	102	312 T5	66	355 vs Cobra vs 200NSX	26	F430 GTC Team Modena.	156	P80/C	280
250 GTO Goodwood Revival '09	165	312 T3	80	355/Diablo/ AR F1/Tornado	28	F430 Scuderia 16M.	164	SF90 Stradale	282
250 GTO Ch.4675	169	312 B3 "Spazzaneve"	129	355 Spider F1	29	F430 (Vicki Butler Henderson)	165	SF90 Stradale	295
250 GTO x 2	200	312 B2 F1	149	355 Challenge car	54	F430/360/355/348/328.	205	F8 Tributo	285
250 GTO (#3505GT)	231	330 P4 Can Am	161	355 Challenge (Rockingham)	70	F430 Buyers' Guide.	242	F8 Spider	285
250 GTO (#3387GT)	252	330 P4 Ch.0858	218	355 + 360 by Imola Racing	90	Enzo	83/101/295	488 Pista Spider	288
250 LM	27/84/195	P3/4	54	355 / 360 / 430 V8s	115	Enzo vs Maserati MC12	158	812 GTS	285
250 LM Ch.6045	195	P3 at Spa	118	355 Buyers' Guide	154/232	Ferrari/FIA GT Championship 03	87	Universo Ferrari	285
250 MM Ch.0344MM	22	712 Can-AM	76	F355 Collectors' Guide	268	Ferrari Club Racers 208/355/360	94	Ferrari Roma	285
250 MM Ch.0352MM	184	712 Can-AM	254	F355 25 years on	279	599 GTB Fiorano	120/142	Ferrari Roma	296
250 MM Ch.0276	268	512 M 'Sunoco'	13	365 Iding (355)	20	599 vs Daytona	150	Ferrari Collection (Korecky)	294
250 Monza Ch.0432M	23	512 M 'Tergal' Ch.1002	246	456 GTA	14	599 Drive Story	156	Ferrari V Lamborghini	294
500 MD/TR	101	512 S	55	456 M GT	25	599 HGTE	159/166		
500 TRC	137	512 S/M 712	228	456 Estate/Spider/FX	58	599 Hybrid	172	FIAT	
500 F2	139	512 S vs Porsche 917	163	456 M GT vs Daytona	66	599 GTO	178	Mephistopheles	186
500 Mondial / Mille Miglia '08	160	512 BBLM	40/155	456 M GTA Buyers' Guide	183/230	599 Tribute Mille Miglia	188	1899-1999 4hp	42
625 TRC Ch.0680	196	365 Boxer vs Bora 4.7	78	456 M Racer	195	599 XX	217	1905 60hp	226
750 Monza Ch.0552	20	512 Boxer	23/114/254	F50	10	599 Buyers' Guide	245	1906 Fiat Heavyweights	16
750 Monza (ice racer)	89	512 BBi Buyers' Guide	62	F50 Track Test (Donington)	28	Ferrari Technology (Dron)	139	803 Corsa	44
750 Monza Ch.0492M	187	512 BB Buyers' Guide	236	F50 Track Test (Rockingham)	68	California GT 2008	151	501	86
750 Monza	234	512 BBi v Pantera v Bora.	154	550 Maranello	11	California GT 2010	177	503 Spider	188
212E Montagna (Hillclimber)	73	512 BB by Koenig	291	550 Maranello vs Vantage	22	California HS	197	505	46
Dino Formula 2 Ralt	79	500 Superfast	228	550 Maranello vs Aircraft	40	California T	223/242	509	140
275 GTS vs Nanchang	43	365 GT4 BB Buyers' Guide	179	550 Maranello (Prodrive)	75	California T HS	244	510S	173
275 GTS/Aston Martin DB6	49	365 GT4 BB 512 BB Testarossa	180	550 Maranello Buyers' Guide.	209	California Buyer's Guide	282	521C	98
275 GTB/C Ch.09079	227	365 GT4 GT4 Targa (Eastwood)	267	550 Maranello Buyers' Guide.	237	Ferrari at Palm Beach 2009.	157	525SS	273
275 GTB/C	44	512 Testarossa Reader's Car	209	550 Barchetta (News)	54	Ferrari at Le Mans 1998.	18	514 Spider	133
275 GTB (Celebration)	98	512 TR + 512 M Buyers' Guide	277	550 Barchetta Track Test	65	Ferrari at Le Mans 2009.	160	8V	37/157/239
275 Tour	100	Pinin - Four Door Concept	289	575M (John Simister)	70	458 Italian Launch.	167	8V mega 8 car test	290
275 GTB/4	130/134	Ferrari V8 Engine Feature	157	575M Manual (Steve Berry)	86	458 Italia Sebring 12h.	187	2800 State Phaeton	115
275 GTB/4 (Ex McQueen)	223	308 GT4	18/26	575M Novitec	112	458 ISpa 24h (2015).	238	1800	120
275 GTB/4C	235	308 GT4 vs Merak SS	50	575GTC	98	458 by Oakley Design.	184	1900 Granluce	195
275 GTB/4C Ch.06885	260	308 GT4 vs Urraco vs Merak	149	575GTZ	133	458 vs Gallardo Superleggera	186	2300	117
275 'NART Spyder'	145	308 GT4 LM (NART)	194	612 Scaglietti	88/97	458 Spider	191	2300S Coupe	235
275 GTS/4 'NART Spyder'	211	308 Buyers' Guide	43	612 Scaglietti (John Simister)	93	458 Italia (EVO 2)	192	Balilla 508S	26
275 GTB Collectors' Guide	258	308 GT4 Buyers' Guide.	219/234	612 Scaglietti/456/400	111	458 Italia Buyers' Guide	248	Balilla Taxi	131
275 GTS Collectors' Guide	272	308 GTB/GTS Buyers' Guide.	241	612 Scaglietti Road Trip	123	458 Spider vs Gallardo Spyder	204	Topolino (Hotrod)	75
365P	64	308 GTB	126	612 Scaglietti HGTC	129	458 Speciale	216	Topolino Variations (Sparrow)	69
375 Plus Ch.0384	105	308 GTB Michelotto	181	612 Scaglietti Buyers' Guide.	246	458 Speciale on Silverflag '14.	225	Topolinos	80
375 Plus	218	308 GTB Michelotto (Olio Fiat).	187	Ferrari V12 Buyers' Guide.	260	458 Speciale v 430 Scuderia v 360		Topolino 500B	106
375 Ch.0388	181	308 IMSA Track Test	87	Ferrari by Alcan	30	Challenge Stradale	237	Topolino Mare	204
375 MM Ch.0490	182	308 Carma FF	201	Ferrari at Le Mans	18/26	Ferrari Finales 2005 Monza	103	500 (Modified)	27
375 S Ch.0030	232	308 GTS vs Urraco	65	Ferrari at Le Mans (Historic)	80	Ferrari 60th at Silverstone	135	500 (Sparring)	58
330 P	273	308 GTS vs Jalpa.	162	Ferrari at Imola	32	Ferrari Racing days Silverstone	264	500 Variations (Sparrow)	62
330 & 365GTC	31	308 4 car test.	171	Ferrari at Monza	69	Ferrari 60th at Fiorano	136	500 Jolly (Sparrow)	66
330 GTS & 330 GTC	140	308 Collectors' Guide	266	Ferrari at Shelsley Walsh	78	Ferrari Superamerica	109	500 50th Birthday	134
330 GTC	231	308E (EV)	281	Ferrari at Fiorano	113	Ferrari Tribute Mille Miglia 2010.	176	500 Coccinella	136
330 GTC Collectors' Guide	253	328 GTS v Porsche 911	19	Ferrari Supercars at Mugello	115	Maranello Rosso Collection	182	500 Engine Feature	156
330 GT 2+2 Vignale	276	328 and 348 Buyers' Guide	46	Ferrari F1	13/18/47	Ferrari Mondiali at Mugello	219	500 Buyer's Guide	173
365 GTS	85/278	328 Buyers' Guide	147/231	Ferrari F1 2000	78	Ferrari Mondiali at Mugello '19	288	500 Based Spada Zanzara.	212
365 GT 2+2 Bora vs Jensen	35	328 Racer (Barkaways)	281	Ferrari F1 126C4 Track test.	168	Ferrari by Pininfarina 60 years	203	500 L Readers' Car	217
365 GT 2+2 Collectors' Guide	270	328, 348, 355, 360	82	F1 Ferrari/Minardi Test	27	Ferrari by Bertone	221	500 The Coachbuilt cars	243
365 GT 2+2	290	348 GTC/GTS	32	F1 Today and Tomorrow	32	Museo Casa Enzo Ferrari	196	500 Sixty Years	257
365 GTC4 vs Espada	36	348 Spider/Mondial	58	F1 Season Round-up	53	Maranello Concessionaires	244	500 Ferves Ranger	259
365 GTC/4	274	348 tb+ts Buyers' Guide	243	Maranello Concessionaires	49	FF	183/202	500 (EV)	281
365 GT 4 BB (Elton John)	280	348 + 348 Challenge	274	50 years of Ferrari Poster	38	FF by Oakley Design	219	600 (Modified)	18
365 GTC/4 Spider	288	400 Buyers' Guide	39	Coys Historic Festival	41	FF Buyers' Guide	292	600s	29/82
Pinin (Four door prototype)	144	400 Buyers' Guide (Hackett).	112	333 SP (Derek Bell)	15	F12 Berlinetta	201/212/222	600GT (Tornado Lotus engine)	193
Daytona Spider	36	400 Cabrio by Straman.	138	333 SP	45	F12 TDF	241	600 Prototype	205
Daytona Spider by Straman	250	412 Buyers' Guide.	190	360 Modena	37	LaFerrari	207/221	600	234
Daytona Group 5	107	400/412 Buyers' Guide.	233	360 Spider	45/52	LaFerrari vs Bugatti Veyron vs		600 Jolly	246
Daytona by Michelotti	146	412 Reader's Car	206	360 Spider (Digitec)	75	F35 Lightning	249	Fiat 1100S Millecento	52
Daytona vs Ferrari 599	150	Mondial 3.2/3.4	29	360 Club Fiorano Test	59	488 GTB	237	Fiat 1100S Millecento MM.	162
Daytona 'Pozzi' V Road Car.	236	Mondial Buyers' Guide	197/235	360 Spider (Hamann)	63	488 GTB v Huracán	247	Fiat 1100D Millecento	123
Ferrari 365 GTB/4 Daytona	261	Testarossa/Pantera (Racers)	26	360 Challenge Stradale	85	488 Spider	239/251	Fiat 1100 EZ Millecento	198
NART Panther.	256	Testarossa vs Countach	33	360 Manual vs Ducati 999	88	488 Pista	268/270	1100 TV	128
246 Racer (Goodwood T Dron)	88	Testarossa Buyers' Guide	244	360 Bi-Kompressor (Novitec) 96/100	104	GTC4 Lusso	247/267	1100 103 TV	225
246 GT/GTS	11	288 GTO Evoluzione 2/89/105/233	18	360 Racers x 2	104	GTC4 Lusso T	256/271	1100 Padmini	119
246 GT	48	288 GTO v Porsche 959	18	360 Modena (Manual v Gallardo)	182	70 Years of Ferrari A-Z Pt1	256	1200+1500 Cabriolets	233
246 GT vs Stratos	81	288 GTO (Simon Park)	95	360 Modena Buyers' Guide	240	70 Years of Ferrari A-Z Pt2	257	Formula Juniors	28
246 GT Buyers' Guide	163/238	288 GTO V 488 GTB	257	360 Modena v Gallardo	278	70 Years of Ferrari Top Racers	260	1500L	176
246 GT Classic Feature	205	F40LM vs Bugatti EB110SS vs Diablo		F430	99	812 Superfast	259/273/289	1600S Coupe	96
246 GT/GTS Collectors' Guide.	252	SV Roadster	176	F430 Spider	106	Under 50k Buyers' Guide	271	OSCA 1500S Coupe	41
246 GT/GTS	237	F40 vs Bugatti EB110SS	15	F430 Spider (Phil Ward)	119	V8 Buyers' Guide: 308GT4/GTB/328		1400B Junior	215
Dino V6 Engine Feature	180	F40 vs Porsche 959	34	F430 by Novitec	116	/348/Mondial/355/360 Modena	259	850 Buyers' Guide	53
246 Dino vs Urraco vs Merak.	190	F40 vs Ducati 996SP	41	F430 Vs Gallardo SE	122	Ferrari Portofino Italy Launch	266	850 Bertone Race Team	221
246 Dino vs Lancia Stratos.	265	F40 Michelotto	76/214	F430 Challenge Corse Clienti	125	Ferrari Portofino UK	278	850 Coupe v Spider	245

