

WIN!! A SIGNED AND DEDICATED COPY OF BIALBERO

AUTO **Italia**

Issue 308 October 2021 £4.99

SPIDER v BARCETTA
ALFA v FIAT



HURACÁN STO
BEST LAMBO EVER?



FERRARI 500 MONDIAL
Sports car legend
FIAT ABARTH 130 TC
40 years of fun
MASERATI SPYDER
Rare GranSport



RACING ALFA 75 V6: GIANT-KILLER ON TEST

SEE YOU AT THE FINISH LINE



THE NEW **ALFA ROMEO GTAm**

500 UNITS. 540HP 2.9 V6 BI-TURBO ENGINE.



Alfa Romeo Giulia GTAm CO₂ emission (weighted, combined) (g/km): 230. Fuel consumption (weighted, combined) (l/100 km): 10; Values calculated on the basis of WLTP procedure (Regulation (EU) 2018/1832). Fuel consumption and CO₂ figures are provided for comparative purposes only and may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedure.



www.auto-italia.co.uk

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, Simon Park, Steve Berry, Simon Charlesworth, Tim Pitt, Richard Dredge, Keith Bluemel, Bryan McCarthy, Phil Ward, Richard Aucock, Mike Rysiecki, Nathan Chadwick

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

Robert Dubery

Rob.Dubery@tickomedia.co.uk

+44 (0)7929 427862

Charlie Wise

charlie.Wise@tickomedia.co.uk

+44 (0)1398 310250

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.

Advertising: Acceptance of an advertisement for *Auto Italia* does not imply endorsement of the product or service by Ginger Beer Promotions Ltd.

All rights reserved. Reproduction in whole or part, without written permission, is prohibited.

© Ginger Beer Promotions Ltd, 2021



So Lamborghini has gone and done something it said it would never do: make a retro model. And what a badge it's chosen to revive: Countach. As you can read on page six, the Countach is back with a 1970s-inspired new limited edition. Whatever you think about the success of the new Countach aesthetically speaking – and it's divided opinions pretty much 50/50 in the office – for me personally I feel somewhat ambivalent about it.

On the one hand, it's great to celebrate an icon from your past, and there's not much more iconic in Lamborghini's back catalogue than the Countach LP400, Marcello Gandini's 1970s masterpiece.

Yet it's all too easy to get it wrong; very few car makers ever do a good job of the 'revived classic' thing. By all means, take inspiration from your past but don't sell it short with something that doesn't do the original justice. Fiat came closest, I think, with the new 500 and there have been some stunning 'restomod' efforts like the Delta Futurista and Kimera EV037.

One thing the new Countach does mark is the end of an era: this is the very last V12 Lamborghini of the old school, by which I mean one with pure V12 power. Yes, it has a mild-hybrid system on board, but this is the last new Lamborghini V12 before the company leaps into the era of plug-in hybrids with the Aventador replacement, due in 2023.

While on the subject of Lamborghini, our test of the new Huracán STO (page 18) is a fascinating one. With its sharp aero package, rear-wheel drive only and – finally – steering that does the car's chassis justice, the STO is a real driver's car, a track-orientated machine that takes the fight to the likes of Ferrari's 488 Pista. The jury's out on how it looks, but as a thing to drive I think it's fair to ask whether this is the best car Lamborghini has ever made. It very well could be.

Chris Rees
Editor

chris@auto-italia.co.uk

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



Peter Collins



Dan Trent



Nathan Chadwick



Johnny Tipler



Gary Axon



Karl Ludvigsen



Roberto Giordanelli



ALFA ROMEO GIULIA V6 BITURBO QUADRIFOGLIO

A lovely example Competizione Tri-coat Paint with Black Leather and Alcantara interior with Red stitching, 8 way adjustable electric seats, leather and alcantara sports steering wheel with carbon-fibre insert, Red brake calipers and convenience pack. The low mileage complements what we regard as the ideal Quadrifoglio specification. This Giulia has a full service history which includes the 4th year service and new auxiliary belt. Price includes 4 new Michelin Pilot Sport tyres. Price: £44,995



ALFA ROMEO GIULIA TB VELOCE

Latest MY2021 specification Veloce is finished in Vulcano Black with red leather upholstery and dashboard. Amazing specification with Convenience pack, Lane keep assist, Adaptive cruise control and wireless phone charging pad. The Veloce also features Alloys, Climate controlled air conditioning, Electric windows, Electric door mirrors, Steering wheel paddles, Keyless entry and start, Touch screen Infotainment system complete with reversing camera and sat nav. Price: £37,995 Was £41,295



ABARTH 500 595C TURISMO

1 owner Abarth. FSH. Metallic blue with black leather upholstery. The Refurbished alloys, just been serviced and MOT tested. The Turismo specification includes Climate controlled air conditioning, Electric windows and door mirrors, Infotainment system with steering wheel controls, Rear parking sensors. Price: £15,695 Was £15,995



FIAT 500e LA PRIMA

The all new Electric 500e is available now to view. Coming with a choice of power outputs and specifications culminating in the 500 convertible. The interior and exterior design is instantly recognisable but takes the car to a whole new level. The electric motor provides effortless and very quick acceleration on a sustainable basis. Price: £30,995



ALFA ROMEO GIULIA TB 16V

Finished in classic Alfa red with grey cloth upholstery. One owner and full Alfa Romeo service history; last serviced June 2021 and MOT tested at the same time. The specification includes Alloy wheels, Climate controlled air conditioning, Cruise control, Electric windows, Electric door mirrors, Infotainment system, Multi-function steering wheel and remote central locking. Price: £14,995



ALFA STELVIO V6 BITURBO QUADRIFOGLIO NRING

Number 83/108 of these limited editions. The NRING is equipped with the famous 510hp 2.9-litre with 6 V 90°cylinder Bi-Turbo engine. Carbon-ceramic brake discs provide matchless braking. This one owner car has a full Alfa Romeo service history and an extremely low mileage. Price: £73,995



ABARTH 500 595

Now available for test drive. Call or email us to discuss your specification and availability for all Abarth models. Monza can supply your own specification of Abarth at a great saving. Price: £16,995



FIAT 500 LOUNGE

The all new mild hybrid 500 is available to test drive now at Monza. We can supply your perfect 500 at a great saving. Please call us for a quote Price: £12,995



ALFA ROMEO GTV V6 3.2 LUSSO

2003. Brunello red. Momo black leather. Q2 LSD fitted. Complete service history, maintained by ourselves since 2012. E/W, air con. Benefits from a discreet custom paint-job with the Alfa logo visible on the bonnet from certain angles. Mileage 103,719 miles Price: £10,995



ABARTH 500 595 TURISMO

Virtually as new condition and is still under manufacturers warranty. Finished in red with black leather upholstery. Alloy wheels, Climate controlled air con, E/W, Electric door mirrors, Infotainment system with bluetooth and Rear parking sensors. Price: £15,995



FIAT 500 POP

White with red and grey cloth upholstery. The Pop comes with Electric windows, door mirrors, Radio with steering wheel controls and auxiliary and USB inputs to link with music streaming. The car also has remote central locking and carpet mats. Price: £5,965 Was £6,495



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**

ISSUE 308

OCTOBER 2021



16



18



30



36



50

FEATURES

- 16 FIAT 500 ELECTRIC CONVERTIBLE**
New battery-powered soft top on test
- 18 LAMBORGHINI HURACAN STO**
Is this Lambo's best ever car? We find out
- 24 MASERATI GRANSPORT SPYDER**
Ultra-rare drop-top GranSport driven
- 30 FIAT STRADA ABARTH 130 TC**
Celebrating 40 years of Abarth's hot hatch
- 36 FIAT BARCHETTA V ALFA ROMEO SPIDER**
Two front-drive roadsters back-to-back
- 42 AUTO ITALIA BOOK OF RECORDS**
Fastest, longest, priciest: Italy's record-breakers
- 50 FERRARI 500 MONDIAL**
Maranello's four-cylinder world-beater
- 58 ALFA ROMEO 75 V6**
Giant-killing racer on test at Silverstone
- 66 TEAM CARS**
Hello Alfa Spider, farewell Panda 100HP
- 68 GOODWOOD FESTIVAL OF SPEED**
All the action from hill and paddock
- 72 NORTHERN ITALIAN CAR DAY**
Raby Castle hosts our friends up north
- 76 NATIONAL ALFA DAY**
Record attendances at Bicester
- 78 LONDON CONCOURS**
Dream cars on show in the heart of London

SUBSCRIBE TODAY
SAVE! SEE PAGE 48 FOR DETAILS

REGULARS

- 06 NEWS**
Lamborghini revives the Countach badge
- 92 CLASSIFIEDS**
Find your perfect Italian car here
- 98 OBSCURATI**
Boneschi's straight-edged Alfa 2600 Spider



58

ITALIAN CAR NEWS

Lamborghini Revives Countach

Lamborghini has reimagined Marcello Gandini's 1970s Countach LP400 for the 2020s with an all-new model called Countach LPI 800-4. The Sant'Agata company describes the Countach LPI 800-4 as "the rebirth of a dream". It pays homage to the 1970s original but, says the Lamborghini, it is "not retrospective: it imagines how the iconic Countach might have evolved into an elite super sports model of this decade."

The new design features a 1970s-inspired wedge silhouette with angular edges, hexagonal-shaped wheelarches and uncluttered lines that deliberately reference the early LP500 and LP400 models. There is no fixed rear wing, for instance, and the slatted air scoops are integrated fluidly in the car's 'shoulders'. Accentuated 1970s-style NACA side intakes are cut into the sides, while the 'Periscopio' indent running from the roof to the rear of the car are another 1970s theme.

While the nose takes inspiration from the later Countach Quattrovalvole, the rear end recalls the distinctive inverted wedge shape of the original Countach, incorporating triple



rear light clusters and quad exhaust pipes, mounted within a carbonfibre diffuser. Visible carbonfibre can be seen in the front splitter, door mirrors, engine cover air intakes and rocker panel. Another modern touch is a photochromatic roof that changes from solid to transparent at the push of a button.

The underpinnings are closely related to Lamborghini's Aventador and Sián. The monocoque chassis and all the body panels are made of carbonfibre, resulting in a low overall weight of 1595kg (dry). The 20-inch front and 21-inch rear wheels echo the famous 'telephone dial' style of the 1980s,





fitted with carbon ceramic brakes and Pirelli P Zero Corsa tyres.

The LPI moniker stands for 'Longitudinale Posteriore Ibrido' (mid-mounted longitudinal hybrid). The 6.5-litre V12 is mated to a mild-hybrid supercapacitor; the V12's power output of 780hp is boosted by 34hp of electric power, giving a combined total of 814hp. That gives the LPI 800-4 a 0-62mph time of 2.8 seconds, 0-124mph in 8.6 seconds and a top speed of 220mph.

'Heritage' paint colours echo solid 1970s palettes, including Impact White, Giallo

Countach and Verde Medio, while contemporary metallic colours include Viola Pasifae and Blu Uranus. Access to the leather-and-carbon-clad cabin is via scissor doors. There are design cues from the original Countach here, too, in the geometric stitching and square motifs. But modernism invades in the form of an 8.4-inch touchscreen unique to the LPI 800-4.

The new Countach is limited to just 112 units worldwide, with deliveries starting in early 2022. And it is ultra-premium-priced – €2 million (£1.7m) before taxes.

TECHNICAL SPECIFICATIONS

LAMBORGHINI COUNTACH LPI 800-4

ENGINE:	6498cc V12 hybrid
POWER:	780hp at 8500rpm
TORQUE:	720Nm (531lb ft) at 6750rpm
TRANSMISSION:	7-speed semi-auto, 4WD
DIMENSIONS:	4870mm (L), 2099mm (W), 1139mm (H)
WEIGHT:	1595kg
TOP SPEED:	220mph
0-62MPH:	2.8sec



URUS HITS 15,000

The Urus has officially become the fastest-selling Lamborghini of all time. Three years after its launch, the SUV has passed the 15,000 sales mark. Urus chassis 15,000 has been delivered to the UK, painted in Grigio Keres Matt with Verde Scandal details, plus a two-tone interior in Nero Ade/Verde Scandal. The production milestone came a few days after a marque sales record had been set: in the first six months of 2021, 4852 Lamborghinis of all types were delivered globally.



HISTORIC FERRARIS ON SHOW

This year's Concours of Elegance at Hampton Court Palace is to showcase six special Ferraris. The earliest is a 1950 Ferrari 166 Inter, one of three Stabilimenti Farina Cabriolets produced, and the original 1950 Paris Motor Show car. Next is a 1954 Ferrari 250 GT Europa, the only right-hand drive example of 30 made and in the same ownership since 1971. Alongside it will be a 1960 Ferrari 250 GT Coupe by Pininfarina and a 1962 250 GT Berlinetta SWB, the latter one of only 11 RHD examples of 90 road-going steel-bodied SWBs built.



An original, unrestored Ferrari 275 GTB is the example purchased new by the French actor Jean-Paul Belmondo in 1965, being seen for the first time in the UK. Another 275 – a GTB/4 from 1967 – is one of only six factory black cars produced. The sixth and final Ferrari on show is the ex-Stirling Moss F40, with documented correspondence between Enzo Ferrari and himself. The Concours of Elegance will see a total of around 1000 cars gather over 3-5 September. Visit concourseofelegance.co.uk for more information.



BABY TESTA ROSSA: YOURS FOR £97K

A new electric-powered 75% scale replica of the 1957 Ferrari 250 Testa Rossa has been launched, priced at £97,000. The Testa Rossa J is a faithful reproduction of the Scaglietti-designed 'ponton fender' TR barchetta.

Developed by Ferrari in collaboration with The Little Car Company, Ferrari's Styling Centre in Maranello oversaw the proportions and liveries, while the chassis and other components were created using original drawings held by Ferrari's Classiche department.

The body – which measures 3.1 metres long and 1.1 metres wide – is constructed from hand-beaten aluminium and uses the same paint applied to Ferrari's current road car range. The 3/4 scale car retains the same steering and suspension geometry, giving it "authentic handling", while the suspension (using Bilstein dampers and custom springs) was signed off by Ferrari's test drivers at the Fiorano test track. Brembo disc brakes replace the original drum system while handmade 12-inch wire wheels are shod with Pirelli tyres.

The interior has a single leather seat designed to accommodate one adult and one teenager. The Nardi steering wheel has a quick-release system to ease access. The dials use the original design and fonts, the oil and water gauges being repurposed to monitor battery and motor temperatures, while the fuel gauge is now a battery gauge, and the tachometer has become a speedometer. The pedals come straight from the F8 Tributo.

Three front-mounted batteries provide a range of 56 miles. A *manettino* gives the choice of four driving modes: Novice (1kW), Comfort (4kW), Sport and Race, the latter offering progressively sharper responses and a maximum speed of 38mph. Designed to be driven by anyone over 14 years old, the car is not however homologated for road use.

An online configurator allows a choice of 14 historical liveries and 53 bodywork colours. The Testa Rossa J limited edition of 299 units is priced from £93,000 excluding taxes, equating to around £97,000 tax paid.