850T Camper	286	Strada 130TC/Tipo16v/Bravo	285	Punto GT/ HGT/ Scorpione	276	500 Buyers' Guide	181	Fiat Panda Hybrid	295
Dino Coupe vs Spider	118/250	Modified Pandas (MK1)	20	Grande Punto Launch	112	500L Launch (Turin)	198	Fiat Turbos	
Dino Spider / Biturbo/Montreal	159	Panda Buyers' Guide	75	Grande Punto UK Launch	116	500L Launch	207	Uno/Punto/Coupe/Croma	293
Dino 2400 Buyers' Guide	175	Panda MK1 (Time Machine)	172	Grande Punto Sporting (1.9).	117	500L Trekking	211/212		
Dino 2400 Buyers' Guide	239	Panda Nuova (launch)	86	Grande Punto Sporting Novitec	125	500L MY2017	258	ISO	
Dino Coupe (Fuel Injected)	264	Panda 2004	91	Grande Punto 120 Eleganza	123	500L MY2018	265	Iso Story Pt1	12
124 Saloons	215	Panda in Dozza	94	Grande Punto T-Jet	141	500 + 500L MY'14 Range Test	219	Iso Story Pt2	15
124 Special	252	Panda 1.2	97	Grande Punto 1.4 T-Jet + 1.9.	146	500x Italian Launch	228	Iso Grifo A3/C	31/109
Fiat Twin Cam Engine	149/279	Panda 4x4 MK1 Buyers' Guide	185	Grande Punto EVO.	165	500x Vs Renegade on Snow	232	Iso Grifo IR8	124
124 Spider vs Barchetta	18	Panda 4x4 (2004)	99	Grande Punto EVO. (VBH)	168	500x Vs Renegade	249	Iso Grifo S	236
124 Spiders	50	Panda 4x4 (2005)	104	Grande Punto Buyer's Guide	184	500x UK	233	Iso Grifo GL 365	246
124 Spider vs Fiat Barchetta	148	Panda 4x4 Cross	224	Grande Punto Buyer's Guide	221	500x MY2018	273	Iso Fidias	160
124 Spider vs Alfa Duetto	116	Panda 4x4 Cross (UK)	226	Grande Punto TwinAir	195	500x Sport	285	Iso Rivolta GT	216
124 Spider Buyers' Guide	164	Panda 4x4 Buyers' Guide	294	Grande Punto 3 car group test	201	500 MY2015	236/237	Iso Rivolta Racer	216
124 Spider + Tom Tjaada	203	Panda MK1 (Time Machine)	172	Coupe 20v/Turbo	13	500 Anniversario	260	Isotta Fraschini	90
124 Spidereuropa 2000	290	Panda MK1 4x4 (Time Machine)	192	Coupe 20v/Punto ELX	25	500 Collezione	275		
124 Coupes	52	Panda MK1 4x4 v MK v MK3	262	Coupe 20v Turbo LE	28	500 on the North Coast 500	286		
124 Coupe/GT Junior/Fulvia 1.3	147	Panda Cross 4x4 / Monster	129	Coupe 16v Buyers' Guide	30	500e	291	LAMBORGHINI	
124 AC Coupe / 124 Spider	222	Panda 100hp Italy Launch	126	Coupe 16v vs Integrale	68	500 Hybrid	297	Miura V12 Engine Feature	147
124 AC Coupe	293	Panda 100hp UK	136	Coupe 16v Turbo Prototype	259	500 Coupe by Zagato	292	Miura S (Twiggy)	18
Fiat 124 Sport Coupe AC/BC/CC	261	Panda 100hp 3 car test	213	Coupe/Honda/Pug 306	31	Multipla + Vignale Gamine	130	Miura (Shah of Iran)	39
Fiat 124 Coupe v 124 Spider	296	Panda 100hp v 500S	232	Coupe 20v	39	Multipla	36/44	Miura (Giordanelli Rebuild)	106
125	49/95/220	Panda Buyer's Guide	149	Coupe 20v Turbo (Modified)	40	Multipla Eco versions	45	Miura (3 car test)	111
125 S	161	Panda Group Test	179	Coupe 20v Turbo Plus	43	Multipla 1.9 JTD	50/66	Miura Jota (Piet Pulford)	120
125 Group 1	211	Panda 160hp (Turbo)	184	Coupe 20v Fleet report	45	Multipla 1.9 JTD (Modified)	79	Miura Jota (Italian Job Feature)	283
125 Samantha	105	Panda MK3 Italian Launch	193	Coupe 20v Fleet report	143	Multipla Facelift 2004/2006	96/127	Miura P400	145
125 Samantha Ireland	210	Panda MK3 UK Launch	195	Coupe 20v Turbo Fleet report.	209	Multipla Buyer's Guide	113/202	Miura SV (Jean Todt)	281
Superchargers 124 and Argenta	30	Panda MK3 4x4 Italy	202	Coupe Buyers' Guide	48	Doblo MPV and Van	62	Miura Millechiodi	297
Fiat the Seat Years	35	Panda TwinAir Rally Phil Young	205	Coupe Buyers' Guide (Soper)	109	Doblo and Iveco Truck	63	350 GT	152
Seat Rally Years	42	Panda MK3 4x4 UK	206	Coupe Buyers' Guide	137	Doblo 1.9 JTD MPV	73	400 GT	11
127 Sport 1050cc	76	Panda 40 years	289	Coupe x 3 Modified	126	Doblo Italian Launch 2006	114	400 GT Monza	113
127 Group Test	129	Uno	10	Coupe 20v Turbo 185bhp	55	Doblo Family MY2009	171	Espada vs Ferrari 365GTC4	36
Fiat 127 'Stradale' (Restomod)	266	Uno 45 (Time Machine)	179	Coupe 20v Turbo Buyers' Guide	153	Ducato 160 Multijet	121	Espada	119
Fiat 127 Rustica (Obscurati)	268	Uno Racer (Bailey)	29	Coupe 20v/T/GTV6/integrale	155	Ducato MY14	223	Espada Restoration Parts 1-7	
128 Racer (Giovanni's)	22	Uno Racer (Neil Smith)	79	Coupe 20v Turbo 3 x modified	200	Marea HLX	17	197/199/200/201/203/206/210	
128 1100 CL Fleet report	45	Uno Turbo MKII	23	Coupe 20v Turbo v GTV Cup	224	Marea 20v Weekend	42	Espada 3 car test	239
128 Golden Oldie	109	Uno Turbo MKI vs MKII	125	Coupe 20v Turbo 3 car test	242	Marea Weekend 2.4 Team Cars	124	Silhouette	13
128 Rally (Michael Ward)	110	Uno Turbo MKI vs Croma Turbo	224	Postert Fiats	13	Marea Buyers' Guide	115	Jarama GTS	141
128 Rally	227	Uno Turbo MKI vs MKII	247	Coupe + Barchetta by Novitec	19	Importing Italian Cars	40	Jalpa	35
128 Rally, Estate, Coupe, Turbo	280	Uno Turbo Buyers' Guide	274	Coupe v 3200 v GT 3.2 v GTV	265	Ecobasic (News)	49	Islero	96
128 Saloon (Michael Ward)	209	Tipo, Alfa 75 1.8, and Dedra	25	Coupe v Brera v GTV Cup	275	Stilo (Launch)	62/67	Islero S	177
128 5 car test	163	Tipo 2.0 16v	54	Flying Fiats (Irish Racers)	113	Stilo Multiwagon (Launch)	80	Urraco vs Ferrari 308 GTS	65
128 MK1 4 door Restoration	248	Tipo 2.0 16v v Delta v Alfa 33	297	Barchetta Buyers' Guide	22/71	Stilo 1.8 16v	71	Urraco vs Merak vs 308GT4	149
128 3P Buyers' Guide	177	Tempra (Best Buys)	31	Stola Monotipo/Barchetta	25	Stilo 1.9 JTD	72/79	Urraco vs Merak vs 246 Dino	190
128 3P Montecarlo Historic	195	Croma IE Turbo(Time Machine)	178	Barchetta (Auto Haven)	25	Stilo 2.4 Abarth	92	Urraco vs Gallardo Balboni vs LM002	133/264
128 Sport Coupe (Seinfeld)	265	Cinquecento Sporting	2	Barchetta/Alfa 156/GTV	27	Stilo Schumacher	108	Countach LP400	17
130 (Steve Berry)	108	Cinquecento Abarth	12	Barchetta/Punto (Modified)	31	Stilo Schumacher Buyers' Guide	208	Countach LP400 v LP560-4.	156
130 vs Gamma	151	Cinquecentos (Modified)	17	Barchetta Turbo (Novitec)	33	Stilo Buyers' Guide	145	Countach vs Testarossa	33
130 Saloon (Buckley)	282	Cinquecento Buyer's Guide	26	Barchetta (Revisited)	54	Idea Launch	88	Countach Paganì's own car	271
131 Mirafiori	15	Cinq Sporting Buyer's Guide	187	Barchetta Facelift	97	Idea (Steve Berry)	93	Countach Prototype & Espada	286
131 Sport (Golden Oldie)	118	Cinquecento Sporting	41	Fiat Barchetta vs 124 Spider	148	Idea Fleet report	107	Diablo SV	24
131 Mirafiori (Abarth by RSD)	227	Cinquecento Sport x2 Modified.	258	Fiat Barchetta Buyers' Guide	151	MPV multitest Doblo/Idea/	102	Diablo/355/F1/ Tornado	28
131 Volumetrico V Argenta VX	288	Cinquecento Trofeo 120bhp	66	Fiat Barchetta Buyers' Guide	254	Multipla/Ulysse	102	Diablo SVR Track Test	14
132 + Argenta VX	127	Hormann Cinquecento SX	42	Bravo/Brava	10	Croma Turbo vs Uno Turbo MKI	224	Diablo GT/SV/SE30	42
132 Flares by Michelotti	81	Seicento (Launch)	23	Bravo/Brava/Marea	59	Croma (2005)	107	Diablo GT	46
The Collectors 124/500/128	39	Seicento Turbo (Novitec)	30	Bravo/Brava Buyers' Guide	69	Croma (UK Steve Berry)	111	Diablo 6.0 VT	50
X1/9	12/23	Seicento Sporting	44	Bravo SX	34	Croma in Ireland	118	Diablo GTR (Reiter Eng)	137
X1/9 Best Buy	33	Seicento Sporting and S	56	Bravo HGT & Marea	15	Croma 2.4 20v Multijet	122	Murcielago	63/64
X1/9 Buyers' Guide (Soper)	106	Seicento (JAD Motorsport)	70	Bravo HGT	17/36/41	Croma Buyers' Guide	210	Murcielago (Road Test)	72
X1/9 Buyers' Guide (Dredge)	287	Punto Sporting MK1 (Launch	16/21	Bravo HGT vs Alfa 145 CL	42/180	Sedici 4x4 Italy Launch	115	Murcielago (Track Test)	83
X1/9 Buyers' Guide	157	Punto (Buyers' Guide)	56	Brava 105 JTD	41	Sedici 4x4 UK Launch	120	Murcielago Vs Porsche 996	86
X1/9 (Modified)	41	Punto 1.2, 1.9 JTD, HGT	82	Brava 100 16v	53	Sedici 4x4 1.9 Multijet	131	Murcielago Roadster	106
X1/9 x 2 (Modified)	150	Punto MK2 Group test	120	Bravo 1.4 T-Jet (Launch 2007)	130	Scudo	129	Murcielago Roadster (Batman).	117
X1/9 Dallara (Val Savioire)	103	Maggiore - Puntograle	31	Bravo 1.4 T-Jet (Launch 2008)	140	Fiorino	142	Murcielago LP640	121
X1/9 Abarth Prototipo (Rep)	104	Modified Punto GT Turbos	39/64	Bravo (UK Launch 2007)	135	Linea	144	Murcielago LP640 vs Typhoon.	136
X1/9 Club Racer	115	Punto Mk2 - Turin launch	37	Bravo ECO	148	Qubo	151/157	Murcielago R-GT (GT1 racer)	129
X1/9 (Time Machine)	181	Punto LS design	46	Bravo 1.4 T-Jet + 1.6 M-Jet	202	Dualogic Panda/Punto/500	186	Murcielago R-GT (GT1 racer)	142
X1/9 VX (Modified)	202	Punto - Sicily launch	40	Bravo Buyers' Guide	207	Freemont 4x4	197	Murcielago LP670-SV	165
X1/9 (Heseltine)	219	Punto Rally Super 1600	42/56/78	Ulysse	10/80	Freemont 4x4 Cross	224/231	Gallardo	81
X1/9 2 car test (Modified)	226	Punto HGT/HGT (Jtd)	45/98	500 2007 Launch	135	124 Spider MY2016	240/246	Gallardo (Track Test)	84
Strada 130TC vs Beta VX	35	Punto HGT 2005	104	500 2007 1.3 Diesel	139	124 Spider MY2016 UK	250	Gallardo (Road Test Italy)	93
Strada 130TC/105TC	26	Punto HGT Buyers' Guide	166	500 2007 1.3 Diesel (remap)	144	124 Spider Spa Road Trip	270	Gallardo Police Car	108
Strada 130TC/105TC	132	Punto HGT Fleet report (M.Ward)	210	500 2008 1.4 Lounge	140	Tipo / Spider MY2016	245/250	Gallardo Spyder	116
130TC v Grande Punto Abarth	158	Punto Speedgear Launch	47/60	500 2008 UK launch	142	Tipo S Design	280	Gallardo By Hamann	118
Strada 130TC	187	Punto JTD	51	500 2008 1.4 Sport	159	Fullback/Fullback Cross	257/273	Gallardo (IMS)	126
Strada/Ritmo 85S Abarth (Enzo)	296	Punto 1.9 JTD	67	500C	161	Million Sellers	272	Gallardo GT3 by Reiter Eng.	130
Strada/Ritmo 40 years	267	Punto Sporting Turbo R&A	59	500 TwinAir	174/178	Global Unusual Feisty Fiats	276	Gallardo by Reiter Eng.	139
330bhp Strada Cabrio	34	Punto/Seicento Abarth	60	500 3 car test	174	Centovinti (News)	280	Gallardo GT3 Adria Track test.	145
BMW V8 Strada Cabrio	63	Punto Facelifted	83	500 3 car test	214	Fiat Heritage Hub	280/287/293	Gallardo Superleggera	132/143
Strada (Time Machine)	197	Punto Facelifted Driven (Berry)	85	500 4 car test	192	Fiat Panda & 500 Hybrid	290	Gallardo LP570-4 Superleggera	171

Gallardo LP570-4 Superleggera	199	Aurelia at 70	291	Montecarlo Turbo (Martini)	206	Kappa Coupe v Shamal v SZ	274	Ghibli Collectors' Guide.	261
Gallardo Superleggera v 458	186	Aprilia Langenthal	108	Martini LC1	207	Thesis (Launch)	65	V8 Engine Feature	152
Gallardo LP560-4	146	Aprilia	166	Martini LC2	208	Thesis 2.4 JTD (San Remo)	80	Bora	12
Gallardo LP560-4 v Countach.	156	Aprilia (Fred Gallagher)	188	Martini Special (John Campion)	272	Musa 1.9	105	Bora 4.7	35
Gallardo LP560-4 Spyder.	162	Astura	88/241	LC2 Track Test	96	Centenary Celebrations	126	Bora 4.7 vs 365 Boxer	78
Gallardo Super Trofeo	159/166	Astura by Pinin Farina	185	037 Rally Stradale	67/245/287	Centenary Celebrations (Collins)	127	Bora v 512 BBi v Pantera	154
Gallardo Balboni	163	Astura by Castanga (Villa Deste)	95	037 Rally Martini (Volta)	62	Thema / Chrysler 300C	199	Bora 4.7(Park)	194
Gallardo Spyder Performante.	194	Astura + Appia	111	037 Rally Olio Fiat (Grifone)	144	Kennedy Collection	263	Merak	33/298
Gallardo 5-95 by Zagato.	263	Astura MM Sport	203	037 Rally Olio Fiat (Grifone)	199			Merak vs Ferrari 308GT4	50
40 years of Lamborghini	83	Flaminia	39	037 Rally Wurth	230	MASERATI		Merak vs 308GT4 vs Urraco	149
Countach/Diablo/ Murcielago.	135	Flaminia Sport	42	037 Rally Olio Fiat V Martini	287	250F	11	Merak Turbo Prototype	67
4 car test: Urraco/Silhouette/		Flaminia GTL	76	Delta HF Turbo	29	250F (CM9)	63	Merak vs 246 Dino vs Urraco.	190
Jalpa/Gallardo	94	Flaminia 3 car test	172	Delta S4	31	250F (CM5)	215	Kyalami vs Longchamp	64
Jalpa vs Ferrari 308 GTS	162	Flaminia 2.5 3C Zagato.	258	Delta S4 Cesare Fiorio's	72	250F (Fangio's Car)	73	Karif	90
Aventador	185/195	Flaminia Coupe (Pinin Farina)	290	Delta S4 ride (Val Savioire)	78	250F vs Ferrari 246	172	Indy	68
Aventador + Typhoon	225	Flaminia 3c Speciale (Lopresto).	218	Delta S4 ECV1	179	Cooper Maserati	72	Indy Collectors' Guide	286
Aventador/Murcielago/Diablo	198	Lancia Flaminia Convertible vs		Delta S4 ECV2	295	8CL	24	Biturbo Spyder	76/225
Aventador LP760-2 by Oakley	200	Alfa 2600 Spider.	255	Delta S4 Martini	210	8CM + 6CM	82	Biturbo (Hollywood)	107
Aventador vs Abarth 595 by		Flavia Coupe	17	Delta S4 Stradale	222	8CM	222	Biturbo V8 Engine Feature	171
Oakley Design	213	Flavia Coupe (Golden Oldie)	123	Delta 40th Anniversary	161	4CS	54	Biturbo (Time Machine)	190
Aventador LP750-4 SV	235	Flavia Zagato + Convertible	170	Delta 4HF 4WD	169	Bugatti-Maserati (1937)	245	Biturbo Buyers' Guide	251
Aventador S	256	Flavia S2	285	Delta 4HF Turbo	277	V4 Sport	229	Ghibli Cup GT racer	34
Aventador Roadster	207	Fulvia Zagato x 2	19	Delta 4HF Turbo v 33 Tipo 16v	297	Eldorado	29	Ghibli GTvs BMW M3	13
Aventador Buyers' Guide	293	Fulvia Zagato Historic racer	60	Delta integrale 8v Team Cars	198	Alfieri Collection (pre Panini)	16	Ghibli Cup	40
Lamborghini Aventador SVJ	274	Fulvia Zagato twin test	213	integrale Special Editions	21	Heritage 450S	26	Ghibli Buyers' Guide	51
Lamborghini Aventador SVJ	280	Fulvia/Abarth/124/Alpine	32	integrale v Escort Cosworth	15	150S + Maria Luisa IV Boat	234	Ghibli Primatist	65
Huracán LP610-4	222/236	Fulvia Spotters' Guide	33	integrale 8v/Nissan Skyline	23	150 GT Spyder	267	Barchetta + Parmisan	38
Huracán HM680-4 (Oakley)	230	Fulvia Classic Choice	83	integrale vs Caterham	44	300S (Spa)	110	Barchetta (Bone)	42/217
Huracán Spyder	242/262	Fulvia F&M Specials	90/232	integrale Buyers' Guide	49	300S	209	Shamal	18/238
Huracán Performante	258	Fulvia 1.6 HF	92	integrale/Coupe/131 Abarth	58	450S (Recreation)	84	Shamal v Alfa SZ v K Coupe	274
Huracán Performante Spyder	277	Fulvia S05	98	integrale Evos (Modified)	63	450S (Spa)	91	Quattroporte Series I (Antas)	134
Huracán EVO / Spyder	287	Fulvia 2C (racer)	103	integrale vs Coupe 16v	68	Tipo 63	36	Quattroporte Series I	66/121
Urus	264/266/272/276	Fulvia Zagato Club Racer	115	integrale 8v, 16v, EVO	93	Tipo 63 (Panini)	102	Quattroporte by Frua	233
Lost Lamborghini Prototypes	292	Fulvia 1600 HF (Simister)	121	integrale Track test (Drivedata)	95	Tipo 61	89	Quattroporte by Frua Aga Khan	271
		Fulvia V4 Engine Feature	146	integrale Repsol Group A	105	Tipo 61 Birdcage Ch.2461	211	Quattroporte Series II	122
LANCIA		Fulvia 1.3/124 Coupe/GT Junior	147	integrale 5 car test (Modded)	127	A6GCM	47	Quattroporte Series II v SM	265
Lancia Collection K Sport	175	Fulvia Marlboro (Munari)	192	integrale/Coupe 20vT/147 GTA	164	A6G2000 Zagato	34	Quattroporte Series III	46/123
Lancia Reunion (Miki Biasion)	180	Fulvia 1.6 HF v Delta integrale	181	integrale Buyers' Guide	156	A6GCS Pininfarina Coupe	49	Quattroporte Series IV v BMW	21
Lancia Theta 35hp	102	Fulvia 50th Anniversary	212	integrale/Coupe 20vT/GTV6	155	A6GCS	245	Quattroporte Series IV Evo	38
Lancia Tipo 55 Corsa	78	Fulvia v 131 Alitalia v Stratos	273	integrale Group A Martini	182	A6G 2000 by Frua	49	Quattroporte Series IV	124
Lancia D25	242	Fulvia Montecarlo / Safari	286	integrale Group A Martini	228	A6G Frua Coupe	72	Quattroporte Series V	91
Lancia D50 (Track Test)	71	Fulvietta Concept Heritage Hub	286	integrale Martini	212	A6 1500	63	Quattroporte Series V (2004)	96
Lancia D50	240	Fulvia Competizione Prototype	204	integrale Martini Safari	272	A6GCS (Blue)	132	Quattroporte Series V (Yellow)	103
90 Years of Lancia	12	Gamma	101	integrale 500bhp (Walkers)	217	A6GCS (2053)	211	Quattroporte V Sport GT	119/125
Lambda	11/53	Gamma vs Fiat 130	151	integrale Race car (Walkers)	282	A6G 54 Zagato	202	Quattroporte V Auto 2007	130
Lambda Airway	32	Gamma 4 car test	189	integrale 3 car test	226	A6G 54 Frua	203	Quattroporte V GTS Auto 2008.	140
Lambda 7th Series Torpedo	186	Gamma Coupe (Time Machine)	206	integrale 30th-48 page Special	262	A6G 54 Coupe by Frua	230	Quattroporte V + P1 Boats.	142
Lambda 3 car test	211	Gamma Saloon, Trevi, Kappa	289	integrale Futurista	275	A6G 2000 (Baillon)	270	Quattroporte V v QP IV.	256
Dilambda S2 Carlton DHC	143	Sibilo by Bertone	206	integrale Evo V Coupe 20v T	278	Race Transporter	112	Quattroporte S.	149
Dilambda S2 Offord Cabriolet	184	Hyena	64/275	Hyena	64/275	Cegga (Hillclimber)	48	Quattroporte Sport GT S	156/172
Lancia/Alfa Ghia Coupes	22	Magia "Concept"	22	Magia "Concept"	22	Mistral/250 California Spider	30	Quattroporte Bellagio Touring	196
Lancia Commercials	66	Dedra/Alfa 75/Fiat Tipo	25	Dedra/Alfa 75/Fiat Tipo	25	Mistral vs AC 428	56	Quattroporte Bellagio + QP6 SB	288
Augusta	240	Dedra	27	Dedra	27	Mistral Coupe	70	Quattroporte Evo Superstar.	196
Augusta (Cabriolet)	281	Dedra integrale /Alfa Q4	32	Dedra integrale /Alfa Q4	32	Mistral 3.7 Spyder	144	Quattroporte VI Launch	204
Ardea	96	Thema 8.32	12	Thema 8.32	12	Mistral + Speedboat	210	Quattroporte VI GTS in Venice	214
Appia	36	Thema 16v Turbo vs 164 3.0	17	Thema 16v Turbo vs 164 3.0	17	Mistral Collectors' Guide	264	Quattroporte VI S	241
Appia Vignale	63	Thema 8.32 vs 16v Turbo	35	Thema 8.32 vs 16v Turbo	35	Sebring	45/279	Quattroporte VI MY2018	247
Appia meets Ypsilon	113	Thema 8.32	220	Thema 8.32	220	3200GT	43	3200GT	27/36/53
Appia Zagato	138	Thema 8.32 Buyers' Guide	247	Thema 8.32 Buyers' Guide	247	3500GT Special Body	58	3200GT vs Porsche C4	48
Appia Furgoncino	180	Thema Buyers' Guide	110	Thema Buyers' Guide	110	3500GT Replica Body	75	3200GT Club Fiorano	59
Appia Convertible	194	Thema v Saab v Cromia v 164.	153	Thema v Saab v Cromia v 164.	153	3500GT Spyder Vignale	80/167	3200GT vs Aston Zagato	62
Lancia Appia S1,2,3	261	Thema Plus	240	Thema Plus	240	3500GT Spyder Vignale		3200GT Buyers' Guide Heywood	140
Aurelia V6 Engine Feature	148	Delta HPE HF Turbo	37	Delta HPE HF Turbo	37	Collectors' Guide	254	3200GT/Gransport Spyder/GT	157
Aurelia	43	Delta HPE Evo 500	54	Delta HPE Evo 500	54	3500GT	59/99	3200GT Buyers' Guide Heywood	162
Aurelia B20 Series 1	107	Delta HPE Turbo Buyers' Guide	169	Delta HPE Turbo Buyers' Guide	169	3500GT (Giordanelli)	201	3200GT Buyers' Guide Heywood	250
Aurelia B20 Pichon Parat	125	Delta HPE Turbo (Imports)	71	Delta HPE Turbo (Imports)	71	3500GT (25CLO)	249	3200GT vs 4200 Gransport	240
Aurelia B20 Pichon Parat	294	Delta (New) 2008	147	Delta (New) 2008	147	5000GT	48	Spyder	64/69
Aurelia B20 (S2+S3)	200	Delta vs Ypsilon	174	Delta vs Ypsilon	174	5000GT (Variations)	81	4200 Coupe	66/71
Aurelia B20 Irish Racer	213	Delta vs Ypsilon (Chrysler)	190	Delta vs Ypsilon (Chrysler)	190	5000GT (Frua)	85	4200 Gransport	100/108/126/220
Aurelia B20 'Outlaw' TK	242	Ypsilon	24	Ypsilon	24	5000GT (Allemano)	93	Coupe/Spyder Cambiocorsa	79
Aurelia B24S	23	Ypsilon 2004 1.4	89	Ypsilon 2004 1.4	89	5000GT (Joe Walsh)	191	Coupe/Spyder Ice Driving	105
Aurelia B24 Spider	46/127	Ypsilon 2011	185	Ypsilon 2011	185	5000GT Ghia	284	Spyder Cambiocorsa	94
Aurelia B24 Spider		HPE & Y	11	HPE & Y	11	Cooper Maserati T61P	154	Spyder (Jodie Kidd)	86
+ B52 Rosa d'Oro	154	Y10 (Time Machine)	175	Y10 (Time Machine)	175	Khamsin	41	Coupe Trofeo	84
Aurelia B24S Convertible	87	Y10 + Turbo	223	Y10 + Turbo	223	Khamsin Collectors' Guide.	257	Coupe Trofeo (Monza)	106
Aurelia GT 2500 Spider	190	Lybra	38	Lybra	38	124 GT Prototype	60	Coupe Trofeo (Silverstone)	111
Aurelia B24 Spider B20 Coupe	282	Lybra 2.4 JTD SW	65	Lybra 2.4 JTD SW	65	Simun Prototype	60	Gransport Trofeo (Silverstone).	120
Aurelia B24 Spider + Flavia	249	Kappa	20	Kappa	20	Ghibli SS	52/200	GS Zagato.	133
Aprilia + Aurelia	100	Kappa Coupe	54	Kappa Coupe	54	Ghibli v Ferrari Daytona	127	GT Masterclass 2003/200	88/154
Aurelia B50 Cabriolet Farina	274	Kappa 3.0 Saloon	58	Kappa 3.0 Saloon	58	Ghibli 3 car test new v old	222	90 Years of Maserati	102