FERRARI SF90 BREAKS INDY RECORD

A Ferrari SF90 Stradale Assetto Fiorano has set a new fastest lap for a production car at the 2.439-mile Indianapolis Motor Speedway road course of 1min 29.625 seconds at a maximum speed of 174.6mph. The SF90 Stradale is the most powerful road Ferrari ever, a plug-in hybrid with a total power output of 1000hp. The optional Assetto Fiorano package adds racing-derived Multimatic dampers; door panels and underbody made from carbonfibre; and springs and exhaust in titanium. 30kg of weight are saved, while a unique carbonfibre rear spoiler generates extra downforce (390kg at 155mph). The Assetto Fiorano package can be ordered with Michelin Pilot Sport Cup2R tyres, which were used to set the Indy lap record.

alfaworkshop

Tel: 01763 244441



- Service & Repairs for all Alfa Romeos •
- 2.0 litre conversion available for your 4C •
- Online Parts Shop •
- Restoration of all Classic Alfas •
- Genuine Parts •



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

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

ALFA 75 TURBO EVO IMSA FOR SALE

An Alfa Romeo 75 Turbo Evoluzione IMSA racer is to be auctioned in October. Chassis number CBM005 was the Alfa Romeo works entry for the 1990 Italian Superturismo Championship, with Alessandro Zamperdi, Marco Brand, Gianni Morbidelli and Nicola Larini competing in the 'A1' class. Larini entered only eight of the 20 races that year but won five of them, finishing third overall.

The car was then campaigned in the 1991 Superturismo 'S1' class, driven by Stefano Buttiero, who finished sixth overall and 'Best Privateer'. In 1992, Motor Sport Italia upgraded the car to IMSA spec with wider wheelarches and other modifications. The car is being auctioned by Bonhams at its Zoute Sale in Belgium on 10 October with a guide valuation of £140,000 to £190,000.



KIMERA EVO37 DEBUTS AT GOODWOOD

The Kimera EVO37 made its world dynamic debut up the hill at the Goodwood Festival of Speed in July. Having been unveiled by the Duke of Richmond, the Italian-made supercar was piloted up the hillclimb course by Luca Betti, ex-rally champion and founder of Kimera Automobili.

The Kimera EVO37 is described as an "authentic evolution" of the Lancia 037 rally car, a 'restomod' combining classic and modern elements. Its newly-developed engine is a 2.0-litre four-cylinder with a turbocharger and supercharger, delivering 500hp of power and 550Nm torque.

The prototype was finished just before the Festival and was presented in a special 'no paint' livery; a red example of the EVO37 was also on show. Also provisional was the interior; the final configuration will feature full carbon, Alcantara and leather trim. Only 37 cars will be built, 20 of which have already been sold. The first deliveries start in September.



PININFARINA BATTISTA REVEALED IN PRODUCTION SPEC

The first production-specification Pininfarina Battista to roll off the assembly line in Cambiano has made its dynamic debut on US roads at Monterey Car Week. The car features Black Exposed Signature Carbon bodywork, Impulso forged aluminium wheels, Pilota seats in leather and quilted Alcantara, and an 'Interior Jewellery Pack' with brushed aluminium anodised in black. The pure-electric hypercar has also been heard for the first time, showcasing a "unique soundscape". Using a so-called 'Pure Sound' philosophy, the sound is said to "create an emotional reaction for occupants and onlookers". The first customer vehicles are due to be delivered later in 2021.



ATS LAUNCHES LIGHTWEIGHT 'SERIE CARBONIO'

Italian supercar manufacturer ATS has launched a new Serie Carbonio version of its RR Turbo Club Sport. This track car has a full carbonfibre body that weighs only 25kg that can be ordered in either a gloss or matt finish. A carbon-and-Ergal intake system further reduces mass, meaning the car's overall dry weight is only 830kg. With a maximum power output of 600hp, the power-to-weight ratio is 721hp per tonne.

The cockpit features an Ergal F1-style steering wheel with a 5.5-inch TFT display incorporated. Two knobs allow the selection of three different engine maps and 12 traction control settings. Other features include solid forged 18-inch wheels, frontal honeycomb crash protection, three-way dampers and a pneumatic jacking system.

The Serie Carbonio complies with the FIA's E2 class, making it suitable for championships such as the 24h Series and Britcar. While the regular RR Turbo Club Sport is priced at €145,000, the Serie Carbonio costs €164,000.



THE RACER



Pit talk from the HRDC

HRDC CLASSIC ALFA CHALLENGE

Invited series to

HRDC 'DUNLOP ALLSTARS' RACE

SILVERSTONE GRAND PRIX CIRCUIT

30/31 OCTOBER 2021



AN OPPORTUNITY NOT TO BE MISSED!

COMPETITION ENQUIRIES: JULIUS THURGOOD 07850 361159 • direct@juliusthurgood.co.uk • www.hrdc.uk

JOIN THE BEST TEAM IN HISTORIC RACING!





NEW FIAT PULSE FOR BRAZIL

Fiat has revealed images of the new Pulse small SUV made in Brazil exclusively for South American markets. The local equivalent of the Fiat 500X, the Pulse is based on a completely different 'MLA' platform used only for South American Fiats. Its design language is also unique, with angular shapes, plastic cladding and two-tone paint. The dashboard features a digital instrument cluster and a 10.1-inch touchscreen. Specifications have yet to be revealed but the Pulse is expected to be offered with a naturally aspirated 1.3-litre engine, a 1.0-litre turbo and a 1.3-litre mild hybrid. The name Pulse was chosen after a public vote and the new model will be launched in Brazil in September.

CLAUDIO ZAMPOLLI

Engineer Claudio Zampolli has died at the age of 82. Born in Modena, Zampolli was at the heart of Lamborghini's development team for seven years. After moving to California to set up a network of dealerships for Italian supercars, he chanced to meet the composer Giorgio Moroder, with whom he founded Automobili Cizeta to produce the Cizeta Moroder V16 supercar from 1989, 14 of which were built up until 1994.



STICKY PLASTICS FIX

A new fix for a common problem with the interior controls of classic Ferraris and Maseratis has been launched. Deterioration in the plastic trim of exotic Italian cars is a well-known issue, particularly Ferrari's rubberised buttons and controls which can become tacky to the touch over time. The problem is compounded if incorrect cleaning is applied, leading to disappearing lettering.

Sticky Plastics is a company based in Billingham in the north east of England that uses a combination of restoration techniques to return sticky components back to pristine. The parts are taken back to base plastic and resprayed using soft-touch coating. Laser printing is then used to reproduce the original lettering. For more information, contact Roly at roland@stickyplastics.com or phone 07944 766966.



MICHELOTTI 100TH EXPO ANNOUNCED

A new exhibition celebrating the 100th anniversary of the designer Giovanni Michelotti's birth is to open in October. Born in 1921, Michelotti ranks as one of the most admired car designers in history, with a career spanning many decades until his death in 1981. MAUTO – Italy's national car museum located in Turin – will host the solo exhibition. For the first time, a sizeable part of the Michelotti Archive will be shown to the public, including sketches, technical drawings, blueprints and scale models. Also on display will be a selection of the most iconic cars designed by Michelotti, as well as videos that have never been seen before. The exhibit is curated by Giosuè Boetto Cohen, with the support of Edgardo Michelotti, son of the designer and family archivist. The exhibition runs at MAUTO from 6 October 2021 to 9 January 2022.



1921
2021

A HUNDRED YEARS
OF A DESIGNER
WITHOUT FRONTIERS

**MICHELOTTI
WORLD**

6 Oct 2021 | 9 Jan 2022



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

Italian Futures

We now know a lot more about Stellantis' plans for Italy's car brands. So what exactly does the future hold for Alfa Romeo, Fiat, Abarth, Maserati and Lancia?



It was only in January 2021 that Peugeot and Fiat combined to form Stellantis. A whole lot has been going on behind the scenes to shape the future of the new company and a clear picture is slowly forming. Here's what we know so far.

What's clear is that the current range is going to be totally overhauled. Relatively new stuff will stay on for now, such as the Fiat 500e and Giorgio-based Alfa Stelvio and Giulia. The upcoming Alfa Romeo Tonale will be the last with a platform derived from the old Fiat empire (the Fiat Tipo/500X platform).

All other models, from baby Fiats to full-fat SUVs, will use one of just four platforms. Named STLA (pronounced 'Stella'), the platforms are Small, Medium, Large and Frame. 'Small' currently underpins the Peugeot 2008 and Vauxhall Mokka and will soon be used for Fiats, including the Centoventi (new Panda). 'Medium' will be used exclusively by Alfa Romeo and DS for premium models. 'Large' is destined for SUVs, while 'Frame' is reserved for giant SUVs and pickups.

Every Stellantis brand will ultimately be

pure-electric. The first to make the switch will be – surprisingly – Abarth, which will go all-electric in 2024. Lancia will be 100% electric by 2026, while Alfa Romeo will do so in 2027 in Europe, North America and China. By 2024, every model line in Fiat's line-up will have a full-BEV option but it will be later – some time between 2025 and 2030 – when all Fiats will be EV only.

Alfa Romeo will continue to co-operate closely with Maserati, increasingly combining sales and service outlets. Alfa will continue to enjoy a focus on Italian stylistic flair and driving dynamics as "central to its brand identity".

ALFA ROMEO

TONALE (2022)

Previewed in concept form (above) in July 2019, the Tonale SUV (a BMW X1/Volvo XC40 rival) effectively replaces the Giulietta, which left production at the end of 2020. Its launch has been delayed from this year till June 2022 as the plug-in hybrid version is worked on to deliver better



dynamics. Tonales with conventional petrol and diesel engines will follow, plus a red-blooded Quadrifoglio performance version.

BRENNERO (2023)

This small SUV will be the new entry-level point in Alfa Romeo's line-up. It will be a sister model to the all-new Fiat 500X and will be built in Poland from early 2023. Its STLA Small platform will house combustion engines, hybrid and pure-electric power, the latter becoming Alfa Romeo's first ever full-electric car. A successor to the MiTo, which ceased production in 2018, could also be developed on the same platform but this seems less likely.

NEW GIULIA (2023)

It's goodbye Giorgio platform and hello STLA for the new Giulia that's due in 2023 – but elements of the Giorgio platform, including its steering and suspension, will be adopted. Mild-hybrid and plug-in variants will be offered, as well as a pure-electric variant. Expect the all-new Stelvio to use the same platform in 2024.

GTV

A two-door GTV version of the current Giulia was reportedly fully developed to production maturity but this was definitively cancelled earlier this year. Instead it is thought that a four-door GTV coupe version of the next-generation Giulia is being considered. Alfa boss Jean-Philippe Imparato says he has not ruled out a new Alfa Spider, too.

MASERATI



MC20 EV (2022)

The V6-powered MC20 (*right*) is now in production, with the first cars delivered in September. An open-top Spider version is definitely on the cards, while an all-electric version has also been confirmed for next year, with four-wheel drive instead of rear drive and even more power and torque. Maserati is also considering an MC20 hybrid.



GRECALE (2022)

Maserati's new Grecale – set to be unveiled in November 2021 – will give the brand a medium SUV to rival the Porsche Macan. It's the last Maserati to use an FCA platform (Giorgio, sharing much with the Alfa Stelvio) and it may well have Alfa power, although all that Maserati has so far said is that it will be available with petrol, hybrid and pure electric power.

GRANTURISMO & GRANCABRIO (2022)

It's getting close to the reveal of the hotly anticipated new GranTurismo and GranCabrio models (*below*). These two-door GT cars will be offered with either petrol or electric powertrains, making these newcomers the first fully-electric Maseratis.



GHIBLI/QUATTROPORTE (2023)

A single new Maserati saloon model is thought to be replacing both the Ghibli and Quattroporte in 2023. It will likely use the new STLA Large platform with Giorgio platform technology added in. The Levante is also to be replaced at the same time.

FIAT



PUNTO (2023)

Fiat is planning to return to the mainstream supermini class with a direct successor to the Punto, which was axed back in 2018. Scheduled for 2023, it will use the STLA Small (Peugeot 208) platform.

500X (2023)

The successor to the Fiat 500X will be launched in early 2023, based on the STLA Small platform. It's set to be made in Poland.

PANDA (2024)

Stellantis management has hinted that the lauded 2019 Centoventi concept (*below*) is not dead. It will form the basis of a new entry-level electric car to replace the Panda. Delayed from its original 2022 on-sale date, this is set for launch in 2024.



ABARTH



Abarth will become an all-electric brand by 2024, although whether that will be with a souped-up variant of the Fiat 500e or an all-new model is unknown. Ironically it means that, 75 years after Abarth first started life making exhausts in 1949, it will no longer be fitting an exhaust system to any of its models.

LANCIA



According to the trade journal *Automotive News*, Lancia is about to enjoy a renaissance with three new models – and will expand beyond being a domestic-only brand to be relaunched in export markets (though whether that includes the UK remains to be seen).

Lancia will be 100% electric by 2026. The STLA Small platform will be used for the Ypsilon's replacement in 2024, with both hybrid and electric versions expected, making this Lancia's first ever full-electric car. It's not known whether the new Ypsilon will be an SUV or a hatchback. A larger SUV is also possible in 2026, plus a medium-size hatchback that could revive the Delta badge in 2027.



“ Where else can you go to buy a four-seat open-roof electric car? Answer: nowhere ”

Elemental Electric

Close to the elements in Fiat's new all-electric 500 Convertible

Story by Chris Rees



TECHNICAL SPECIFICATIONS

FIAT 500E CONVERTIBLE

ENGINE:	Electric motor
BATTERY CAPACITY:	42kWh
POWER OUTPUT:	87kW (118hp)
TORQUE:	220Nm (162lb ft)
TRANSMISSION:	Single-speed auto, front-wheel drive
DIMENSIONS:	3631mm (L), 1687mm (W), 1508mm (H)
WEIGHT:	1405kg
TOP SPEED:	93mph
0-62MPH:	9.0 sec
RANGE:	199 miles
PRICE:	From £27,145 (after EV grant)

We've tested the all-electric new Fiat 500 in hatchback form. Now it's the turn of the canvas-roof 500 Convertible – which is, says Fiat, the only four-seat fully electric convertible available anywhere in the world.

When the original Fiat 500C came out, I thought no one in their right mind would pay well over two grand extra for what amounted to, in my book, a fancy sunroof. How wrong I was. The drop-top has been a mainstay of the 500 range, selling in its thousands to... well I don't want to typecast but I've noticed a preponderance of elegant ladies of a certain age. Which makes the paint scheme of my test car (Rose Gold) entirely apt, even if I get some odd looks from other road users (not myself being a lady of a certain age, nor indeed elegant).

When I think of a convertible, I picture a car with a roof that folds right out of view behind the rear seats, not a canvas sunroof like the 500 has. But hey, the original 500 of 1957 had a 'rolltop' roof so I suppose I can take it. The week of my test was sunny – there was one this summer, I promise – so I drove most of my time with the roof folded back.

A few open-roof notes. It's just so pleasant to have the air wafting through the cabin and the sun on your bonce. However, it's not so pleasant when you roll back the roof to the first of its two positions (just above the rear passengers' heads), since the buffeting noise is so awful at speed. Press the button again and the roof slides back to just above the bootlid and suddenly the noise is much less obtrusive. However, the same visibility issues affect this iteration of the 500 Convertible as the previous one: with the

roof fully folded back, you really can't see anything in the rear-view mirror.

Another factor you'll have to live with is the half-height bootlid, which makes accessing the boot tricky. But fold the rear seats down and you still have plenty of space for ponchos and poodles.

Opening the door via the flush-fitting electric handle, you're greeted by a spacious cabin, a pleasingly low seating position and plenty of space up front (though it's much tighter in the back). Our high-spec Icon trim test car has a superb 10.25-inch touchscreen in the middle of the dash with a clear and easy-to-use display, plus a seven-inch digital instrument display ahead of you.

As for how the electric 500 Convertible drives, I have no qualms on that score. The drop-top is only available with the higher-spec 118hp, 42kWh electric system (a smaller 95hp motor and 24kWh battery pack are available with the hatchback). Press the 'D' button on the 'PNRD' array and the single-speed automatic makes driving simplicity itself. With full torque on tap from the off, acceleration feels genuinely rapid (0-62mph in 9.0 seconds, for instance). This is a superbly refined drive, too, with almost no powertrain noise.

Since the batteries are sited so low down in the chassis and wholly between the axles, the handling is really good, with next to no body roll, plenty of grip and very predictable behaviour. However, the steering is a bit light for my taste and lacks a sense of feel and feedback.

There are three driving modes to choose from: Normal, Range and Sherpa. In Range you have throttle-off braking by the bucket-load – ideal for urban traffic as you can

effectively use the accelerator pedal alone and hardly need bother with the brake pedal. Sherpa mode turns off things like air con to maximise range.

Speaking of range, Fiat quotes a total of 199 miles. However, starting with a full battery, the dashboard shows a 161-mile range – good but not world-beating. Flip open a flap on the offside rear to recharge the batteries, which takes about six hours using a home Wallbox.

The £2650 premium charged for the convertible over the hatchback will be easily swallowed by those who love their open-roof motoring. And as Fiat says, where else can you go to buy a four-seat open-roof electric car? Answer: nowhere. 🇮🇹



Loud & Proud

Much more than a Huracán with a bodykit and lairy paint, the new STO finally realises the potential that we all hoped was there, as we discover at Vallelunga circuit

Story by Dan Trent

As we swelter in the mid-summer heat at Vallelunga circuit during the launch of the new Huracán STO, Lamborghini's technical boss Maurizio Reggiani is in reflective mood: "I always said that the one thing missing from Lamborghini was a car for track days – and now we have it." I first met Reggiani at the static unveiling of the original Huracán LP610-4 at Sant'Agata back in 2014 and, having attended launches for pretty much every variant between then and now, it feels like we've been on something of a journey together as the car has evolved under his watch.

It's a journey that has seen Lamborghini transition from a brand for show-offs to one that now competes against its direct rivals on track and, like them, leverages motorsport success for credibility in its road-going product. It's not a game that Lamborghini has traditionally felt the need to play. But it's something that changed with the Huracán, with both 'gentleman driver' one-make Super Trofeo championships and entry to frontline GT3 racing against the likes of Porsche, Ferrari, Aston Martin, McLaren, Mercedes-AMG and the rest. Early signs that Reggiani and his team were keen to leverage this – and rattle a few cages – then came with a startling Nürburgring lap time for the Huracán







Performante, the most extreme roadgoing Huracán yet (previous to the new STO, at any rate).

I vividly recall being on the Porsche stand at the Geneva show where this feat was announced publicly and overhearing a conversation between two senior Porsche development bosses that revealed much about who within the wider VW group was 'supposed' to be chasing 'Ring lap times. Having declared in blunt terms his doubts that the Huracán was capable of a 6min 52sec lap, my Porsche man concluded with the revealing line: "And anyway, it is my f***ing Nürburgring!" This as then-boss Stefano Domenicali and Reggiani stood beaming like naughty schoolboys beside the

Performante on the adjacent show stand, doubtless aware of the internal political storm they'd just whipped up.

The Performante was Reggiani's answer to some of the criticisms of the original LP610-4 Huracán – that was just a little too safe in its handling and character. Where even an average driver could make a contemporary Ferrari dance on the throttle, and purists loved McLaren's Lotus-style feel, the Huracán looked and sounded great but was about as exciting to drive as the mainstream products from its Audi parent company. With its trick 'aero vectoring' variable downforce and increased power, the Performante was a step in the right direction, but it was still all-wheel drive and far from being a Pista, GT3 RS or

McLaren Longtail in its focus.

In contrast, this new STO is all racer and all about lap times. But it's also, perhaps, the best-handling Huracán yet. The fundamentals remain the same as with all Huracáns, which is to say the familiar – and fabulous – 5.2-litre V10 and its very vocal demand for 8000rpm before it will give you its full 640hp. No torque-filling turbos or hybrid assistance here, and though it's down on the numbers compared with more recent rivals, it never disappoints in its responses, or the charismatic way it delivers them.

Like the Super Trofeo and GT3 racers, the STO is rear-wheel drive rather than all-wheel drive, and also carries the rear-wheel steering introduced on the Huracán Evo, as

“ Finally, here is an amped-up Huracán with all the disappointing gloop in the controls eradicated ”



well as revised springs, anti-roll bars and settings for the variable magnetorheological dampers. There is – finally – a steering set-up that's fast and fixed rate. Reggiani's apologetic shrug suggests he knew all along that the previous options of a slow-racked passive set-up or gloopy variable system were both significant chinks in the Huracán's dynamic armour.

Visually the STO makes a bigger statement still. The bodywork is now all-carbon bar the roof and doors. The front end is a one-piece clamshell while the rear quarters are totally reshaped and widened to accommodate broader track and new aero, while also reducing the frontal area to cut drag. A roof snorkel directs air through

the engine bay for better cooling, while a vertical shark fin helps both lateral stability and airflow over the three-position rear wing. Downforce and aero efficiency are also massively improved over the Performante, with as much as 420kg at 280km/h and the ability to adjust the aerodynamic balance according to taste. Up-rated CCM-R brakes and new Bridgestone road-legal track tyres are other important contributors to both consistency and linearity of response to satisfy serious drivers.

But do serious drivers really buy Lamborghinis? It takes just one run through the fearsome fifth-gear downhill right-left at Vallelunga to appreciate how all this adds up, and why they might now want to. Where the

original LP610-4 was vague and inconsistent in its turn-in, there's sufficient weight to the STO's wheel that you feel the tread blocks biting into the hot tarmac. Thankfully the damping is there with the support to balance the car as the loads build through the chassis, the speeds sufficient that the aero has a meaningful stabilising effect and you're happy picking up the throttle smartly with no fear of unsettling the car. This is a Huracán with all the good bits – the glorious noise, the lag-free throttle response, the visual drama – amped up and all the disappointing gloop in the controls eradicated.

The maximum downforce setting applied to the launch cars means a rearward aero balance. While that's good for stability, it



takes a little off the front end, meaning understeer is still apparent on turn-in. Even taking that into account, you have more faith in the front end than any other Huracán that's gone before and the confidence to bring the throttle in early, the linearity of the response meaning there's no sudden turbocharged or electrified squirt overwhelming the rear tyres. Rather, the STO just feels beautifully balanced and way more communicative than previous Huracáns. That's much more confidence-inspiring, on the basis that the balance of power has now shifted back to the driver and away from the black boxes. Just as the one-make Super Trofeo cars are designed simultaneously to flatter and thrill the gentleman racer, the STO does the same, proving both easy to drive quickly but no less exciting for that. This focus, underscored with the stuff Lamborghini already does so well (like noise, drama and – yes – a sense of fun) is something of a revelation.

With three consecutive 24-hour victories at Daytona it's little wonder that Lamborghini has chosen Vallelunga circuit to demonstrate proof of concept, sharing with us a lap time of 1min 48.86sec on the Bridgestone track tyres against the 1min 46.4sec of a slick-

shod GT3 race car. To add more context, the STO is three seconds faster than the Performante by the same measure. Given Porsche has recently re-established its ownership of Nordschleife lap records, I ask Reggiani if he's planning any trips back to the Eifel mountains in the near future, to which he grins and changes the subject.

Such capabilities are all very well for bragging rights, and great fun for journalists invited to razz the STO around a track for a day on Lamborghini's tyre budget. But will any of this actually matter to the people buying a car that, even by the standards of the brand, looks pretty wild for the public road? And will the people who buy (and track) the Porsche 911 GT3s that Reggiani says are the benchmark in this sector really feel inclined to do the same with a Lamborghini that some may say looks like it took a wrong turn through a Mansory showroom?

That will be down to the customers, of course. But with the validation of race success, and the sense this is a Huracán you could hammer all day on track without any fear of it flagging, it can back up those looks with some real ability. Let's hope owners can find tracks with noise limits accommodating enough for them to prove it. 🇮🇹



GIULIA



ALFA ROMEO GIULIA

CARBON FIBRE MIRROR COVERS

Enhance the sporting appeal of your Alfa Romeo Giulia with these beautifully sculpted carbon fibre mirror covers

AUTO ITALIA SPECIAL OFFER

£525 inc. fitting & VAT

AUTHENTIC
ACCESSORIES

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

BUMPER

0% finance available

3 MONTH OPTION
3 equal payments of £175*

OR

6 MONTH OPTION
25% deposit of £131.25 + 5 payments of £78.75*

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

*Terms & conditions apply



At your service

Enigma Machine

The GranSport marked a real high point for Maserati in the new millennium. So why were only 26 drop-top GranSports ever sold in the UK? We grab a rare test drive to find out

Story by Nathan Chadwick
Images by Michael Ward



Is there a better value Italian exotic on the market today than the Maserati GranSport? With a 401hp Ferrari V8 engine, genuine room for four and sensuous good looks, it represents excellent value for money for £20k and up for a nice one. Although it didn't sell in g11-rivalling quantities, it nevertheless represented an excellent honing of the 4200 formula. That car didn't have the easiest critical reception when it was launched but by the time the GranSport came along, Maserati had cured most of the car's ills and added a dose of attitude to the aesthetics and performance. Given Maserati's UK sales just a decade previous to the car's 2004 introduction were little more than double digits, the GranSport was a success.

In 2006, Maserati decided to produce a drop-top Spyder version of the GranSport – with the base materials so desirable and the droptop version of the 4200 reasonably popular, you'd expect the new car to add further invigoration to the sales figures. But it wasn't to be – just 26 GranSport Spyderys came to the UK.

As I stand before Rex Barton's stunning Grigio Touring example, I can't help but wonder why. Giorgetto Giugiaro's original 3200 design, mildly tweaked for the 4200, has always been a looker. Frank Stephenson's additions – the deeper front splitter and 'surfboard' sills, primarily – were great. But not every coupe completes its topless transformation successfully. Take the Aston Martin DB7 Volante, for example – when down, the canvas hood sits on its pert rump with all the elegance of Dick Turpin's hat. By contrast, the GranSport hides its hood well, lying under a cover behind the roll-over hoops. It's a very elegant solution.

Removing the rear seats allows for that, of course, and this is perhaps where the GranSport Spyder ultimately fell down compared to its rivals. The 3200, 4200 and the GranSport are notable for being true four-seaters, something that very few rivals could counter. But the Spyder was a strict two-seater. Another reason for the slow sales could be timing – the Aston Martin Vantage Volante and the Jaguar XKR Convertible were fresh-faced and new, whereas by 2006 the GranSport's basic shape had been around for eight years, and the new GranTurismo was just a year away. Being four grand cheaper than the XKR Convertible clearly wasn't enough to tempt any more than 26 people into Maserati dealerships.

We're glad that the first owner of this particular example did, however. With the British summer taking a small window of opportunity to keep itself dry, the roof is very much down today. All the better to hear the 4244cc naturally aspirated Ferrari-derived F136 V8 burble into life, smooth yet bristling with intent. The same family of engines would power the GranTurismo and Alfa Romeo 8C Competizione (with cross-plane crankshafts), while in flat-plane form it would power the Ferrari F430, California and 458 Italia. Quite a CV, that.

Pull the right-hand paddle and the six-speed Cambiocorsa semi-automatic gearbox thumps us into motion. The GranSport never received the 4200's manual option, but this doesn't really matter. While in the coupe there's always the feeling of what might have been if there'd been a full complement of pedals, the droptop seems to suit what paddleshift transmissions do best – ease of use for most of the



time, with the electro-mechanical engagement there if you need it for occasional off-piste naughtiness.

To indulge such naughtiness requires considered picking of your moment and, more importantly, your route. The GranSport's main criticism compared to its rivals was that its ride was far too harsh for a GT car. The reasons for this lie in its Ferrari-encumbered development: the GranSport was supposed to be a

or not, thuds and clobbers B-roads, rather than absorbs them. It helps make the GranSport a sportier and more engaging car to drive fast than its successor, the GranTurismo, especially as it feels much smaller and nimbler. Sadly, with the roof off, it doesn't do much for the GranSport Spyder's torsional rigidity. Over the more corrugated sections of the nation's highways, there's more jiggle than a millennial rap video, the rear-view

“ The GranSport Spyder may never be a B-road thriller but on smooth A-roads it makes so much more sense ”

hardcore machine in the manner of the 360 Challenge Stradale, but Maranello saw that as too much of a threat and demanded the car be more GT-like. Still, the GranSport's Skyhook adaptive damping system was toughened up compared to the 4200, and ride height dropped by 10mm to provide a meaner, more aggressive experience.

The result is a car that, whether you're in Sport mode

mirror oscillating to a blurriness I've not experienced since I 'tested' the full range of Martini-based cocktails. The steering wheel writhes in my hands as I pick my way around potholes, and as you start to lean on the nose on B-roads, the steering doesn't inspire confidence as the 50kg extra weight over the tin-top starts to make itself felt. All topless cars have problems with scuttle shake, but the GranSport Spyder

Losing the roof makes scuttle shake spoil the GranSport party on anything but smooth roads



MASERATI GRANSport SPYDER

feels more noticeably less tied down than the rival Aston and Jag, and even the 4200 Spyder.

An abject failure then? Absolutely not. The GranSport Spyder may never be a B-road thriller – the hardtop and MC Victory versions (see issue 300) do that job far better – but on smooth A-roads the GranSport makes so much more sense, with only the odd expansion joint throwing a literal wobbler. At all other times it's firm but friendly, with superb grip through the 19in rubber. You soon ease back and enjoy a fast but less frenetic driving style.

The good news continues with the steering – it might not have the greatest depth of feel through the part-carbon, part-leather wheel, but it's sharp and accurate, making the car easy to place on flowing A-roads. Stopping power is excellent, too, thanks to Brembo four-pot callipers and 330mm front and 310mm rear discs.

The interior is a work of art that, despite having its origins in the 1990s, still manages to look fresh and exciting, courtesy of Enrico Fumia's penwork. It's a glorious combination of curves, leather and blue-tinged carbonfibre that's exotic to the eyes, nose and fingertips in a way that only Italian and British

trimmers seem to master.