Maserati at Silverflag 2005	104	Chris Rea	156	Aznom Codatronca	192	Italy's greatest living designers	295	Riva Ferrari 32	242
MC12 Stradale	105	Ercole Spada	158/266	Bandini	126	Italdesign Aztec	163	Ruote Borrani	225
MC12 Corse	141	Sergio Scaglietti	159	Bassano (Le Mitiche Sport)	86	Lada Riva Fiat Twin Cam	215	Salon Prive London 2013	214
Maserati MC12 vs Enzo	158	Stirling Moss	160	Bertone	2	Le Mitiche Sport Bassano	112	Salon Prive Blenheim 2017	261
GranTurismo Italy Launch	137	Aldo Brovarone	162	Bertone (Inc Stratos Zero)	92	Le Mitiche Sport Bassano	213	Serenissima 538 Jet Coupe	121
GranTurismo (Giordanelli)	144	Edgardo Michelotti	164	Bertone Suagna + GT Cabrio.	121	Le Mitiche Sport Bassano	237	Serenissima F1	140
GranTurismo S	146/177	Gianni Rogliatti	165	Bertone Mantide.	161	Le Mans Classic 2006	124	Serenissima GT/Agena/Torpedo	276
GranTurismo S Auto	160	Terry Hoyle	172	Bertone Sale of Collection.	233	Le Mans Classic 2009	162	SCAT 22hp	201
GranTurismo MC	161	Tom Tjaarda	173	Best of Italy Race 2017.	253	Le Mans Classic 2014	224	Siata 750 Gran Sport	28
GranTurismo MC Trofeo	172/177	Franco Zagari	174	Best Italian Engines V8/10/12	298	Ligier JS2	236	Siata/Fiat 750 Spider Corsa	253
GranTurismo MC Trofeo (Donington 2011 race) Giordanelli	188	Eugenio Alzati	175	Bianchi S5 Torpedo.	137	LIFE F1 track test	162	Siata Sports cars	54
GranTurismo MC Trofeo (Silverstone 2015 race) Giordanelli	230	Graham Warner	176	Boneschi	108	Lincoln Dual-Ghia	214	Siata Spring	111
GranTurismo Trofeo/Stradale	176	Derek Bell	177	Bologna Motor Show '15.	231	Martini Story Pt1	205	Siata 1300/1500	114
GranTurismo	189	Lincoln Small	180	Bizzarrini 5300GT Strada	55	Mallorca Classic Rally	184	Stola Monotipo/Barchetta	25
GranTurismo Whisky Tour	195	Francesco Stanguellini	182	Bugatti EB110S vs F40	15	Minardi (team) / Subaru F	12/39	Stola Stratos (Concept)	53
GranTurismo Sport	198	Miki Biasion	268/187	Bugatti EB110SS	107	Monteverdi 375S	71	Stanguellini 1100S	35
GranTurismo Sport / GranCabrio		Vittorio Jano	206	Bugatti EB110 IMSA + LM	294	Michelotti 132 Flares	81	Sunbeam Venezia	60/214
Sport + Monaco Yacht	203	Gianni Regiani	208	Bugatti Brabus	37	Mille Miglia '06/'08	122/152	Stab. Farina Jowett Jupiter	101
GranTurismo Buyers' Guide	249	Agnelli's Cars	210	Bugatti Dauer	70	Mitomachina 2006	128	Silverflag	114
Grand Tour with QP5 S & GT	150	Giorgio Pianta	221	Bugatti Veyron Oakley Design	243	Moretti 850 Sportiva S1	24	Silverflag 2006	128
MC Stradale	183/221	Luigi Chinetti	221	BMW M1	92	Moretti 850 Sportiva S2	54	Silverflag 2007	138
MC Stradale (Lago d'Iseo)	224	Piero Stroppa	248	Bristol 400 by Pininfarina	207	Moretti 850 Sportiva S2	112	Silverflag 2009	163
GranCabrio	169/180	Paolo Stanzani	255	Cavallino Classic 2012	198	Moretti 850 Sportiva S2	118	Silverflag 2010	176
GranCabrio Sport	188/194	Andrea Zagato	262	Cavallino Classic 2013	209	Moretti 750 Tour Du Monde	41	Silverflag 2011	190
GranCabrio Sport + Yacht	198	Paolo Pininfarina	277	Cavallino Classic 2015	232	Moretti 750 Gran Sport	109	Silverflag 2012	202
GranCabrio/GranTurismo S/		Luigi Colani	286	Cavallino Classic 2016	245	Moretti Event Switzerland	191	Silverflag 2013	213
Quattroporte GTS	175	Roberto Giolito	287	Cascais Classic 2017	262	Moretti + Dany Brawand	204	Silverflag 2014	225
GranCabrio/GranTurismo/MY18	260	Klaus Busse	290	Ceirano 150S Tipo Roma	125	Maggiore - Puntograle	31	Silverflag 2015	236
GranCabrio/GranTurismo S MC				CFM 750 Sport	218	Modena Tour	79	Silverflag 2016	250
Sportline / GranTurismo S Auto	186	CARROZZERIE		Concept Cars, the top 50	290	Modena Terra di Motori	122	Silverflag 2017	261
Maserati Museum (100years)	224	Allemano	198	CNH Basildon	225	Modena Experience	194/204	Silverflag 2018 + Merzario	272
Maserati Centennial	227	Balbo	230	CNH European Tour	238	Monterey 2011/14	189/226	Silverflag 2019	284
Maserati Ice Driving	193	Bandini	251	Cizeta V16T	21	Monte Carlo Historique 2006.	119	Shooting Brakes (Italian)	293
Maserati Trofeo 2013	209	Bertone	200	Cizeta	49	Monte Carlo Historique 2007.	131	Talacrest	226
Maserati Trofeo World Series	212	Boano	205	Coppa Milano-Sanremo	107	Monte Carlo Historique 2009.	157	Targa Florio (Recreation)	71
Ghibli MY2013	211	Boneschi	225	Circuito di Piacenza	235	Monte Carlo Historique 2010.	178	Targa Florio Centenary	118
Ghibli Group Test + MY2014	217	Castanga	199	Dallara	20	Monte Carlo Historique 2016.	244	Targa Florio Giro di Sicilia	123
Ghibli MY2017	253	Colli	226	Dallara BMS 191 Formula	279	Monte Carlo Historique 2017.	255	Targa Florio In a Fiat 1100 ('11)	192
Ghibli S MY2018	264	Ermini	220	Dallara Stradale (News)	264	Monte Carlo Historique 2018.	267	Targa Florio Classic 2012	206
Ghibli Buyers' Guide	284	Ellena	231	Dallara Stradale Track Test	287	Monte Carlo Historique 2019.	292	Targa Florio Retrospective	278
Levante	243/252/272	Farina	212	De Sanctis SP1000	262	Monaco Grand Prix Historique	122	Turin: Fiat City	119
Levante Q4 Ice Driving	255	Fantuzzi	224	Diatto Ottovu	133	Monaco Grand Prix Historique	177	Tour Auto 2006	121
Levante S in Dubai	263	Fissore	202	Dream Garage top tens	285	Monaco Grand Prix Historique	220	Tecno Lola T290	128
Levante S + Granturismo MY18	265	Frua	203	Edonis Supercar	73	Motor valley	80/84/168/222	Tecno PA123 Formula 1	116
Levante 350hp	277	Francis Lombardi	219	FCA Heritage Hub Visit	287	Mostro Scambio Imola 2011	192	Triumph Italia	178
Levante Trofeo V8	283	Ghia	209	Formula Juniors	28/73	Museo Enzo Ferrari	295	TVR by Fissore	78
Mid Engine Maseratis	296	Giugiaro	234	Formula One Benetton	73	Mugello Historic	146	Uniques Concours	180/206
MC20	297	Italdesign	232	Ford Anglia Torino	141	Marcello Gandini Show	278	Villa d'Este Concours	83
OSCA		Moretti	213	Francis Lombardi 850 GP	231	Nazzaro Tipo 3	159/239	Villa d'Este Concours	108
OSCA 1500S Coupe	41	Motto	221	Festival Italia / Abarth 70th	285	Nash Healey Roadster	205	Villa d'Este Ferraris	109
OSCA Story	29	Monterosa	229	Lombardi 850 GP	231	NSU Sport Prinz	223	Villa d'Este Ferraris	122
OSCA 2500GT	32	Michelotti	210	Ghia Coupes Alfa/Lancia	22	OM 665 SSMM Superba	224	Villa d'Este Ferraris	135
OSCA MT4	59	OSI	215	Giannini Story pt1/pt2	45/56	OSI Ford Taunus 20M	130	Villa d'Este Ferraris	135
OSCA MT4	59	Pinin Farina	216	Giannini 750 Sport	277	OSI 1200 Spider	216	Villa d'Este 2006	120
OSCA Tipo 4	203	Pininfarina	217	Giugiaro	87	Padova Show 2005	116	Villa d'Este 2007	134
OSCA 1600 Coupe	102	Riva	228	Gordon Keeble	250	Padova Show 2006	129	Villa d'Este 2008	148
OSCA V12 F1	257	Savio	223	Goodwood Revival 2005	113	Padova Show 2008	142	Villa d'Este 2009	161
OSCA 1600GT	266/279	Scaglietti	211	Goodwood Revival 2010	179	Padova Show 2009	155	Villa d'Este 2010	174
PAGANI		Scioneri	218	Goodwood Revival 2012	193	Padova Show 2010	169	Villa d'Este 2011	187
Pagani Zonda C12	38	Sibona & Basano	227	Goodwood Revival 2012	204	Padova Show 2011	182	Villa d'Este Ferrari 2011	189
Pagani Zonda C12/C12S	53	Scaglione	252	Goodwood Revival 2013	215	Padova Show 2012	193	Villa d'Este 2012	212
Pagani Zonda S 7.3	95	Siata	195/208	Goodwood Revival 2015	227	Padova Show 2014	218	Villa d'Este 2014	224
Pagani Zonda S 7.3 Roadster	104	Stanguellini	254	Goodwood Revival 2016	253	Padova Show 2015	231	Villa d'Este 2015	233
Pagani Zonda F	115	Touring Superleggera	206	Goodwood Revival 2017	262	Padova Show 2016	241	Villa d'Este 2015	238
Pagani Zonda R	157	Vignale	204	Goodwood Revival 2018	274	Padova Show 2017	263	Villa d'Este 2016	247
Pagani Huayra	201	Viotti	222	Goodwood 75th/76th	256/268	Padova Show 2018	276	Val Savioire 2005	103
Pagani Huayra Roadster	270	Zagato	207	Gran Premio Nuvolari	155/274	Padova Show report	252	Val Savioire Classic	110
THE VISIONARIES		SPECIAL FEATURES		Harvey Bailey Suspension test	104	Pininfarina at 75	114	Val Savioire Classic	125
Adolfo Orsi	147	AC 378 by Zagato	203	Innocenti 950 Spider / Coupe	157	Pininfarina at 80	178	Val Savioire Classic 2008	125
Brenda Verner	148	Aguzzoli 1600 Coupe	136	Innocenti 186 GT	227	Pininfarina at 90	292	Val Camonica 2008	153
Giulio Borsari	149	Arnolt Aston Martin	48	Innocenti Mini Cooper	267	Pininfarina Peugeot 540 Cab	235	Val Camonica Adamello	194/201
Valentino Balboni	150	Aston Martin Vanquish Zagato	105	Intermeccanica Italia	206	Police Cars	208	Zender 'Progetto Cinque'	22
Ermanno Cozza	151	Aston Martin DB2/4 by Ghia	213	Intermeccanica Indra	268	Rally Legends 2010	170	Zagato Bristol	44
Stephan Winklemann	152	Autobianchi 500	60	Intermeccanica Indra	268	Rally Legends 2011	183	Zagato Hillman Imp	51
Giorgetto Giugiaro	154/274	Autobianchi A111	217	Isotta P1 Powerboats	121/124/125	Rally Legends 2012	207	Zagato Story P1/P2	
Jack Sears	155	Autobianchi Primula Coup.	254	Isotta Fraschini 8A SS	158	Rally Legends 2011	183	53/54 Zagato 85th Birthday	97
		ATS Allemano Coupe	163	Isotta Fraschini revival	295	Rally Club Valpantena	210	Zastava 750 Fiat 600	191
		ASA Coupe	209	Italian designed cars	291	Renault Dauphine by Alfa	141	Zagato Mostro	234
				Italian cars in films	155	Retromobile	219/243/255/268	Zagato 100th Anniversary	278
				Italian Carrozzeria Revival	280	Replica P4s	38/51/54	Zagato Zele	279
				Italian Survivors	294	Riva Factory Visit	144		