This all pales into insignificance when you assess the star of the car – its engine. What starts as a smooth baritone grumble as you potter around develops into a full-blown growl as your right foot sinks further into the carpet. In Sport mode, additional exhaust valves open above 4000rpm to unleash a zinging, metallic howl as you chase the 7000rpm rev limit. Lift your right foot gently, pull the right-hand paddle and it begins again, a nerve-tingling ascent of the rev range that becomes addictive to the point of intoxicating, engineering rendered as art.

Pretty soon all thoughts of scuttle shake start to leave your mind. On a long motorway trip, the GranSport is sublime. The V8 makes all the right fruity noises when you want to be a hooligan but settles down to a refined burble when you just want to cruise. It's also got an accessible mid-range for outside-lane overtakes, the full 333lb ft coming in at around 4500rpm.

Rex Barton, who'd only owned the car you see before you for a matter of days at the time of our shoot, is clearly enamoured with it. As a 3200 owner, he's been a member of the Maserati Owners' Club for

Swoopy, blue carbon-tinged cabin feels very special. Glorious V8 engine is a genuine highlight



TECHNICAL SPECIFICATIONS MASERATI GRANSport SPYDER

ENGINE:	4244cc V8 DOHC
POWER:	401hp at 7000rpm
TORQUE:	452Nm (333lb ft) at 4500rpm
TRANSMISSION:	6-speed semi-automatic
WEIGHT:	1730kg
MAX SPEED:	177mph
0-62MPH:	4.95sec



11 years, and it's thanks to this he's just bought this car from McGrath Maserati. "I was looking for something different and I'd seen GranSport Spyders at club events," he says. "It's a good touring car – reasonable boot space for a weekend away, and the drop-top is an advantage for Alpine passes. The gearbox is good for touring, too."

Like me, Rex is a big fan of the engine sound, especially with the roof down. Even in the short time he's owned the car, it's made quite an impression. "It's a more well-rounded, easy-to-drive car than a manual 3200," he says. "The GranSport has better weight distribution, too."

Rex acknowledges the scuttle shake problem but hasn't found it unreasonable and says it just takes getting used to. He's right – jump into the GranSport Spyder on terrible roads and it'd be very easy to dismiss in the face of some very talented non-Italian

rivals. Give it time, however, and the GranSport Spyder starts to get under your skin. But this is *Auto Italia* and I'm a marque enthusiast, so it's time to put my journalist hat on. Through an objective lens, the GranSport Spyder has a tough battle. The Aston V8 Vantage and Porsche 911 997 have a manual option and are sportier, while the Jaguar XKR is much smoother, and all have a wider choice of spares and specialist backup. They're all also much cheaper than the Maserati – you're looking at £40,000 for a good GranSport Spyder, not that they come up very often.

This isn't a rational choice – you buy a GranSport Spyder because you love it. It's very much a heart-over-head decision, but then that's always the way with Maserati. For all its flaws and foibles, the undiluted V8 sound soon makes you forget such trivialities. And as I type, dreaming of a long trip to Biarritz, the GranSport Spyder would make for an excellent companion. 🇮🇹

Thanks to Rex Barton, Maserati Owners' Club (maseraticlub.co.uk) and McGrath Maserati (mcgrathmaserati.co.uk)



Red Bay is a supplier of parts for Ferrari classics and more recent models. Established in 2015 we are located in the centre of Belgium. In those few years, we have grown into a fully-fledged international business with many customers including dealers, service centres, restoration companies and private individuals.

We specialise mainly in the cars of the 1980's, 90's and 00's, namely the Mondial, 308, 328, 348, F355, 400(i), 456(M), 550, 575, Testarossa, 512(TR/M), F40, 360 and F430. Thanks to our worldwide network, parts for older or more recent models can also be sourced.

Our parts offering

- A wide range of authentic new and used Ferrari parts
- Reproductions of unobtainable parts made in Europe
- Parts for repair, restoration and maintenance

What makes Red Bay different?

- Detailed specifications and pictures of the actual parts
- Clear communication and high customer satisfaction
- Very competitive pricing

web: www.redbaycars.com

email: info@redbaycars.com

mobile / whatsapp: + 32 (0)496 23 72 11

Visit us by appointment



AUTOSHIELD *maserati*

An independent Maserati & Ferrari Specialist

Autoshield Maserati is a leading, long established independent Maserati specialist. Based in Manchester we are well placed to service customers in the North and further afield. Our reputation for engineering excellence and friendly customer service means that your Maserati is in safe hands.

We are able to offer numerous services to our customers and can manage everything from a 450s to a Gran Turismo S. We can also take care of all things Ferrari.

Routine servicing to manufacturers schedule
Performance breaks and exhaust upgrades
Alloy wheel repairs and refurbishments
Pre-purchase vehicle inspections
Four wheel geometry alignment

Bodywork and accident repairs
Interior and upholstery repairs
Official Maserati diagnostics
Car collection and recovery
Mechanical repairs



Tel: +44 161 881 3463
Fax: +44 161 881 1515
Email: info@autoshieldmaserati.co.uk

www.autoshieldmaserati.co.uk

Autoshield Maserati Ltd
465 Barlow Moor Road
Chorlton-cum-Hardy
Manchester
M21 8AU



Rorty at Forty

Fiat's Ritmo/Strada Abarth turns 40 years old this year. We go canyoning in a beautifully restored Abarth 130 TC to rediscover the hot hatch legend

Words: Johnny Tipler
Photos: Antony Fraser

Popular auto folklore has it that the 1974 Volkswagen Golf GTi was the world's first hot hatchback. But it was actually Abarth in Italy that got in first. The pioneering 1971 Autobianchi A112 Abarth may only have had 58hp from its 982cc engine, but it was light enough to be a zesty drive, as we discovered in our full feature on this model (see July 2021).

Fast-forward 10 years to 1981 and the hot hatch genre was really starting to mushroom. Fiat's 1981 riposte to the Golf GTi was the 2.0-litre Ritmo 125 TC. Unlike some of its rivals, the Abarth 125 TC didn't rely on fuel injection or turbocharging to deliver its power but instead a transplanted a 1995cc Fiat twin cam (hence the TC suffix) from the 131 Sport breathing through a single Weber carburettor and mated to a ZF five-speed gearbox.

However the 125 TC was never sold in right-hand drive markets. It took until 1983 for the upgraded Abarth 130 TC to reach the UK. Here it was renamed Strada, since Ritmo was apparently too convoluted for us to pronounce. Upgraded over the 125 TC with a pair of twin-choke, side-draught Weber DCOE40 carburettors, the 130 TC boasted 130hp and 130lb ft of torque. This was a quick car for its day, bettering even the Golf GTi for a year or so, covering 0-62mph in a lively 8.0 seconds and topping out at 123mph.

Enhanced suspension included Koni dampers and stiffer progressive coils on the front struts that reconciled increased weight and decreased ride height. Braking was by 9.5-inch ventilated discs fitted on the front and drums at the rear, while a floating anti-roll bar was attached to the suspension but not to the body. The TC's 14-inch alloy wheels were shod with 185/60x14 Pirelli P6s.

About 800 examples of the 130 TC were imported into the UK from 1983 to 1989. Changes over its lifespan were few: just different interiors, wheels, grilles and numberplate siting. Tragically, just a handful of cars left on our roads – single figures, certainly –

plus perhaps another dozen off the road, some of which are known to be in restoration.

The reason for the paucity of survivors isn't so much that the 130 TC wasn't loved – although the millstone reputation for corrosion attached to all Italian cars of that era hasn't helped – it was simply always a leftfield car compared to the Golf GTi. VW's ethos was image-driven, with the implication that fuel injection was good and carbs bad, while its suave design, creature comforts, snappy performance and sure-footed handling made it a legend.

The Strada Abarth was pretty much the opposite. It went with old-school twin carbs and high-lift cams; it had no creature comforts apart from oversize front seats; it was very loud with its four-branch manifolds and trademark Abarth exhaust; and it got a reputation for feisty, fidgety handling. And since so few were imported, it never got a chance to establish much of a reputation, so it was a real enthusiast's car from the word go. When the Abarth 130 TC was phased out, hot hatches were getting even hotter and the poor Fiat was virtually forgotten except by a

handful of devotees. The 130 TC was the very last car built by Abarth on its own production line, rather than on the Fiat assembly line, so some view it as the last 'proper' Abarth.

Our test car belongs to designer Doug Blair, who tells us: "I like Italian styling from the 1970s onwards – angular designs like Gandini and Giugiaro did with all those sharp edges. About 10 years ago I was looking for a Strada Abarth to rekindle my youth but they are so few and far between, it was very difficult to find one. I got a tip-off from a friend in Poole, and it was just what I was after because it had a decent bodysell, low miles and one owner from new. But I knew it had to be restored. Over a period of four years it was renovated by Andrew Mitchell at Mitchell Motors at Chicklade in Wiltshire, then assembled by Purbeck Sports Cars in Dorset. It was an extensive, full-on, bare-metal restoration, a proper nut-and-bolt job. It has



been reupholstered as well, though most of the seats are original. I managed to keep a load of old trim from an Abarth I had when they were new. The seat bolsters wear badly because the Recaros are difficult to get in and out of, so the sides get worn really easily."

As for the mechanicals, most of the parts are still quite easy to get hold of. It's things like right-hand drive headlights, grilles and foglights that are difficult to find. There are sources in Italy, plus fan groups and events like Techno Classica, where you can get bits and pieces for them.

When Doug got his restored car back he immediately started driving it to shows. "I had two Strada Abarths back in the day, so it was nice to find

are the monster Recaro competition seats, ready-made for harnesses. They are generously upholstered with a considerable amount of body-contouring, although awkwardly, the top of the headrest makes contact with the cabin roof, restricting access to the regular Strada rear seats. Happily for rear seat passengers, the headrest panels feature fisherman's netting so the view from back to front isn't blocked. The leather-rimmed steering wheel is appropriately Scorpion logo'd, and is a decent diameter, although it does obscure the outer gauges slightly.

The digital clock has a lap timer facility – quite a sophisticated amenity for 1984 – along with the equally sensational drilled throttle pedal. The

“ You definitely feel the power and torque urgently pushing forwards like a rugby maul in every gear ”

that it drove basically the same as I remembered. There are certain period aspects that you have to live with, like poor headlights, but it's a fantastic car that basically feels brand new."

Doug even got Abarth Classiche engineers to come over from the factory in Italy to certify his car. Having pulled it apart for a couple of hours and made sure that everything was original, they gave him a certification book and a plaque that confirms its originality, endowing it with factory provenance and authenticity.

Open the bonnet and the transverse-mounted 2.0-litre twin-cam is a very neat fit. The red airbox sits at the front, with forward-facing Webers, Digiplex electronic ignition and Momo strut brace also prominent.

Open the doors and the first thing that greets you

dashboard, instrument gauge binnacle and console are period-typical rectangular installations. Readouts for oil pressure and oil temperature were also precocious for the time.

Having owned two 130 TCs in the past, Doug believes that no two cars are identical. His car's bodyshell is seam-welded to add rigidity and there's a Momo strut-brace between the front shock turrets. External detailing includes Abarth's Scorpion badge in the wheel centre caps, front grille and prominent silencer box. The hunky plastic rear spoiler is also specific to the Abarth, and there are a few more idiosyncratic styling details like red lines inset into the lower protective trims, orange pyramid side indicators and half-moon door handles, matched by





Brutal power delivery and feisty torque steer make the 130 TC feel like a bucking bronco to drive

CHRIS KNOTT INSURANCE

1985 Fiat Strada Abarth 130TC

Est Value: £12,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 5000 miles pa, car club member, 2nd car for everyday use.

Premium: £88.67 inc IPT
Excess: £75
(exc. fee + legal cover)

the fuel filler cap. The original spec had wind deflectors on the tops of the front windows, but Doug has removed them as they have a tendency to get stolen or fly off. They were meant to have added a couple of mph to the car's top speed, which, if true, made all the difference in 1985.

Does the Strada struggle in the aesthetics department? Be charitable! Sure, more attractive hot hatch designs have come and gone during the past 40 years, so it has to be viewed in the context of its time. For instance, we love the view diagonally across the front, including both sets of headlights and the angled upright bars in the centre of the grille with the Abarth badge.

Doug is trying to keep mileage to a minimum – it's done just 50,000 miles to date. We'll add a wee bit to that now, as it's time to have a run up and down Cheddar Gorge. We keep a wary eye out for the mountain goats that occasionally wander unpredictably into the road. Tourists are the least of our problems!

The doors shut with a nice clean clunk, although the panel gaps are hardly precision-fit. Gaining access to the cabin is easy enough, despite the big seats. Immediately I think this is quite a high driving position in relation to the controls – and the seat is fixed so you can't lower it. I feel like I'm towering above the steering wheel. The seat itself is body-hugging and well padded; no complaints on that score. The gear

lever falls neatly to hand, and it's a handy tip-of-little-finger-to-thumb distance away from the steering wheel. Of the dials in front of me, the speedo and tachometer are in plain sight but I have to look around the wheel rim to see the warning signs and the oil pressure, oil temperature and voltage gauges. Everything to do with the dashboard is squared off, with rectangular shapes everywhere, from glovebox to ventilation ducting to heater switchgear.

Turning the ignition on, the engine starts first time with a guttural note, tickover settling down to slightly over 1000rpm. There's no power steering, although you quickly get used to that. You don't have to be shy of the controls: there's none of the delicacy of modern machinery, and it's not subtle in terms of accelerator and clutch deployment. The gearshift is quite heavy and occasionally difficult going in and out of second, while the sharpish clutch makes taking off in first a bit snaky.

Torque steer means it's best not to deploy too much throttle, although the engine does thrive at high revs. One of the great things about the powerplant is the depth of gutsy power: you have to rev it to get it to deliver, a bit like a racing car, but you definitely feel the power and torque urgently pushing forwards like a rugby maul in every gear.

Understeer is controlled easily enough by the steering wheel and throttle. I'm working hard on the steering, muscling it into tight turns. The P6000s offer



good grip, and the relatively tall sidewalls give a good ride, if a bit crashy because of the stiff suspension. The brake pedal feels like an on-off switch. Hit the pedal hard and it stops, which is OK as long as you plan ahead a bit and know your limitations. Hauling it around the turns means no half measures: you have to drive it, you have to be master of it straightaway, and oddly enough, the upright driving position suits that; this is not a car for relaxing in, it wants to be driven hard, nailed all the time. Modern hot hatches are more refined compared to the coarse Strada Abarth but it's laugh-a-minute fun to aim it around these never-ending bends. And it still feels quick by today's standards.

The 130 TC feels like a raw workover carried out at a local tuning shop. It feels like what I did in my own backyard with an Alfa Romeo Giulia 1300 TI upped to 2.0-litre Berlina spec, or my racing GTV 6 and 3.0 Alfa 75. That's the best comparison I can make: the Strada Abarth is a tuned-up specialist hot-rod. Put another way, it's the World Rally Championship winner that could have been. 🇮🇹





MIDDLE BARTON GARAGE

FIAT AND ABARTH SPECIALISTS

ESTABLISHED 1987

MBG specialises in both parts and engineering for all classic Fiats and Abarths. We can supply most parts and our workshop undertakes servicing, repairs and restoration of all models. Please visit our very comprehensive parts section on our eCommerce website.



- Spares and Workshop •
- Servicing •
- Repairs Restoration •
- New Campagnolo Style Alloys •

Middle Barton Garage, Troy, Ardley Road, Somerton, OX256NG
Tel ++44 (0)1869 345766 • carsandparts@middlebartongarage.com
www.middlebartongarage.com

Drop-Tops of the Pops

These two quirkily styled sports cars from the Fiat Group were launched within one year of each other. Which one fulfilled its brief better? We find out by testing Alfa Spider and Fiat Barchetta back-to-back

Story by Chris Rees
Photography by Michael Ward



Rest in peace the affordable Italian sports car. Remarkably, Alfa Romeo, Fiat and Abarth have all ceased production of two-door cars; even Maserati is in a hiatus until next year's all-new GranTurismo. The cheapest Italian-made sports car you can buy today is – wait for this – the Ferrari Roma, yours for £173,214. But it wasn't so long ago that both Fiat and Alfa Romeo were both making exciting and affordable roadsters, taking the challenge to the modern era's dominant sports car force, the Mazda MX-5.

It would seem unthinkable to the 1990s car buyer that Alfa Romeo could ever abandon its Spider model, given its popularity at the time. The Tipo 916 was launched in 1994 to enormous acclaim. Its shape, penned by Enrico Fumia of Pininfarina, was extraordinary at the time and, if anything, has improved with age. The drama starts with that clamshell bonnet punctured by apertures for the grille and lights, continues with the deep swage lines rising from the front wheelarches to the bootlid and ends with a cut-off tail adorned by a full-width light panel.

The Barchetta was more of a surprise to the world when it came out one year later in 1995, Fiat not having made a sports car since the old 124 Spider shuffled off its superannuated coil. It was Fiat Centro Stile and Andrea Zapatinas that was responsible for the classically-influenced styling. Indeed, there was a direct reference to Carrozzeria Touring's glorious Ferrari 166 MM Barchetta of the 1950s, not only in terms of its wavy belt-line but also in the Barchetta name.



IN ASSOCIATION with **CHRIS KNOTT INSURANCE**



“ Even with only 130hp, it is the Fiat that returns better acceleration. The reason is clear: weight ”

Fiat subcontracted manufacture to the coachbuilder Maggiora – at any rate until it went bust in 2003, when production was brought in-house to the Mirafiori plant. Like the 916 Spider, the Barchetta survived in production until 2005, but it actually outsold the Alfa, shifting around 57,000 units compared to 39,000 Spiders – although it's a rarer sight in the UK.

There are lots of similarities between this 1990s pairing: both are based on Fiat floorpans, for instance – Tipo in the Spider's case and Punto in the Barchetta's – and both are therefore front-wheel drive. Their engines share some common ancestry, too. But there are also quite a few contrasts: the Barchetta is much smaller and lighter, for instance; in terms of design they're very different; and the Barchetta was only ever made in left-hand drive (although RHD conversions do exist).

So it's time to compare Barchetta and Spider on the road. Our red pairing come from the heart in more senses than one, since they are owned by enthusiasts at the heart of the UK head office of Fiat and Alfa Romeo. The Barchetta is owned by Darren James who runs the Fiat/Alfa demonstration garage, while the Spider belongs to Damien Dally, the UK

country manager for Alfa. Both cars are pretty much as they came from the factory except that the Barchetta has had front foglamps added and the Spider has been treated to alloy wheels from an Alfa 156 Ti (plus a 'Ti' boot badge), while its interior has been beautifully reupholstered.

ON THE ROAD

It would be wrong to slate the Alfa as a mere Fiat Tipo in drag – not that there's anything wrong with the Tipo, which was among the sharpest-handling hatchbacks of its day. Alfa Romeo actually did quite a bit of engineering to make the Spider feel like an Alfa to drive, not only shortening the platform but also developing unique, all-new suspension based around struts and lower wishbones at the front and a multi-link set-up at the rear.

Step inside and the Alfa feels capacious, airy and upmarket. In contrast, it feels like you're wearing the Barchetta's cabin, so cosy is it. The low waistline makes it feel like you're sitting exposed, and we love the evocative body-colour door panels. While the Spider's coupe sister model, the GTV, had tiny rear seats, the

CHRIS KNOTT INSURANCE

1998 Fiat Barchetta 1.8
Est Value: £4,500

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 5000 miles pa, car club member, 2nd car for everyday use.

Premium: £85.94 inc IPT
Excess: £50
(exc. fee + legal cover)

Physically smaller Fiat feels nimbler around bends. 1747cc engine is a delightfully revvy unit





“ Right from the off, you revel in how smooth the Alfa’s power delivery is and how melodic it sounds ”

CHRIS KNOTT INSURANCE

1993 Alfa Romeo Spider 2.0
Est Value: £20,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 5000 miles pa, car club member, 2nd car for everyday use.

Premium: £105.87 inc IPT
Excess: £100
(exc. fee + legal cover)

Alfa exudes a real sense of occasion: cossetting cabin, fabulous engine and great maturity on the road

Spider itself is a strict two-seater, with a folding soft-top that hides neatly under a solid tonneau. It’s activated by an electric motor – how posh! – while the Barchetta is hand-operated, and so simple that you wonder why car makers bothered with electric gubbins.

Time to fire the Alfa up. The 2.0-litre four-cylinder Twin Spark unit has a spec to drool over: twin balancer shafts, variable valve timing and four valves per cylinder. Right from the off, you revel in how smooth its power delivery is and how melodic it sounds. It’s easy to forget that, in this era of universal turbocharging, 150hp was pretty punchy for a naturally aspirated 2.0-litre engine in the 1990s.

But the 1747cc four in the Barchetta can almost match it, boasting variable valve timing and 16 valves, too, for instance. Shared with the Punto HGT, this was effectively a single-spark version of the 1.8 Twin Spark engine that saw service in many Alfa Romeos – including indeed the 916 Spider (but only in continental markets, never the UK). Even with only 130hp, it is the Fiat that returns better acceleration times. The reason is clear: weight. At 1056kg, the Barchetta is almost 300kg lighter than the Alfa and that really tells in the

performance department, clawing back its 20hp power deficit to beat the Spider off the line and through the gears (for example, 30-70mph takes 8.6 seconds against the Alfa’s 9.5 seconds). The Barchetta still feels torquey, too, with 90% of peak torque delivered between 2000 and 6000rpm.

However, the Alfa has it licked in the soundtrack department: while the Fiat’s 1747cc twin cam is more than happy to rev right up to 7000rpm, it sounds perhaps a little ordinary next to the Alfa, which is a delight of smoothness and rorty character. If only the Spider were lighter...

Both cars have quick rack-and-pinion steering (2.1 turns lock-to-lock for the Alfa, 2.5 for the Fiat) but as soon as you hit a bump in the road, one difference really tells. The Spider’s lack of rigidity compared with its fixed-head GTV stablemate means you really feel the scuttle shake, enough to make the steering wheel shiver in some very wayward directions. Ultimately this plays out in the handling department. The front-wheel drive chassis certainly delivers safe cornering and an assured stance right up until the limit of adhesion but it just lacks a bit of precision.



TECHNICAL SPECIFICATIONS

	ALFA SPIDER 2.0 TS	FIAT BARCHETTA
ENGINE:	1970cc 4-cyl DOHC	1747cc 4-cyl DOHC
POWER:	150hp at 6200rpm	130hp at 6300rpm
TORQUE:	185Nm (137lb ft) at 4000rpm	164Nm (121lb ft) at 4300rpm
DIMENSIONS:	4285mm (L), 1780mm (W), 1315mm (H)	3916mm (L), 1640mm (W), 1265mm (H)
WEIGHT:	1350kg	1056kg
FUEL ECONOMY:	28mpg	35mpg
MAX SPEED:	131mph	124mph
0-62MPH:	9.4 sec	8.7 sec
PRICE IN 2000:	£19,992	£13,815



The more rigid-feeling Barchetta has sharper turn-in and better feel through the bends. It understeers slightly more and there's sometimes a surprise lurking if you lift off in mid-corner, when the rear end can start to come round. Ultimately, though, it's very controllable and fun, with a greater sense of nimbleness and exploitability.

You don't buy a sports car for its ride comfort but in this department the Alfa clearly feels the better resolved of the two. The Fiat can get a little bouncy over bumpy terrain and fast undulating surfaces, while its in-town ride feels a bit jiggly. The Alfa is certainly firmly sprung and you do feel the bumps – as well as the attendant chassis flex we mentioned – but overall it just feels more composed. The Fiat's seats are also less supportive and harder than the Alfa's more commodious leather-upholstered chairs.

Both cars have vented front discs and solid rears, resulting in confident braking, with smooth, consistent action and good pedal feel. The Fiat suffers a little from brake fade but otherwise they're quite evenly matched here.

One small note on practicality: neither car has a particularly generous boot but I was surprised to discover that the Fiat's is actually bigger at 165 litres versus a paltry 110 litres for the Alfa. You can hardly fit a hamper in the tail of the Spider, let alone a weekend's worth of holiday bags.

VERDICT

Both these roadsters ooze Italian charm and flair, in terms of design, engineering and driveability. While they are remarkably close in some aspects, they are very different in others. The Spider feels grown-up and mature, a car for effortless cruising across sun-kissed landscapes; the Barchetta is more of a tearaway, a back-to-basics roadster.

Ultimately it's the Fiat that lives up to the sports car ideal better. It may not have the presence and maturity of the Alfa Romeo but it's faster, sharper through the bends and simply more fun to drive. We reckon its quirky lines have aged every bit as well as the Alfa's, too. So in conclusion: buy a Barchetta for the fun of it but a Spider if you want to live with it every day. 🇮🇹

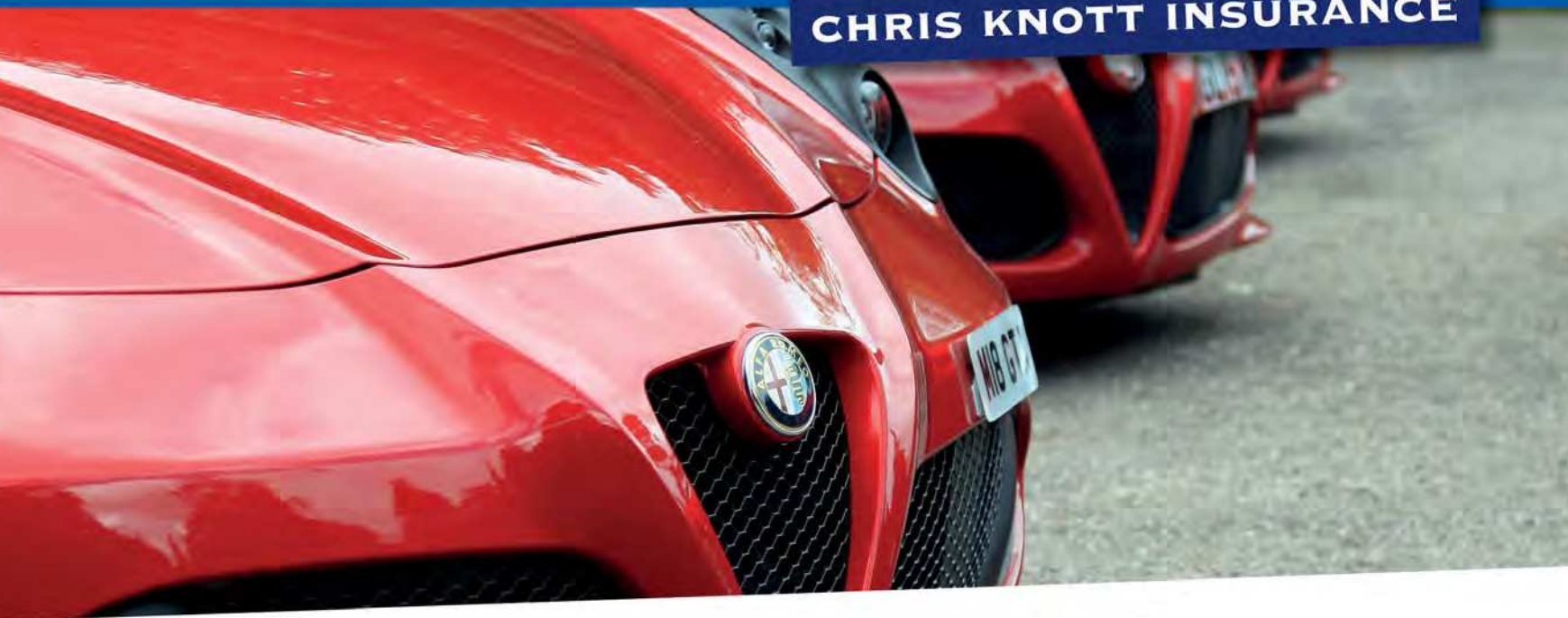
Both cars offer popular drop-top motoring in peak style. Ultimately the Fiat feels more like a sports car, Alfa more of a grand tourer



The insurance service and protection your car deserves

powered by

CHRIS KNOTT INSURANCE



Amante delle auto Italiane

BENEFITS of using specialist broker Chris Knott...

- ✓ Person-to-person service from qualified UK experts
- ✓ Easy access by phone, email or social media
- ✓ Option to use your own preferred repairer if you have one
- ✓ Proven savings of 16% for enthusiasts* + multi-car discounts
- ✓ Special schemes for modern, modified or classic cars
- ✓ Agreed Value and Limited Mileage policies available
- ✓ Choice of policies from insurers who sit under UK regulation
- ✓ Preferred insurance partner to Alfa Romeo Owners Club UK and many other car clubs and enthusiasts groups

Request a Chris Knott quote

0800 917 2274

chrisknott.co.uk/CarQuote - mention 'Auto Italia'

+ **CK EXCESS PROTECTOR** + **CK BREAKDOWN COVER** + **CK GAP COVER**

Providing specialist cover for enthusiasts' treasured cars for 38 years

*16.5% mean average saving against customers' invited renewals elsewhere where disclosed (Period: 01/01/20 - 31/12/20)
Chris Knott Insurance is authorised and regulated by the Financial Conduct Authority.



@chrisknottins



@chrisknottins



@chrisknottins



Auto Italia Book of Records

Ancient Olympians lived by the motto 'faster, higher, stronger'.
But what about Italian cars? Our round-up of
record-breakers reveals the answers

Story by Gary Axon
Photography by Michael Ward

Roy Castle singing the theme tune of the 1970s BBC TV programme, *Record Breakers*, struck a chord not only with children in Britain but also around the globe. In Italy, for instance, *Lo Show dei Record* devoted time to records set locally, including the world's heaviest baby (a Naples boy weighing 10.2kg) and the world's biggest pizza (measuring 1853.88 metres long and weighing over five tons). To date, we don't think anyone has come up with a set of records set by Italy's car producers over the decades. It's time to set the record straight...

BEST SELLING

FIAT 124 (OVER 20 MILLION)

When Fiat launched its 124 in 1966, few would have forecast that this straightforward but unremarkable square-cut family saloon would go on to be the world's second most popular car of all time (and Italy's most successful).