AUTO ITALIA CLASSIFIEDS

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



ALFA ROMEO



1989 Alfa Romeo Spider Series 3 2.0 Cloverleaf. 63,000 miles, silver, excellent all round condition. Recent MOT with no advisories, extensive history file and always garaged. Genuine reason for sale from long time Alfa enthusiast and AROC member, further details and details on request. Also Series 4 for light restoration 51,500 miles, details on request, £11,500. Tel: Martin, 07703 327859. Email: martinaveyard1@gmail.com. A299/009



1991 Alfa Romeo S4 Spider. 75,000km, beautiful LHD spider, drives faultlessly (inc trips to Italy), dry use only. AROC member owner since 2013, bodywork is excellent, the car was resprayed in original Alfa Red in 2011, and maintained by Alfa restoration specialist DTR Racing. 2017 engine rebuild, interior trim work including new seat covers, brake calipers, suspension bushes etc. Some earlier paper history, original sale into Germany 1992 and UK imported 1997, £15,000. Tel: 07874 997458. Email: m10pjp@hotmail.co.uk (car garaged in Caterham, Surrey). A299/058



1969 Alfa Romeo Spider Veloce 1750 105. 125,000 miles, red, imported from the USA in 1989, owned by present owner since. Fully restored and in beautiful rust free condition, full engine rebuild and new gearbox by Jamie Porter at 103,500 miles (currently reading 125,613). Alfaholics fast road kit, Koni dampers and springs, anti-roll bar and LSD. 5 new Pirelli Cinturatos, body rebuild and bare metal respray in 1993, second full respray in 2007, undersealed. Video of rust free underside on request, huge history file, £40,000. Tel: Robin Howe, 07778 593606. A299/059