Although Fiat's in-house 124 lasted just eight years (1966-1974), it was also produced far and wide under licence. Among these were Seat in Spain, Tofas in Turkey and Premier PAL in India. But it was in Russia that Lada accounted for the bulk of Fiat 124 production, with a whopping 17,332,954 examples constructed over 43 years. Despite early Lada 1200 saloon and estate models being visually similar to their Fiat 124 siblings, the two cars differed extensively under the skin to cope with demanding Soviet roads.

With more than 20 million examples produced during its extraordinary 46-year career (1966-2012), the Fiat 124 and its derivatives rank second only to the VW Beetle (21.5 million) in the all-time rankings.

BEST SELLERS BY MAKE

Abarth 500/595/695 (2008-date): 180,000 (est)

Alfa Romeo Alfasud (1971-1988): 1,017,387

Autobianchi A112 (1969-1986): 1,254,178

Bizzarrini 5300 GT (1965-1969): 149

De Tomaso Pantera (1971-1993): 7260

Dino 206-246 (1967-1974): 3913

Ferrari 360 (1999-2004): 17,653

Innocenti Mini (1965-1975): 437,234

Intermeccanica Italia (1970-1973): 401

ISO Rivolta IR (1962-1970): 797

Lamborghini Huracán (2013-date): 17,747 (to Jun 2021)

Lancia Ypsilon (1995-2003): 804,699

Maserati Biturbo (1981-1994): 33,270

MOST POPULAR CURRENT MODEL

FIAT 500 (83,000 PER YEAR)

Although outsold by the Panda in Fiat's home Italian market, the Fiat 500 has been a bigger success globally for the Turin marque. In the first quarter of 2021, total European sales amounted to 20,832, putting the 500 in the top 10 overall sales chart.



FASTEST SELLING

FIAT PUNTO MK1 (571,500 PER YEAR)

The fastest-selling Italian car of all time was the first-generation Giugiaro-styled Fiat Punto (*pic right*). Total production surpassed 3,429,000 over the model's six-year life (1993-1999), meaning that average annual sales amounted to 571,500.

LONGEST LIVED

FIAT 1100/1200 (47 YEARS)

With a production run spanning 47 years, the 1953-2000 Fiat 1100 (*pic far right*) and its 1200 sister just snatch the longest build career away from the model that indirectly replaced them, the Fiat 124 (which lived for 46 years in various modified forms). The long lifespan is because, after 16 years in its original Italian home, the mid-sized family Fiat found a second life in India with Premier Automobiles.

LONGEST LIVED MODEL NAME

FIAT PANDA (41 YEARS)

The Italian car with longest-lived model name in continuous use is the Fiat Panda. First introduced in 1980, we're now at 41 years and counting. That beats the Fiat Campagnola (36 years), Fiat 126 (28 years) and De Tomaso Pantera (22 years).

SHORTEST LIVED

INNOCENTI REGENT (ONE YEAR)

The Innocenti Regent (*pic far right*) was a thinly disguised Italian revamp of the infamous Austin Allegro. Introduced just before Christmas 1973, it left production in early 1975 after a career spanning barely more than a year. The model's appeal was seriously lacking against rivals like the Alfasud and Fiat 128. Another short-lived Italian was Maserati's Quattroporte II (1976-1978).

MOST POWERFUL

AUTOMOBILI ESTREMA FULMINEA (2040HP)

Pininfarina's all-electric Battista supercar has a strong claim to be the most powerful Italian car ever produced, with 1900hp on tap. But out of nowhere, newcomer Automobili Estrema claims that its zero-emission Fulminea hypercar (*pic right*) has fully 2040hp. This claim is as yet unproven...

BEST POWER-TO-WEIGHT RATIO

FERRARI LAFERRARI (756HP/TON)

Ferrari may not claim the most powerful Italian car title, but its LaFerrari (*pic right*) boasts the best power-to-weight ratio at 756hp per ton, achieved thanks to its low mass of 1255kg and big power (950hp courtesy of a 6.3-litre V12 and hybrid battery assistance).

FASTEST TOP SPEED

FERRARI LAFERRARI / LAMBORGHINI AVENTADOR SV (220MPH)

The LaFerrari gets a second shout here, as Maranello's seminal hypercar boasts a claimed 220mph top speed, marginally above the Ferrari Enzo's 218mph maximum. Lamborghini responds with the Aventador SV (*pic right*) which shares the LaFerrari's official top speed claim of 220mph, although it has been recorded at speeds of up to 230mph.





FASTEST NÜRBURGRING LAP LAMBORGHINI AVENTADOR SVJ (6'44")

Italy claims four of the current top 10 production car lap times around the 'Green Hell' at the Nürburgring. The Lamborghini Aventador SVJ (*pic above*) currently holds the outright record for a road car at an astonishing 6min 44.97sec. The Lamborghini Huracán Performante is third fastest at 6min 52:01sec, while the Lamborghini Aventador SV did it in 6min 59.73sec and the Ferrari 488 Pista in 7min 00.03sec. In 2017, the Alfa Romeo Giulia Quadrifoglio topped the four-door saloon table with a time of 7min 21.20sec (since surpassed by Jaguar), while Alfa also held the SUV record with the Stelvio Quadrifoglio (7min 51.7sec), now beaten by Audi's RS Q8.



FASTEST ACCELERATING FERRARI LAFERRARI / LAMBORGHINI HURACÁN PERFORMANTE & EVO (2.4SEC)

Each of the trio of Modenese hypercars listed above has a claimed 0-100km/h (0-62mph) time of a 'blink-and-you-miss-it' 2.4 seconds, with independently tested times of 2.6sec and 2.9 sec also reported.

Ferrari's recent SF90 Stradale claims a competitive 2.5sec 0-62 time, with its 812 Superfast and Lamborghini Huracán EVO both taking 2.9 seconds. Still independently unverified as yet, Pininfarina claims its electric 1900hp Battista will tackle the 0-62mph dash in less than two seconds, which would take the fastest accelerating Italian car title with aplomb.



SLOWEST BMA BRIO (23MPH)

With a rorty 3hp under the driver's right foot, the three-wheeled BMA Brio microcar of the 1970s (*pic far left*) was Italy's alternative to a brisk walk, reaching a top speed of just 23mph.



MOST ECONOMICAL ALFA ROMEO MITO 1.3 JDTM (83.1MPG)

Alfa Romeo's diesel-powered MiTo 1.3 JDTM (*pic left*) was a frugal triumph of economical motoring. Alfa's own blurb exclaimed: "You won't be disappointed to hear the gorgeous MiTo is able to produce 83.1mpg on a combined cycle; this is also known as a staggering amount." For once the marketing copy didn't lie.



LARGEST ENGINE

FIAT S76 300 HP 'BEAST OF TURIN' (28.4 LITRES)

Between 1910 and 1911, Fiat built two examples of its S76 speed record racer, subsequently nicknamed the 'Beast of Turin' (*pic above*). Its flame-spitting 290hp was delivered from a four-cylinder engine with fully 28,353cc, which represents over 7.1 litres per cylinder. That makes the Fiat not just the largest four-pot engine ever made, but also *the* biggest motor ever fitted to a production car.

MOST VALUABLE

FERRARI 250 GTO (£52.3M)

The storied 1962 Ferrari 250 GTO (*pic right*) takes gold as the most expensive car ever sold. One example reportedly changed hands for \$70 million (£52.3m) in a private sale between German racing driver Christian Glaesel and American car parts mogul David MacNeil. Another 250 GTO holds the record for the world's highest auction hammer price, selling for \$48.4million (£34.3m) in 2018 by RM Sotheby's in Monterey. In the unlikely event that Enzo Ferrari's first ever car, the 1947 Auto Avio Costruzioni 815, ever comes up for sale, it would almost certainly set a new record, with figures as high as £100 million being conjectured.



MOST EXPENSIVE NEW CAR

PAGANI ZONDA HP BARCHETTA (£15M)

When Horacio Pagani announced in 2018 that he would be building just three examples of the ultimate Zonda hypercar, the topless HP Barchetta (*pic right*), the retail price was reportedly around £15m. Amazingly the Zonda's eye-watering price tag has since been trumped by the one-off Bugatti La Voiture Noire (£18m) and Rolls-Royce Boat Tail (£20m).





LONGEST BIEMME PHANTOM HEARSE (7010MM)

Italian coachbuilders are wont to stretch things to extremes. For instance, the Vecotras Maserati Quattroporte Geb hearse is fully 6700mm long – but that's still not the record. The gargantuan Rolls-Royce Phantom hearse handcrafted by Biemme (*pic left*) is based on a first-generation 'Goodwood' Phantom and measures a whopping 7010mm (23 feet) long, a full three feet longer than even the Phantom Extended Wheelbase model.



SHORTEST URBANINA (1830MM)

At just 1830mm (6ft) long, the diminutive 1965-1973 Urbanina microcar (*pic far left*) was Italy's smallest ever car. It made even the tiny 2290mm (7.5ft) Isetta bubble car look corpulent.

HEAVIEST FIAT OLTRE (3175KG)

Tipping (or breaking) the scales at a hefty 3175kg, the Hummer-esque Fiat Oltre prototype of 2005 (*pic left*) was certainly no lightweight. As for production models, the short-lived Iveco Massif 4x4 3.0 HPT Station Wagon takes the prize as Italy's heaviest at 3050kg, making Lamborghini's 2700kg LM002 and 2200kg Urus SUVs appear lightweights by comparison.



LIGHTEST BMA BRIO (135KG)

The bizarre, microscopic three-wheeler BMA Brio strikes again, weighing in at a mere 135kg.

MOST AERODYNAMIC (PRODUCTION) ALFA ROMEO GIULIA AE (CD 0.23)

Enzo Ferrari once famously remarked that aerodynamics were for people who couldn't build engines, but other Italians placed more importance on streamlining. The Alfa Romeo Giulia boasts Italy's lowest current coefficient of drag (Cd) at 0.25, but the Giulia 'AE' (Advanced Efficiency) version (*pic left*) offered from 2016 to 2019 went one step further with its 5mm lower ride height and unique wheels: its Cd was 0.23.



MOST AERODYNAMIC (PROTOTYPE) FIAT TURBINA (CD 0.14)

Europe's first gas turbine-powered prototype, Fiat's 8001 Turbina of 1954 (*pic left*) was a futuristic aerodynamic coupe featuring a mid-mounted 296bhp turbine powerplant. The Turbina's aerodynamic body was claimed to have a (rather questionable) Cd of just 0.14 thanks to extensive testing in the wind tunnel of the Turin Polytechnic. Capable of 175mph, the concept was soon shelved due to high fuel use and overheating problems.

OLDEST SURVIVING ITALIAN CAR MAKER FIAT (122 YEARS)

Although the Stefanini-Martina is believed to be the very first Italian car ever made (in 1896), this was a marque that soon failed. Its marginally younger Turin-based rival Fiat (Fabbrica Italiana Automobili Torino) began life in 1899 and went on to become one of the world's largest and most important vehicle makers and is still thriving today, 122 years later.



Follow *Auto italia* on . . .



SUBSCRIBE TODAY



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.

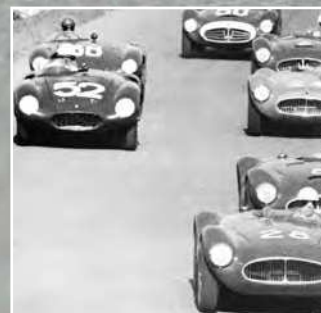
Please also notify us. Auto Italia Magazine, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS www.auto-italia.co.uk

On Top of the

Ferrari pursued the idea of four-cylinder engines in a host of different settings. In 1954 it took its Grand Prix-winning four-cylinder unit and put it into a new sports-racer. The 500 Mondial proved a true world-beater

Story by Karl Ludvigsen

Images by Ludvigsen Partners/Ferrari/
Rog r Andrey/Michael Ward/Talacrest



IN ASSOCIATION with



World



TOP RIGHT: Umberto Maglioli at 1955 Coppa d'Oro delle Dolomiti

BELOW, LEFT TO RIGHT: Series 1 at Willow Springs 1956; Said in 1954 Trullo d'Oro; Maglioli (36) en route to Imola 1954 victory; Jim Pauley at Thompson in 1955



The years 1952 and 1953 were great for Ferrari. In 1953 it shrugged off challenges from Jaguar, Aston Martin and Cunningham to win the first-ever FIA World Championship for Sports Cars. With its big 4.5-litre sports-racers and superb driver cadre, Ferrari was king of the heavy metal. Ferraris dominated the popular 2.0-litre sports category as well, the 166 MM V12 easily having the measure of all-comers.

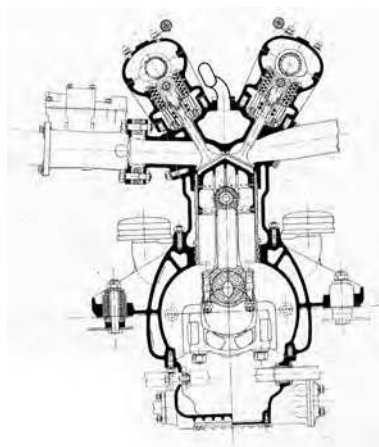
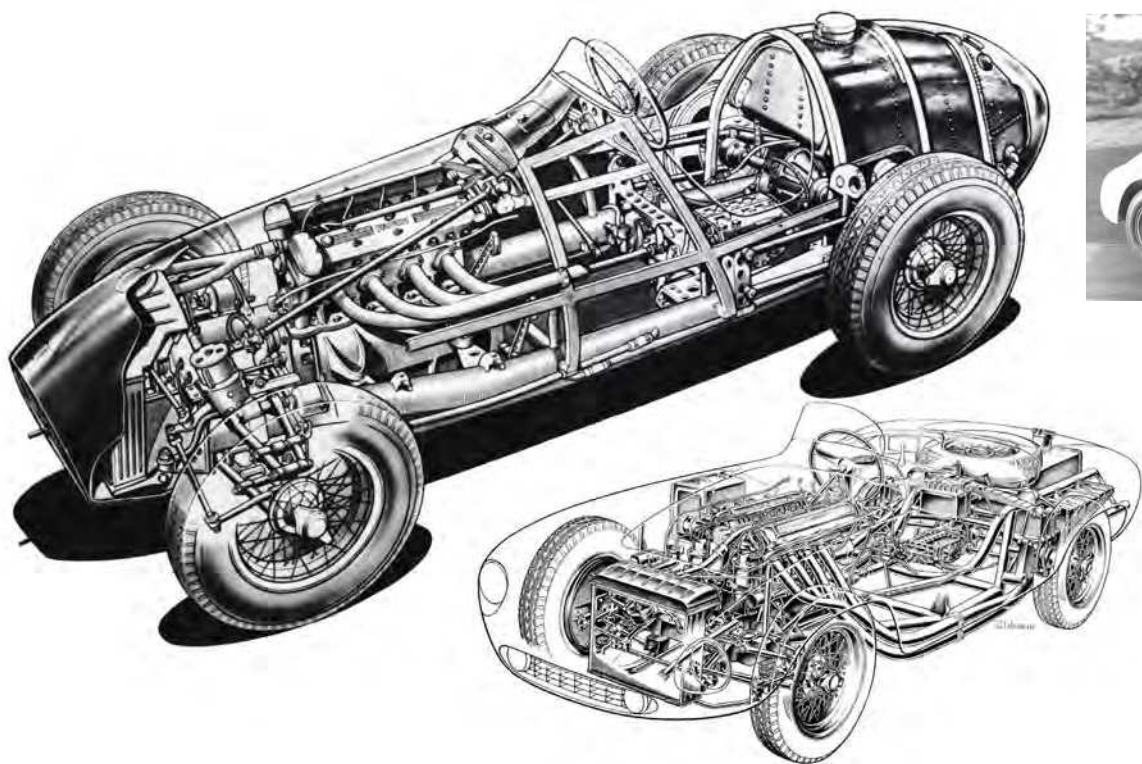
Those two seasons also witnessed Ferrari triumphing in Formula Two racing, which was standing in for the abandoned Formula One as host of the World Drivers' Championship. That apogee of global road racing was won by Alberto Ascari in the Ferrari 500 F2. Aurelio Lampredi designed this masterwork from scratch, the most intricate four-cylinder twin-cam engine ever created. Using Ferrari's designation system, the '500' represented the nominal capacity of one cylinder.