2007 Alfa Romeo 147 JTDm 16v sport Q2. 143,000 miles, Alfa Red. My 147 Q2 is sadly up for sale for the good old reason of now being too small for recently expanded family, 2 previous owners, with me since 2016. Full Alfa history up to 120K then serviced by myself or local garage with genuine/branded items, MOT until Sept 2021, just SORN'd as I am now running a different car. Both original keys, good overall condition but far from perfect, usual age/mileage related marks, £1500 ono. Tel/text: 07813 090590. Email: kingdanhf@outlook.com (car in Wrexham). A299/008



2000 Alfa Romeo 156 2.0 T Spark. 135,600 miles, black. New car forces sale of our 156 that has been in the family since 2004. Bodywork requires some attention, no rust and generally in good condition for age, new cambelt at 109,000 miles, new battery 2018, drives well, all electrics working, MOT till February 2021, very nice red leather interior, £500. Tel: Adrian, 07709 951943 (Worcestershire). A299/061



Alfa Romeo SZ no.382. 86,218 miles, red. It has been well loved and a joy to drive (when dry) during my 27 years ownership, been maintained regularly by Ferdi. Rear calipers overhauled 2019, cambelt service, MOT June 2020. Low mileage Avons, stainless steel exhaust, 2 keys, all tools, handbooks and history file, not concours but cosseted and much admired, £37,750. Quantity of spare parts available to purchase separately. Tel: Peter, 07774 694964. A299/057



2004 Alfa Romeo 156 Sportwagon 2.4 JTD M-Jet Veloce. 84,000 miles, red Facelift model, professionally remapped to 210bhp, 450Nm torque. New battery, recent clutch and flywheel, 4 Michelin Pilot Sport 4s, water pump and cambelt 20K, oil changed every 5000 miles, £4250. Tel: 07788 422678 (Coventry). A299/006



2008 Alfa Romeo 159 Sportwagon 1.9JTDm Lusso diesel auto. 38,000 miles, Grigio, full service history, major service and cambelt in Nov 2019. Outstanding condition with unmarked beautiful black leather interior, some paintwork undertaken in 2019 to maintain the showroom appearance. Extremely rare for a 159 with this mileage and condition, £4500. Tel: David, 07799 417607 (location East Sussex). A299/060

1997 Alfa Romeo GTV Phase 1 2.0 TS. 96,477 miles, 12 months' MOT, no advisories, Vela Blue/tan leather. Owned 5 years, brilliant, reliable drive, has never let me down. Not perfect paint but amazing from ten feet, two spots of corrosion but controlled and not visible, £2000 ono, ring Calvin for more details. Tel: 07811 461207. A299/066



1997 Alfa Romeo Spider 3.0 V6. 89,000km, black, car garaged for last 13 years. Have spent 5K so far, some way to go, current MOT, bodywork, interior and hood in good condition. Ideal mini project for the right enthusiast, £7000 ono. Tel: Nick, 07908 010111. Email: ngsheppard@gmail.com (based New Forest, Hampshire). A299/007



2004 Alfa Romeo GTV Phase 3 1970cc JTS Lusso. 45,500 miles, Grigio, owned since Oct 2016. MOT until 26.02.21, full service history, recent interim service in July 2020 at 44,487, had brake fluid changed along with air and oil filters. Serviced in Feb 2019 at 41,756 had cam belt, timing belt, water pump, auxiliary belt and tensioners changed along with nearside lower suspension arm replaced, Waxoyl to underside and washer arm replaced. New battery fitted Jan 2020, 16-in alloy wheels, front Pirelli P7s fitted at 41K in Aug 2018. 10 CD multi changer, garaged overnight, 3 keys, £5850, offers welcomed and considered. Tel: Luke, 07467 147032 (located in west Berkshire area). A299/062



1998 Alfa Romeo 916 GTV 2.0L Twin Spark. 67K miles, MOT until June 2021, FSH. Cambelt changed at 62K/2018, new spark plugs at 63K, extensive paintwork restoration in 2015. Very good condition, no rust, a few minor chips. Owned since 2012 and still a joy to drive, downsizing hence reluctant sale, £2750 ono. Tel: Rob, 07526 746388. A299/063



2008 Alfa Romeo Brera SV JTS. Rosso Red very low mileage SV JTS, 2 previous owners including Alfa Romeo, only 14,500 miles from new, FSH, all the MOTs. Full panoramic sunroof with electric blind, ABS brakes, dual zone climate conditioning, electric windows (one touch), front fog lights, leather covered steering wheel, remote central locking, two keys, cruise control, adjustable steering column, heated door mirrors with powerfold facility, spacesaver spare wheel, black/grey leather trim, £11,500, more photos available on request. Tel: P.Wignall, 01969 623585 or 07715 377340. Email: pwignall@icloud.com. A299/056



2007 Alfa Romeo Spider 939 3.2 JTS V6 Q4 Qtronic. 30,200 miles, Alfa Red, MOT 15 August 2021. Frau Pieno Fiore black leather seats, adjustable heated seats and wing mirrors, graphite alloy dash multifunction sports steering wheel with shift paddles. 18" graphite wire spoke design wheels, new Avon 235/45 tyres at front. Dual climate control, cruise/traction control, bi-Xenon headlights with headlight washers, satellite navigation system with Bose sound system and CD autochanger, two electronic keys, £10,850, maintained with regular services by Turin Motors Leeds. Tel: Michael Johnson, 07939 035186 (West Yorkshire). A299/076

Alfa Romeo Brera 2.2 JTS. 1/12/2006, red, 61,000 miles, MOT to 11/9/2021, sat nav, Bluetooth, electric seat adjustment, climate control, 16-inch alloy wheels, new timing chains and front subframe 500 miles ago, new battery, £5350. Tel: 01252 715781 after 6.30pm (Surrey). A299/067



2007 Alfa Romeo Spider 939 2.2 JTS. 29,150 miles, red. Excellent condition, all usual spec, leather seats, 6 gears, cruise control, climate control etc, service history, £8500. Tel: 07753 422271. A299/064



Alfa Romeo 159 Ti JTDm 2011. Immaculate condition, 58K, twelve months' MOT, beautiful stitched leather seats, 'extras', Alfa carpets plus four Ti wheels, hands free Parrot, £10,295 ovno. Tel: 07816 335474 (Torquay). A299/005

IN THE TRADE?
To advertise here email david@talkmediasales.co.uk



2003 Alfa Romeo 916 Spider 2.0L Twin Spark. 57,000 miles, Safire Blue metallic, 5 owners from new, tan unmarked leather seats, 12 months' MOT, it has just been serviced by experts at Autolusso, Ferndown, Dorset at a cost of £3376. New cambelt, completely overhauled rear suspension, 4 new tyres, £7000. Tel: John, 01202 876272. A299/065



2003 Ferrari 360 Spyder. Rosso/Corsa, 6 speed manual, 19,500 miles. FSH, cambelts replaced at 18,236, clutch replaced at 19,018. Tubi exhaust, red brake calipers, Challenge grille, Scuderia shields, master key, all original wallets, toolkit, battery charger etc. Fuller details and photos on request, £79,950. Tel: David, 07977 911663. A299/020



F355 Challenge race car road registered (1995). Much loved and well known Challenge car, raced with the Ferrari Owners' Club since 2006. Road registered and ready to race, in fact just back from a successful race weekend picking up overall 1st, 2nd and 2nd results at Snetterton on 10 October 2020, and a total of 5 overall wins in 2020. I have owned the car since 2013 and raced within the Pirelli Ferrari formula classic, Pirelli Ferrari Open and Aston Martin Intermarque Championship. Notable previous owners include Jay Kay from Jamiroquai. Email: nefoc@tristec.co.uk . A299/025



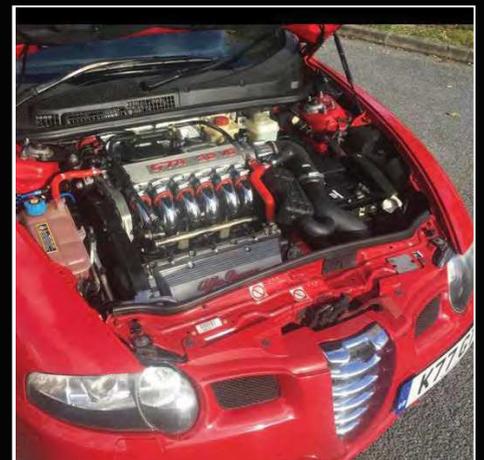
Ferrari 355 GTS. Very good manual 1994 GTS with FSH, red/crema, 34K miles, coded roof, Challenge, Larini. Mine for 8 years, considering 458 Spider, reg '355 FER' available at additional cost. RHD, UK supplied, £75K for car. Email: andrewbailey@dimatec.co.uk. A299/017

TWINZ MOTORSPORT

Suppliers of silicone pipework for air oil boost breather coolant
Covering several Italian applications including Fiat Coupe Alfa Gta and other Alfa Busso.



Contact: 07307 610009
www.twinzmotorsportltd.co.uk





Ferrari 360 Modena. 2000 360 F1, such an impressive car, it was purchased by UK Ferrari Main Dealership by Tycoon, car has been in UK but it was taken to Northan Ireland in 2009 for job relocation and brought back in 2013, car has very impressive service history, 44,900m, pristine, Ferrari Red, immaculate black leather interior with red carpets, Bi Xenon headlights, air conditioning, electric windows/electric seats and mirrors, red brake calipers, £50,950, bargain. Tel: 07466 021553. A299/023



Ferrari California. 2011, presented in Azurro California metallic, recent service, full Ferrari service history, 22,568 miles. This very high spec example with optional extras includes: AFS system, cruise control, electric seats, diamond pattern seats, Grigio Scuro stitching, Grigio Scuro carpets, Gunmetal Grey seat belts, central tunnel + armrests + A-Pillars + headliner in leather, diamond style centre door panels, carbon fibre steering wheel with LEDs, aluminium driver and passenger footrests, comfort seats. Email: james@okanelavers.com. A299/026

Ferrari California T Handling Speciale. California T 2016, Grigio Silverstone with Nero Daytona roof, Rosso leather with blue stitching, 9500 miles with 3 years free servicing, Ferrari warranty till July 2021, 20-inch diamond cut alloys, carbon fibre driver's zone with rev LEDs, superb unmarked condition, may part exchange, £101,950. Tel: Les Coates, 07814 009595. Email: les.coates@tiscali.co.uk. A299/024



Ferrari 599 GTB Fiorano F1. 2007, Nero Daytona metallic black, Bordeaux leather/grey stitch interior. Carbon racing seats, dashboard inserts, centre console, steering wheel, door trims, sill covers, red calipers, yellow rev counter, Scuderia shields and unmarked polished Challenge wheels, V12 VFF, car cover and charger included in asking price. Full Ferrari service history, with JCT600 Leeds now for annual service, handbrake adjustment and factory flickering dashboard repair, £96,500. Tel: Jon, 07758 936009. A299/018



Ferrari 360 Michelloto. Factory built 360 Challenge on 22/12/2000, assembly number 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had £80,000 spent over the last 6/7 years, including a new Stradale engine (invoices on file), and lightly used since then. Full air jack system, Ohlins fully adjustable dampers, Autotel Comms system, slicks and wets, plus a spares package. Always maintained to the highest of standards, £149,950, happy to p/x a road car. Tel: Robert, 07802 638618. A299/019