1954 saw Formula Two given a rest while Formula One moved to a 2.5-litre limit. For this, Lampredi designed completely new four-cylinder engines, in contrast to the sixes and eights of its rivals. Why did Lampredi recant from his advanced V12 in world-class racing? One reason, wrote Gianni Rogliatti, was that Enzo Ferrari was "extremely open to all the proposals put forward by those who worked with him and was willing to test anything that could reasonably be tested." Enzo subjected his early engines to a ruthless Darwinian selection process: only the most worthy would survive. Lampredi would even design and test a two-cylinder engine for F1!

Left behind in the rush to new F1 engines were the fours that powered the Championship-winning Ferraris of 1952 and 1953. It cannot be overlooked that, with the end of the 2.0-litre Formula Two, Ferrari found himself with a storehouse full of Tipo 500 F2 engines and transaxles for which he had no immediate requirement. Recycling them into 2.0-litre sports-racers was both cost-effective and potentially successful in racing, especially as the cars would be largely intended for private owners.

The chassis of the new generation of four-cylinder sports-racing Ferraris were so similar that it was easy to convert a smaller one to a bigger one and vice versa. To distinguish it from its single-seater sister, the 'Mondial' name was added to the 2.0-litre Tipo 500 sports car to honour the two World Championships won by its powertrain and suspension.

Lampredi avoided cylinder-head gasket problems by unifying the head and block in an aluminium casting that extended downward three-quarters of the



cylinder's length. Screwed into this head/block unit, reaching up to its combustion chambers, were four cast-iron wet cylinders. Bore and stroke of 90mm and 78mm gave 1985 cc in an engine designated the Tipo 110. Stems of the two valves per cylinder were symmetrically inclined at an included angle of 58 degrees. Giving a compression ratio of 8.5:1,

the five main bearings, 63mm in diameter instead of the Formula Two engine's 60mm in the interest of endurance-race reliability.

Carrying a forged-steel crankshaft with integral counterbalancing masses, Vandervell Thinwall bearings were of equal width, save for a broader centre main. I-section connecting rods were forged of

TOP LEFT: Suspension, engine and rear-mounted transaxle all came from this 500 F2 Ferrari.

TOP: Gaston Andrey's 1957 Mondial had headrest and long snout. ABOVE: Tipo 110 four-cylinder cutaway

“ The Mondial came at a time of rapid evolution in racing body design. Fresh impulse came from Alfredo Ferrari ”

aluminium pistons were full-skirted.

Grooves at the bottom of the cylinders carried O-rings that sealed the bores into the top of the crankcase. Cast of aluminium, the latter extended down to the bottom of the engine, which was enclosed by a shallow aluminium sump. Internal ribs supported

steel. The dry-sump lubrication system had two gear-type pumps: one for pressure and the other a triple-gear pump to give an excess of capacity for scavenging, picking up oil at two locations.

Gear trains at the front of the 500 Mondial's engine ran upward to the twin camshafts and downward to



the oil and water pumps. Above the latter was a major addition to the F2 engine: a transverse case of magnesium carrying shaft and bevel gears that drove three vertical Marelli instruments: a central dynamo and two magnetos or distributors to supply dual ignition. Carburation was by two Weber 40DCOA3 dual-throat units on the right, with efficient blended-pipe exhaust manifolding on the left.

Carried over to the 500 Mondial was the Tipo 500's elaborate valvegear, housed in individual magnesium cam boxes bolted to the cylinder block. The valves were closed by hairpin-type valve springs while mushroom-shaped tappets had their own coil springs to hold them against the cam lobes. The latter were very narrow, as they had only to contact large-diameter rollers set into the top faces of the tappets. This elaborate belt-and-braces mechanism was created by Lampredi expressly to eliminate valve-gear problems, in which he was largely successful.

Ferrari initially rated the 500 Mondial's engine at 160hp at 7000rpm. Powering the first 20 Mondials, this Tipo 110 engine was uprated during 1954 with bigger 42mm carburettors and a compression ratio raised to 9.2:1, resulting in 170hp at 7200rpm. Encased in a bell housing was a twin-disc clutch, from which the drive was through an engine-speed propshaft to a rear-mounted transaxle like the Tipo 500's. Initially this housed four forward speeds. The transaxle had its own pressure-oil pump and a ZF limited-slip differential for the final drive. The latter was driven by a set of step-up gears from the longitudinal transmission shafts, allowing the gearbox to be placed as low as possible.

Aurelio Lampredi carried over the single-seater's de Dion rear suspension to the 500 Mondial. This used a curved steel tube to join the rear-wheel hubs by a solid axle that was relieved of the weight and torque effects of a live axle. Controlled laterally by a bronze block sliding in a groove in the back of the differential housing, its hubs were guided by parallel radius rods at each side.

Springing was by transverse leafs and adjustable Houdaille dampers at both front and rear. Placed low at the front, the transverse leaf was linked to the parallel suspension wishbones. Unequal in length, the wishbones were made up of pairs of forged-steel arms. The longer lower wishbones compressed soft rubber buffers that gave the springing a rising rate. Forward-facing steering arms were connected by a three-piece track rod linkage to a worm-and-wheel steering box on the right-hand side.

Shared as they were with the bigger-engined 750 Monza, the 500 Mondial's brakes were 350mm by 48mm. Mechanisms were two-leading-shoe at both front and rear, applied by twin master cylinders. Sixteen-inch Borrani wire wheels carried tyre sections of 5.50 in front and 6.00 at the rear. For its 500 Mondial Ferrari quoted a dry weight of just 720kg.

The 500 Mondial came into being at a time of rapid evolution in racing Ferrari body design. A fresh impulse came from Enzo Ferrari's son Alfredo ('Dino'), to whom his father gave a spare 166 MM chassis. To clothe it, Dino came up with some ideas of his own to be executed by local coachbuilder Sergio Scaglietti, who had crafted bodywork for Scuderia Ferrari before the war and set up his own carrozzeria in 1952. He and Dino conceived an aggressive and fluid line for the 166 MM.



Based on this design, with its unusually small fishlike cooling-air intake, Scaglietti bodied the works cars that scored early 1954 successes for the 500 Mondial. Soon, however, Ferrari turned to Pinin Farina to body its customer Mondials, the first of which appeared in time for the Mille Miglia of May 1954. Pinin Farina's 500 Mondial bodies had a personality of their own with forward-thrusting snouts, speedlines along the flanks and exposed rows of rivets on panel junctions.

A dozen Series 1 Mondials had Pinin Farina bodies. The Turin coachbuilder also made two clean-lined Berlinettas on the Series 1 chassis. Both started in the 1954 Tour de France but failed to finish, only one going on to a few 1955 appearances.

Towards the end of first-series Mondial production in 1954, body manufacture was taken over by Scaglietti, who refined and sharpened the lines originated by Dino

Immaculate Series 1 500 Mondial by Pininfarina (chassis 0448MD) on display at the 2019 Riyadh Global Auto Salon

Ferrari. Six Series 1 500 Mondials were Scaglietti-bodied, plus eight Series 2 chassis.

As usual for Ferrari, the new type was given its debut by a factory team to secure its reputation. No less a pairing than Ascari and Villoresi drove the original car, 0404MD, to second overall behind a big Ferrari V12 in a 12-hour race at Casablanca on 20 December 1953. This Ferrari raced in Africa again in early 1954, François Picard winning his class at Agadir in February and Maurice Trintignant doing likewise at Dakar in March, placing second overall. A similar result fell to Picard at Marrakech in April. In four of the new Ferraris for the Mille Miglia were Elio Neri, Franco Cortese, Enrico Sterzi and the oldest of the racing Marzotto brothers, Vittorio. Like the experienced Cortese he tackled the 992-mile race solo.

The outcome could not have been closer. Vittorio Marzotto had his problems, including an unwanted change of spark plugs ("It's going fine!" he protested). His time at the finish was 12:00:01—nine seconds faster than Luigi Musso's new Maserati after half a day's racing. Marzotto was second overall with the 500 Mondials of Cortese and Sterzi finishing 14th and 15th overall and fourth and fifth in class.

In the 156-mile inaugural race for Imola's new circuit on 20 June, Robert Manzon set the fastest lap in a 500 Mondial in a race won in a similar car by Umberto Maglioli, with Musitelli second in an updated 166 MM/53. At Collemaggio on 4 July, Franco Cortese's Mondial was second, sandwiched between Maseratis.

In Northern Ireland on the demanding Dundrod road circuit, both marques raced for the Tourist Trophy on 11 September. A Maserati driven by Musso and Mantovani finished third behind a Lancia D24 and Ferrari 750 Monza; four laps behind in ninth place was a 500 Mondial driven by Americans Bob Said and Masten Gregory. Theirs was the last of the Series 1 Mondials, given a refined interpretation of the Scaglietti bodywork.

Maranello would produce a Series 2 version of its 500 Mondial from January 1955 to compete against Maserati's upgrade of its stalwart six. Although commercially sound, Ferrari's use of the same chassis for sports-racers in two categories – what we would call 'platform sharing' – worked to the disadvantage of the smaller-engined version. All elements of the car from chassis to brakes and driveline had to be sized and stressed to suit the bigger and faster 750 Monza model with half as much horsepower again.

The Series 2 chassis gained useful improvements. Although the chassis continued as a twin-tube structure with central X-bracing, its oval main tubes were reshaped to improve stiffness through the cockpit and at the rear, while it also had five speeds in the rear-mounted transaxle. Lampredi made major changes at the front, too. For the Spanish Grand Prix the previous October he equipped his Tipo 553 Squalo GP car with new coil-sprung front suspension. A big success on the Squalo, the coil suspension was used across the board on Ferrari's 1955 racers.

Nestling between the front chassis rails was a heavily overhauled engine, the Tipo 111, that reflected Lampredi's latest thinking. Instead of the 58-degree valve angle of the Series 1, the Series 2 had an 85-degree angle with inlet valves at 45 degrees from the vertical and exhausts at 40



degrees. The deeper combustion chamber that resulted constrained the new engine's compression ratio to 8.5:1 instead of the previous 9.2:1.

The four-cylinder unit breathed through 40mm Weber twin-throat side-draught carburettors with 36mm venturis; one car had larger 42 mm Webers. A nine-disc clutch with alternating steel and aluminium plates accepted the Tipo 111's output, which was 170hp at 6800rpm. Maximum torque of 150lb ft was delivered at 5000rpm, 400rpm lower than its Tipo 110 predecessor.

For the last six Series 1 500 Mondials, Scaglietti produced a more slippery body shape. Front anti-roll bar is just visible



Scaglietti-bodied Series 2 Tipo 500 Mondial. Now with coil ignition rather than magnetos, the S2's Tipo 111 four had a much wider overhead valve 'vee'

Influenced as it was by the thinking of Dino Ferrari, with its long tail and down-sloping snout, the late-1954 500 Mondial body shape was carried over to the 1955 models. The tail was enlarged to accommodate a larger 39.6-gallon fuel tank. Scaglietti made the bodies for the 10 Series 2 500 Mondials that Ferrari produced from January to August 1955. Apart from chassis number 0560, which was used initially as a works car before being sold, all were delivered to private owners.

On 27 February 1955, the first of the Series 2 500 Mondials made its bow at Morocco's Agadir, where Mario Della Favera won his class. In another African race uncontested by major Maseratis, Dakar, Belgian

Jacques Swaters was class winner in an older Mondial. In the Giro di Sicilia in April, Mario Della Favera in his Mondial Series 2 prototype took fourth place and 2.0-litre class laurels.

The Mille Miglia on 30 April was a hecatomb for Ferrari. Four new Series 2 Mondials retired, Della Favera's while leading the class. This marked the beginning of a reputation of unreliability for the new model, whose conrods in particular were suspect.

Modena's two champions regrouped for a battle royal at Monza on 29 May in the Supercortemaggiore Grand Prix for sports cars over 1000km. The 2.0-litre class was contested by ten Maseratis and seven Ferraris, four of the latter the new Series 2 Mondials. Of these, two retired and two placed eighth and tenth overall (third and fourth in class).

The Shell-sponsored Imola race on 19 June was over 156 miles of flat-out racing for Italy's 2.0-litre bragging rights. Umberto Maglioli was second in a brand-new works Series 2 500 Mondial, 21.5 seconds behind a Maserati, with Harry Schell third in an older Mondial.


In July, Eugenio Castellotti took over the factory Mondial, winning the 15.2-mile Bolzano-Mendola hillclimb, demoting Maseratis into second and third. One week later he was second overall in the Coppa Dolomiti, just 21 seconds behind Olivier Gendebien's Mercedes-Benz 300SL. This so impressed Enzo Ferrari that one week later the Belgian rally ace found himself behind the wheel of the works Series 2 in the Aosta-Gran San Bernardo hillclimb. Gendebien justified his first-ever Ferrari ride with second overall, splitting two 3.0-litre cars.

Some big events remained in 1955 to test the Modena combatants. In the Targa Florio in October, one 500 Mondial accepted the challenge: a Series 1 in the hands of Franco Cortese and Antonio Pucci, which retired. This completed a season in which Maseratis, pairing power with reliability, finally shrugged off Ferrari's latest challenge.

As for private entrants, among the first in America were John von Neumann, Bob Drake, Bob Said, Bruce Kessler and Dominican diplomat-playboy Porfirio Rubirosa. Phil Hill drove one at Torrey Pines and Indy racer Pat O'Connor competed at Willow Springs. On the East Coast, Jim Pauley was an advocate, while Chuck Hassan, Bob Goldich and Paul Norair were also Mondial drivers.

Paul Norair's Pininfarina-bodied 0430MD was bought by Mike Garber for Swiss racer Gaston Andrey to drive in 1957, who raced his Mondial 14 times, including winning the SCCA's E Modified Championship. The busiest chassis was John von Neumann's 0438MD, making 26 appearances including some by his wife Josie.

Ironically, while Maserati was abandoning its live axle to adopt de Dion suspension for 1956, Ferrari was doing just the opposite. With Lampredi having joined Fiat, Vittorio Bellentani came aboard to save 40kg by removing the Mondial's complex and heavy transaxle-cum-de Dion arrangement in favour a coil-sprung live axle for Ferrari's 2.0-litre sports cars.