Ferrari 308 GTB Vetroresina for sale. The car has been left in a garage since 1987 with 69,441 miles. It is now in storage with a performance car specialist, they have got the engine running and it is holding good oil pressure. The car will need fully restoring, £65,000. Tel: 07957 752217. A299/016



Ferrari California 2014. In Tour de France Blue. Outstanding spec with full service history, just 32,150 miles, MOT July '21, free service to June '21, new tyres, new Pioneer audio system. Special handling pack, 20" forged diamond rims, ceramic brakes with yellow brake calipers, parking camera, front and rear sensors, carbon fibre spoiler. Carbon fibre drive zone, electric heated Daytona seats, £80,000 ono. Email: klein682842@gmail.com. A299/021



Ferrari F12 Berlinetta 2015. Grigio Silverstone, 14 months balance Ferrari warranty, full Topaz PPF, yellow calipers, yellow dial, black/Bordeaux Daytona comfort seats, Bordeaux carpets, carbon driver's zone and bridge, front lift, f&r parking cameras. A strongly specced car in top condition purchased from Meridian Modena, £175,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A299/012



Ferrari 456. Great condition 456 in silver Argento Nurburgring with blue hide and light blue carpets. This car has been meticulously maintained, having 20 stamps in the service book, an extensive file of invoices and old MOT certificates accompanies the car, and it is complete with the original tan hide tool case, leather owner's wallet and all of the original factory books and car cover. I am more than happy to put you in touch with the garage who have looked after it, who are well known in Ferrari circles. Email: ajcleeds@gmail.com. A299/011



2008 Ferrari 612 Sessanta Coupé. Coachwork by Pininfarina, VIN/chassis no: ZFFJY 54B0001579955. Engine no: 128351 / 5.7L V12, 7300km (4500 miles), LHD. Two tone Rubino Micalizzato (ruby red mica)/Nero Daytona (metallic black) with Rubino Micalizzato side line. Date of purchase : 15 April 2008. Fully serviced by Ferrari with all books. Dedicated to Michael Schumacher and Ferrari's 2000 F1 Championship (2000 Schumacher Ferrari F1 Champions). Email: clink.robert@gmail.com. A299/014



1997 Ferrari 355 Berlinetta. RHD, 6 speed manual, one owner for last 16/17 years. Full dealer service history with all upgrades and maintenance carried out with no expense spared, including a recent engine out cam belt service. Extensive history file, all factory tools and accessories are present and correct. Some main features include, at the rear: stainless steel Fabspeed headers with Challenge exhaust system, Challenge rear grille, carbon fibre air boxes with rear window intakes, SS flexi brake lines, upper and lower arms re-bushed and painted, cooling fans upgraded and extra radiator fitted for better cooling, all hoses upgraded to silicone. At the front: new shocks, springs, brake lines, upper and lower arms re-bushed, headlights refurbished, all brackets and bolts replaced, new master cylinder. Interior: all handles and switches de-rubbered, carbon fibre door sills. The car is in excellent condition inside and out, and because of the upgrades it has, and a manual gearbox, it's the one to have. For further information email: tom@tbmotorsportlogistics.com or paul.goodge@sclconsulting.co.uk. A299/071



Ferrari 488 GTB. Atelier specified car, 2017, 4000 miles, FFSH, Rosso Corsa with Nero roof, Nero leather with Rosso stitching and central seat stripe and central tunnel, Goldrake carbon seats, HELE, Scuderia shields, NavTrak, parking cameras, parking sensors, yellow rev counter, forged diamond rims, full external carbon, carbon engine covers, carbon drivers zone/LEDs, carbon central bridge and dashboard inserts, yellow brake calipers, PPF. Showroom condition, £170,000. Email: a.davey@gardiner.com. A299/015



2010 Ferrari 599 GTB factory HGTE (LHD). Selling my immaculate 599 GTB with rare and desirable factory fitted HGTE pack, Grigio Silverstone with special order grey interior. 2010 car, 2 previous owners and very light usage in its 28,400 miles, clutch wear 16%, brakes 36%. Imported from Germany 2016, full main dealer and specialist independent service history. Many options, including shields, parking sensors, heat insulating screen etc, all books, covers, keys, battery charger, toolkit present, £109,995. Tel: 01327 261415. A299/022

FIAT



1966 Tornado Fiat 600D Lotus. Ex-David Render/Tony Castle-Miller, very rare historic car. Fully rebuilt by Middle Barton Garage, highly competitive in the right hands, enormous history file, £42,500 ono. Tel: 07941 556087 or 01279 499930 (Herts). A299/001



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A299/010



NEXT STOP!
TURIN MOTORS Ltd

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

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



Original ABARTH Exhausts
 UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS

NEW OLD STOCK
 www.abarth-exhausts.com
 '60 - '70 - '80 - '90

Autobianchi • Audi • Austin • Austin-Healy • 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
 Vedel 21
 6904 P.J. 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



1983 Alfetta GTV6 3.0 built to AJM 'Strada' spec involving a complete bare metal top to bottom rebuild, uprated 3.0 engine, rebuilt 3.0 75 gearbox with LSD, RS Racing suspension, custom seats with full leather retrim and matching carpets, alcantara headlining, AJM pot brake conversion, AJM quickshift linkage, Air Conditioning, Bluetooth stereo. Every nut, bolt, bracket etc is either new, or reconditioned. Only 1000 miles since completion. This cost £120k to build, so represents a fantastic and rare opportunity at £69,995.
 Please contact Alex for on 01243 575760 or alex@alexjupemotorsport.co.uk



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



AVANTI MOTORSPORT
 ABARTH / ALFA / FIAT / LANCIA
 General Servicing & Repairs
 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
 ebay www.ebay.co.uk/usr/fiatandlanciaparts

OMP

Authorised Dealer

Our website is dedicated to the full range of OMP motorsport products

YBRACING
 WWW.YBRACING.COM



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 0RJ

Alfanatic

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

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

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

THE DIRECTORY SPECIALIST SERVICES

LANCIA



Very rare 1934 Lancia factory Augusta Cabriolet. Mille Miglia eligible and already approved and registered with Registro 1000 Miglia. A well sorted and very usable matching numbers car, a full 4 seat tourer in summer and as good as any saloon with the hood and windows up, p/ex considered, £55,000 Tel: 07802 664020. Email: doug@dmarin.co.uk. A299/004

PARTS



New 4 Carello RHD headlights - Alfa Bertone and others. New set of Carello headlights in original boxes, never fitted, 2 of part number - 08 480 800 and 2 of part number - 08 483 800. Fitted as original equipment to GTV 2000 and 1750 plus numerous others from the same period. Sensible offers, please email for photos and additional details. Email: richardwebb33@hotmail.com (Marlow, Bucks). A299/072



GT4 doors. Ferrari GT4 panels, new old stock. One pair of door frames and skins, £3000. Email: david.potter@live.com. A299/041



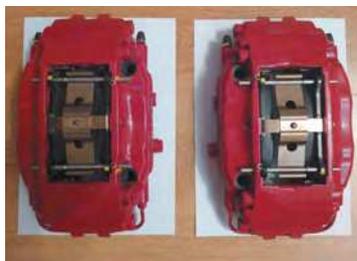
Ferrari F40 rear screen. Good used condition, sensible offers. Email: david.potter@live.com. A299/039



Original F360 split rim alloy wheels for sale. Complete with centre caps, wheels have been completely refurbished by Pristine Wheels and are literally as new, never having had tyres fitted since, £2450. Tel: Tony, 07854 994950. A299/037

Ferrari F40 body panels. Ferrari F40 body panels, email for details. Email: david.potter@live.com. A299/040
Alfa 33 P4 headlights and interior. 2 brand new Carello headlights for series 3 Alfa 33, still in original boxes. Set of Recaro seats and door cards for 33 P4 in good clean condition, sensible offers, please email for photos and additional details. Email: richardwebb33@hotmail.com (Marlow, Bucks). A299/068

OEM factory Ferrari 360 Challenge grille. Like new, no signs of use, only been on the car less than a year, for the 360 Modena, Spider and Challenge, original owner. Email: markstp@europemail.com. A299/043



Pair of Ferrari F50 front calipers. New and unused F50 Brembo calipers with pads for 330mm x 32mm discs. I have found them listed for F50 may fit others? The calipers have the s/no 20.7679.01 1A & 20.7679.01 1A. The pads have 07.4865.61 & 338414. Open to serious offers. Tel: Phil, 07443 851877. Email: philbrad73@hotmail.com (Liverpool). A299/050



Ferrari F355 wheels. The 1996 F355 was sold last year, going through the garage I have 2 wheels I found, 1 front and 1 rear. Both have light scratches and/or some kerb rash but are not bent from what I can see. Email: carlobetr@gmail.com. A299/034
Ferrari F430 wheel bolts. Here is a set of genuine and original boxed Ferrari F430 wheel bolts x20. There is no corrosion on any of them. Email: michaelcarr1965@gmail.com. A299/032

Ferrari Challenge Stradale/308 various. As new, perfect tool kit for Challenge Stradale. Also as new and again perfect, battery condition for Challenge Stradale, only opened to check contents. 308 starter motor, alternator and distributor from 1977 GTB, all used but good condition. New early 308 distributor cap in wrapping, new later distributor cap from twin distributor car in (tatty) box, offers invited. Tel: 01722 780275 (near Wilton, Wiltshire). A299/033

Ferrari 365 rolling chassis. Includes wheels, suspension, 5spd gearbox, diff, driveshafts, torque tube and shaft + ZF power steering. Tel: John Lewis, 07879 810707. A299/031

Ferrari 4x tyres. Fronts 245/35/ZR/20, rears 305/30/ZR/20, only done 4000 miles on 488 model. Available as I bought a 488 from a dealership, they put 4 new tyres on under the purchase deal and I got to keep the old tyres. On the tyre gauge, new tyres have a 7 to 8 depth of tread, two of these tyres are 5 depth and the other two tyres 6 depth, therefore only a quarter used, £500 the four tyres. Tel: Johnny Vanner, 07956 365177. A299/044

Rear bumper and grille for Ferrari 430 Spider. In black, excellent condition and unmarked, bumper has been removed and replaced by Scuderia bumper and grille, sensible offers please. Tel: 07572 520655. Email: davidball360@googlemail.com. A299/029

Ferrari 328 items. Original Ferrari supplied car mats in black with leather inserts in tan, £150. 12 FOC windscreen badges 95, 96, 97, 98, 99, 2000, 02, 04, 05, 06, 07, 08, any offers. Please email for photos and information. Email: jmj550@gmail.com. A299/030

Ferrari 355 hi spec brakes. 4 discs and calipers I took off my 355 when sold, if you have ever tracked a 355 you know why I replaced them. Contact for any questions, reasonable offers, need the space. Tel: 07860 658429. Email: joe.sacco@talk21.com. A299/053
Roll hoop. Roll hoop to fit a Ferrari GT4/308/328, made by Safety Devices, with inertia belts fitted, please contact Robert, to discuss, £400. Tel: 07802 638618. A299/054

Set of Ferrari F430 wheels and tyres. Set of 4 F430 wheels and tyres in excellent condition outside and in. Finished in correct Argento Nurburgring colour, three tyres are legal and the 4th has more tread than the rest, also suitable for a 360, bargain at £1500. Tel: John, 07860 600032. A299/038

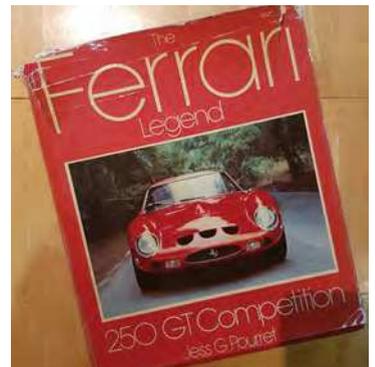
MISCELLANEOUS



Schedoni luggage set 360. Ferrari 360 "Jeu de Trois Bagages en cuir par Schedoni", three piece set in Crema leather each bearing the Cavallino emblem. Two suitcases with sprung retractable handles and combination locks with beige lining plus gorgeous leather suit carrier, all in beautiful condition. Made to measure suitcases by this world leading manufacturer, Schedoni, are getting increasingly difficult to obtain for these classic Ferraris, offers in the region of £1800. Tel: 07802 960333 (W.Yorks). A299/051



Ferrari 360 car cover. Red Ferrari car cover to fit 360 Modena, will fit Spider, may fit 43 - will obviously not fully cover front bumper, picture shows it on my XKR, £200. Email: mark.charles@ntlworld.com. A299/030



Ferrari 250 GTO - 375GT. This classic volume is a must for any car library, my copy includes a double sided A4 hand written letter discussing 250s from Ronald Stern, the former owner to the new owner in 1977. The now current owner is Nick Mason, only £40. Email: Douglas, smithmearns@aol.com. A299/036

Huge literature collection. Genuine Ferrari factory brochures, handbooks, yearbooks and more besides, about a thousand items mainly 1975 to 2010, to be sold as one lot, located in London, if you are interested and have deep pockets. Email: cardewlondon@gmail.com. A299/055

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Pininfarina Bentley T Coupé Speciale

A RICH NORTHERN TYCOON ORDERED THIS ONE-OFF BENTLEY FROM PININFARINA IN TURIN

Story by Richard Heseltine



The word 'tycoon' seems to have disappeared from our modern-day vocabulary. Scroll back to the 1960s and '70s and it was a different story. James Hanson was a defiantly self-directed wheeler-dealer who had a gift for turning around ailing firms – either that, or an asset-stripper – but certainly a tycoon. The future knight was rarely out of the dailies, and not only the financial pages. Referred to by the British media as 'Lord Moneybags', the northern industrialist certainly had the means to indulge his penchant for flash cars, including the one-off pictured here.

Already a Ferrari 500 Superfast owner, Hanson approached Sergio Pininfarina in 1965 with a view to having a modern interpretation of the Bentley Continental built. There was a precedent, the styling house having clothed Bentleys as far back as 1948. Marque

parent Rolls-Royce was initially a mite sniffy, but in time agreed to sell Hanson a brand new T Series saloon for £6000 (roughly £120,000 now, adjusted for inflation). Despatched to Turin, it was skinned and gutted to form the basis for project PF 917. Pininfarina was pretty much given a free hand, too, with only the occasional suggestion from the client.

The only real cause for concern arrived when the lofty radiator grille was lowered. With an air of predictability, Rolls-Royce's directors weren't happy and threatened to annul the warranty. It never came to that. After shelling out a cool £14,000 (around £280,000 in new money) in addition to the cost of the donor car, Hanson received his shiny new Coupé Speciale following triumphant displays at the 1968 Paris and London motor shows. Finished in a green so dark that it looked almost black, the car's outline was unadorned but far from empty.

The clearly-defined swage line was a neat visual trick that stopped it appearing slab-sided. The gracefully tapering roofline was pure Pininfarina, too, sweeping into the rear deck much like on the contemporary Ferrari 365 GT 2+2.

This being a Pininfarina product, thoughtfully-integrated proprietary parts abounded, not least the Fiat Dino Spider taillight clusters. Up front, the compressed corporate grille was flanked by rectangular lamps from an Opel. Unfortunately, the purity of the styling was perhaps sullied a little after the car was updated to Bentley T2 specification in the late 1970s, including mechanical upgrades (better brakes, different auto 'box etc), the latest polyurethane-edged bumpers and Rolls-Royce Corniche hubcaps in place of the specially-made originals.

Inside, the Coupé Speciale was equally distinct from a regular

Bentley. There were no traces of heavily varnished timber; the black dash, black leather and black tuck 'n' roll headlining lending a slightly gothic air to proceedings. Hanson clearly loved the car because he often drove it from his home in Huddersfield to London and back. He retained it until the late 1980s before selling it to Japan at the height of the classic car boom. It was repatriated in 2000.

While a one-off project, the Coupé Speciale episode did lead to collaboration between Pininfarina and Rolls-Royce on a new strain of luxu-berge; one that was intended for launch in 1969. Due to differences in outlook between the two companies, and the Crewe firm's financial problems, it didn't arrive until 1975. Named after a tract of French marshland, the resultant Royce-Royce Camargue didn't quite hit the mark, more's the pity.



NEW! MERCHANDISE FOR 2020



All orders will receive a
FREE Auto Italia cotton bag



T-Shirts - £9.95

Available in white or navy
Sizes: S/M/L/XL/2XL/3XL



Polo shirts - £14.95

Available in navy only
Sizes: M/L/XL/2XL/3XL



Beanie - £8.50

Available in navy only
One Size



Baseball cap - £12.95

Available in navy only
One Size



Gillet ~~£65~~ now £55.00

Available in black only
Sizes: M/L/XL/2XL/3XL
Women's: 10-22

£10 off for Xmas!



Please email your enquiry to: claire@auto-italia.co.uk
or call: 01462 811115

Payment by bank transfer, Paypal or card.

All orders will be sent Signed For (UK) or International
Tracked (EU & RoW)

POSTAGE PRICES

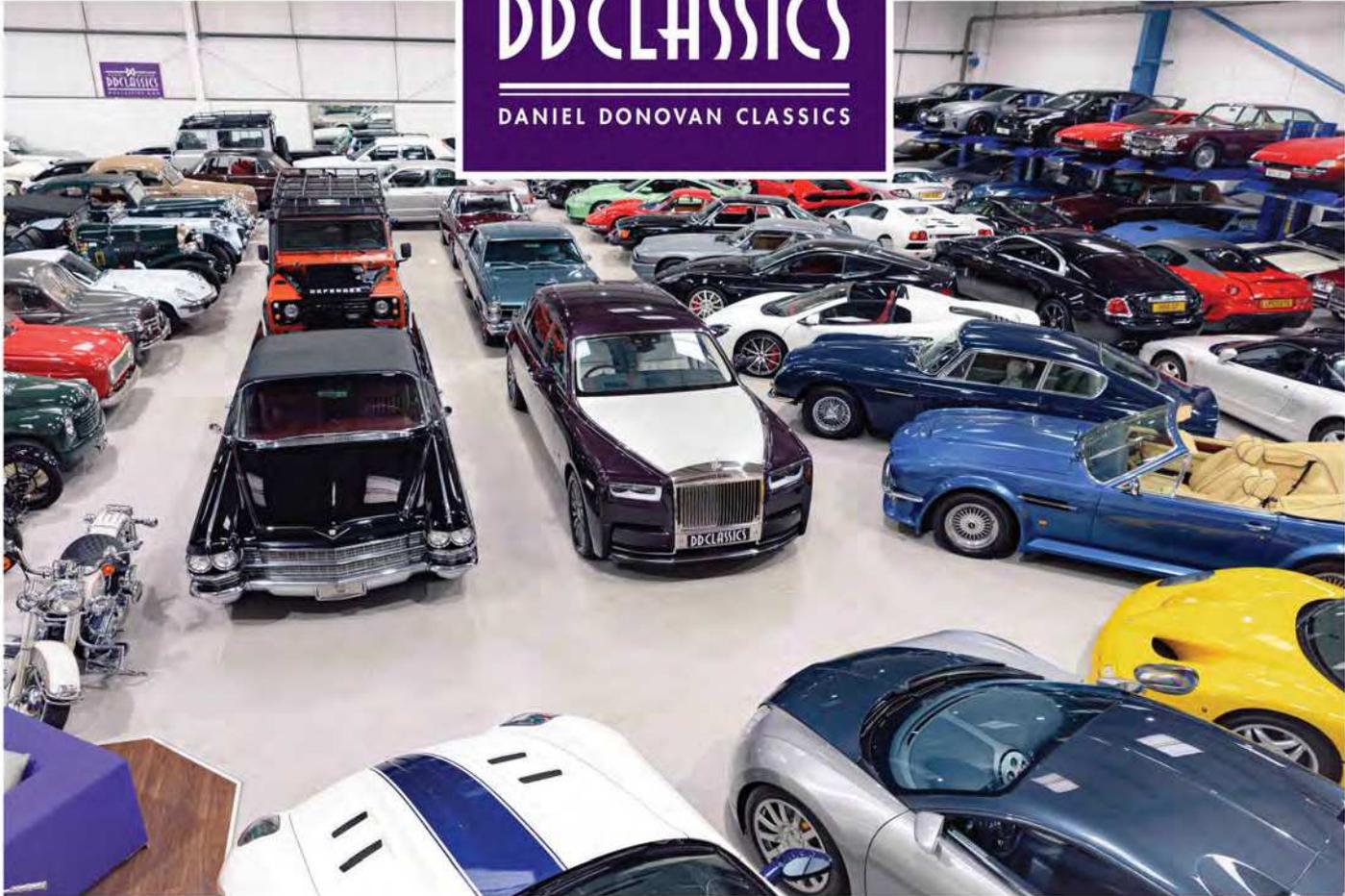
T-shirts & Polo shirts - £5 UK / £11 EU & RoW

Gillet - £5 UK / £14 EU & RoW

Beanie hats - £5 UK / £10 EU & RoW

Baseball Caps - £5 UK / £11 EU & RoW

DD
DD CLASSICS
 DANIEL DONOVAN CLASSICS



Over 120 cars available at the UK's largest classic car dealership.



1970 MASERATI MEXICO (LHD)
 1 OF JUST 175 EXAMPLES WITH
 A 4.7 LITRE ENGINE
 £99,950



1997 FERRARI F50 (LHD)
 FULL SERVICE COMPLETED WITH NEW TANKS,
 7,700 MILES FROM NEW (12,400 KMS)
 £POA



1974 DE TOMASO LONGCHAMP GTS (LHD)
 UPDATED TO GTS SPECIFICATION
 BY THE FACTORY
 £79,950



1971 FERRARI 365GTB/4 DAYTONA (RHD)
 1 OF ONLY 158 UK SUPPLIED RHD EXAMPLES
 £515,000



1963 ALFA ROMEO 2600 SPRINT (LHD)
 BERTONE BUILT SPRINT BODY
 £34,950



1967 FIAT 500 JOLLY (LHD)
 STUNNING ITALIAN CRAFTSMANSHIP
 £POA

West Cross Business Park, Unit 3 Shield Drive, Brentford, Middlesex, TW8 9EX +44 (0)7850 888 880 +44 (0)20 8878 3355 info@ddclassics.com ddclassics.com