The new model was dubbed the 500 TR, standing for 'Testa Rossa', its cylinder head and cam covers finished in bright red. But that's another story. The way to the TR was paved by the 500 Mondial, this feisty and handsome offspring of a double World Champion. 

WE'RE DEDICATED TO PRESERVING
THE CLASSIC FERRARI SPIRIT

LARGEST
INDEPENDENT
SUPPLIER OF
PARTS FOR
FERRARI CARS

OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING

UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE

CAM BELT
VALVE RETAINER
PLUG SHROUD
AIR FILTER HOOD
FUEL PIPE
HEAD SHAFT
HEAD GASKET
PISTON RINGS
THRUST BEARING
OIL HOSE
GEAR KNOB
CRANKSHAFT
FLYWHEEL
GASKET SET
CARB REBUILD KIT
FUEL FILTER
SYNCHRO SPRING
ENGINE MOUNT
HEAD NUT
BIG END BEARINGS
REAR MAIN SEAL
IGNITION MODULE AMPLIFIER
WOODRUFF KEY
VALVE GUIDE
FUEL PUMP
PISTON CYLINDER LINER
FUSE BOX
INLET MANIFOLD GASKET
IGNITION LEADS
CAM FOLLOWER
ENGINE MOUNT
DISTRIBUTOR CAP
BRAKE SHOE
SUSPENSION FORK
AIR CONDITIONING PUMP
FUEL ACCUMULATOR
BRAKE DISC
WIPER MOTOR
STEERING RACK
EXPANSION TANK
FUEL CAP
CRANK SEAL
HEAD GASKET
VALVE COILER
AIR FLOW METER
MAINS BEARING
OIL SEAL
FUEL INJECTOR
CAM STUD
SHOCK ABSORBER
TIMING BELT BEARING
STARTER DRIVE
SPARK PLUG
BREATHING ROSE
VALVE SPRING
OIL PUMP CHAIN
THROTTLE CABLE
TYRES
ROTOR ARM
GEARS
HORN

CONTINUOUS
REMANUFACTURING
OF OBSOLETE AND
UNAVAILABLE PARTS

DEPENDABLE
BIG ENOUGH
TO COPE
SMALL ENOUGH
TO CARE

FAST EXPRESS
WORLDWIDE
SHIPPING DAILY



FERRARI PARTS SPECIALIST SUPERFORMANCE



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

CELEBRATING **38** YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



WE SUPPLY PARTS TO THE UK AND ACROSS THE WORLD



See what we're up to on instagram [@superformance.co.uk](https://www.instagram.com/superformance.co.uk) and
you can follow us on [facebook.com/superformanceukltd](https://www.facebook.com/superformanceukltd)



Oldie But Goodie

Being competitive in a classic car in a race series intended for modern cars takes skill and clever preparation. We track-test George Osborne's V6-powered 75 at Silverstone to find out how

Story by Roberto Giordanelli

Photography by Michael Ward & Guy Swarbrick





Motor racing means ducking and diving, the confidence to change plans in an instant. With this comes racecraft, which is quite different to driving fast in a race or on a track day. The best cars to help with racecraft, as well as providing pleasure, are those that handle well and are capable of said ducking and diving.

With this in mind, I'm wondering about the black beast lurking in the Silverstone pit garage. It is a common misconception to equate power and speed with fun and enjoyment. The faster you go on, the more fun you'll have, right? Well, actually, no. It is far more complicated than that. Pleasure derives from the satisfaction that you are getting the best from yourself and your car, that the car you are racing can be pushed beyond the limit and still be saved. This enables the driver to race properly. The ultimate goal is winning – and George Osborne's Alfa Romeo 75 V6 is certainly a winner.

George built his racer from a road car in a shed. He is a one-man band, one of a diminishing number of multi-skilled individuals who can build a successful race car and know how to drive it. Constructing a racing Alfa Romeo is much more difficult than more mainstream cars that have a host of specialist companies ready with all the parts you need. With Alfa Romeos, you can't simply place an order and the next day all the right kit will be on your doorstep. But things are better than they used to be. Today, tucked away near Goodwood Motor Circuit, there is a flourishing Alfa Romeo racing community. There's Chris Snowdon (CSR Racing), who with Richard Melvin is now manufacturing specialist Alfa racing parts for global despatch. And just three miles away is another Alfa specialist, Alex Jupe Motorsport. Nip further along the south coast and you'll find Peter Smart Classic Alfas.

Chris Snowdon and Richard Melvin joined George to meet us at Silverstone to show us around this race-winning Alfa 75. Road-going Alfa 75s were manufactured from 1985 to 1992 as the last of Alfa's rear-wheel drive saloons (until the current Giulia) and many have called the 75 the last real Alfa Romeo. Works racing Alfa 75s had either naturally aspirated 3.0-litre V6 engines or 1.8 four-cylinder turbos. The V6 cars were rather heavy. And while the turbo cars were lighter, they had reliability problems if run with high boost because the aluminium Alfa Nord twin cam block was not rigid enough for serious power. If



braced with steel plates and scaffold poles, 300hp was OK but moving up to 500hp resulted in blow-ups, oil slicks, smoke and shrapnel.

George's car has a pretty much stock 3.2-litre 24V V6 producing 220hp at the wheels. It weighs 1135kg, resulting in a power-to-weight ratio of 194hp per tonne. That means it can race in the Alfa Romeo series ARCA Power Trophy, which is open to Alfa Romeos, Fiats and Lancias running to a power-to-weight ratio of 195hp per tonne at the wheels (for non-turbo petrol cars) or 175hp per tonne (diesels and turbo cars).

At the time of writing, George is leading the ARCA Power Trophy championship in a close battle with Tom Hill's Alfa GT 3.2. The front-wheel drive versus rear-wheel drive battles always make for exciting

dynamics. That a 30-year old car can be competitive in a modern championship like this is remarkable and we can only hope that George's success will bring more older cars into the championship.

George and the team are currently planning to modify the car to move into historic racing. This would require a full-race 3.0 V6 12V engine, with power raised to 300hp. Losing some weight would also be advantageous, which could increase the power-to-weight ratio to 270hp per tonne. The 75 would then be eligible for the world's most prestigious races for period Touring Cars, and organisers like Motor Racing Legends would also welcome it. A switch to historics would also add significantly to the car's value and enable the car to race at the world's best race circuits.

ABOVE LEFT: Roberto Giordanelli and George Osborne in pre-run discussion. ABOVE: Chris Snowden checks tyre temps at Silverstone

“ CSR looked at the set-ups used by early Alfa 75 Touring Cars in the late 1980s and in particular the BTCC cars of Alfa Romeo Dealer Team ”





ABOVE RIGHT: Roberto getting strapped in.
BELOW: The gearbox has its own dedicated cooling. Steering has power assistance.

So what is the car's current specification? The suspension is quite special, with everything upgraded by CSR, which helped to develop the suspension with George. In its early configuration, George went down the tubular route with front upper and lower wishbones, deleting the torsion bars and running a full coilover set-up with standard uprights, while the rear was left pretty standard. Several issues were identified, including spindle flex and a lack of front tyre temperature.

CSR looked at the set-ups used by early Alfa 75 Touring Cars in the late 1980s and in particular the BTCC cars of Alfa Romeo Dealer Team. These were a direct development of the previous season's GTV 6 and initially the GTV 6 suspension was directly

transplanted. This had shortcomings when transposed into the 75 but made a good starting point for George's car. The biggest change up front was the use of an Alfa 6 upright, which has a much bigger spindle and inner bearing, and limits the flex caused by the larger loads of big brakes and wide slicks. Positive geometry changes were made by using the factory steel wishbones and mounting the uprights on top of the wishbones, plus a height-matched ball joint on the upper arm. The effect was a straighter lower wishbone and more rising rate camber when cornering.

"I would love to say we developed it all using computer simulations," says Richard Melvin, "but we actually copied the original front set-up from the Dealer Team Cars. Jon Dooley had given me the





complete suspension kit from his 75 that had been removed from the car in 1987 and had been on a shelf waiting to be measured and reproduced. These are all stock parts at CSR now."

The Quantum Racing dampers are bespoke to George's car and a development of the QRS shocks that are sold by CSR as a kit. George is also running an ex-Dealer Team 'Shankle' rear anti-roll bar for the dry setting that also came from Jon Dooley. Yokohama 230/610 17 slicks are mounted on Team Dynamics 17x7 wheels.

Up front are AP front brakes, while the inboard rear brakes have their own cooling system. With inboard rear brakes, the transmission heats the brakes, and the brakes heat the transmission, so a cooler is essential. Aerodynamic aids include a deep front spoiler/splitter and a big boot spoiler.

The standard rear-mounted gearbox/transaxle on the 75 was just about acceptable for road use. For racing, it was the car's Achilles heel. When manufacturers like Ferrari, Maserati and Porsche used a transaxle, they fitted a torque tube, a large chunk of steel that joins the front-mounted engine to the rear-mounted gearbox. The propshaft rotates at engine speed inside the torque tube but without such a tube, the engine and transaxle wobble about independently creating all sorts of shock loads. Think of it like a disorderly heavyweight boxing match with a tiny referee. The little ref is in the middle trying to control the heavyweights who won't stop slugging it out. Richard Melvin and CSR have special clutch housings, and countless more components for racing Alfas. An external steel cage to reinforce the clutch housing is an old trick to stop the housing from breaking. Whilst racing in the 1980s on Snetterton's old Revett Straight, I witnessed Tim Stewart's Alfa GTV 6 clutch and flywheel assembly slice through the floorpan and exit the car through a side window!

George's car has been fitted with a CSR-supplied close-ratio non-synchro straight-tooth racing transmission. It runs an uprated limited slip diff and a

new, uprated twin-plate clutch. The dog 'box runs homologated gear ratios that are pretty close-set: first is 2.57, second 1.94, third 1.55, fourth 1.22 and fifth 1.0. After some initial races, gearbox temperatures were getting very high so a gearbox oil cooler has been fitted to keep them under control, again sourced from CSR (www.alfettagtv6.co.uk).

Time for our test drive at a superbly organised track day courtesy of Ed Moore's Motorsport Events. It takes a couple of laps to warm the slick tyres enough to lean on them, and then maybe another lap or two before they are toasty enough to really push. By now, the transmission oil has warmed up enough to switch the pump on and send the oil through the rear cooler. The car is slightly front-heavy, which is OK: it means that if the tail steps out, it is easily caught. Corner exit traction is very good for a rear-drive car. The power band is wide, with up-changes at 6500rpm, or 7000rpm when racing. The gearshift on a 75 is never going to be perfect, but in this case, it is good enough thanks to the slack in the gear linkage being removed and the right spring loadings for the five-speed gate being used.

George has fitted electric power steering to the car, which may seem surprising. Many a time I have had disagreements with a co-driver about the appropriate effort to turn a steering wheel. Steering effort can be adjusted by changing the caster angle: more caster equals more weight. More caster also delivers more straight-line stability and useful camber gain as the steering angle increases. However, some cars can have minimal caster angle and still suffer from excessively heavy steering. I remember driving a works BMW Touring Car in South Africa that had impossibly heavy steering. Arriving at a corner, I took a deep breath and used all my strength to apply steering input. I had no idea what was happening at the tyre contact patch. This was an extreme case but is an example of how heavy steering can remove driver finesse. It can mean confusing steering weight with the tyre reaching its limit. With light steering, believe it

ABOVE: George regularly dices with much more modern machinery in the ARCA Power Trophy – and has proven very competitive



ALFA ROMEO 75 V6 RACER



TECHNICAL SPECIFICATIONS

ALFA ROMEO 75 V6 RACING CAR

ENGINE:	3179cc 24-valve V6
BORE X STROKE:	93mm x 78mm
FUEL SYSTEM:	OMEX 710 management fuel and ignition
POWER:	220hp at 6800rpm (at the wheels)
TORQUE:	250lb ft at 5200rpm (est)
TRANSMISSION:	5-speed close-ratio dog 'box, LSD
SUSPENSION:	Double wishbones, anti-roll bar and stabiliser (front) De Dion, anti-roll bar (rear)
BRAKES:	AP vented discs, 320mm (front), 260mm (rear)
WEIGHT:	1135kg
MAX SPEED:	138mph (est)
0-62MPH:	4.7sec (est)

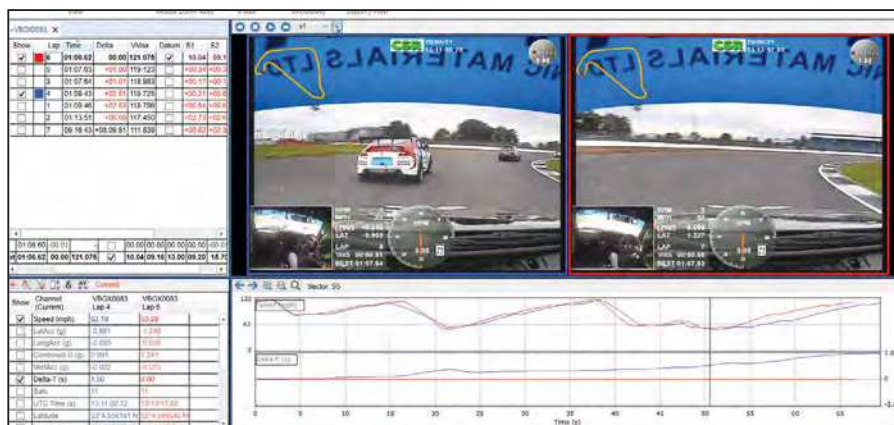


or not, there is more feel – and George's electric steering modification is a good one.

Time to push on. The track was busy with modern high-powered and lightweight modified cars circulating at speed. It quickly became obvious that George's 35-year-old car was not only the oldest car on track but also the quickest. This meant much overtaking and, as you may know, there are strict rules at track days about overtaking. I never got anywhere near a clear lap, so no meaningful lap time was recorded. However, later in the day when track traffic reduced, Chris Snowdon managed a clear lap with a time that was good enough to deliver a race win.

The team asked me my thoughts on understeer in slow corners like the more-than-180-degree turn that is Luffield. They know that to dial out understeer at Luffield would induce excessive oversteer at Coppice and other fast corners. My solution was to change driving styles at each corner to suit the changes in handling characteristics. For example, at Luffield, I trail-braked into the turn, adding weight to the nose to eliminate understeer. Once into the U-shaped turn, I used a more V-shaped line to eliminate understeer on the way in and also give a straighter and faster exit from Luffield. This enables the car to carry more straight-line speed all the way to Coppice.

My conclusion is that this 75 is a user-friendly racing car that can be driven hard with impunity. By user-friendly, I mean user-friendly for racing. While this Alfa is almost capable of passing an MOT, it would be traumatic to drive on the road. Well done, George. Where would UK motorsport be without men in sheds? 🇮🇹



TOP: Lap Analysis via V-Box to finesse both chassis and driver.
MID RIGHT: Alfa 6 Upright with Quantum coil-over, CSR upper ball joint and reversed ball joint lower arm.



- 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 •



For race and performance parts for all transaxle Alfa Romeos

For more information email: parts@alfettagtv6.co.uk

TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET



CHRIS REES

**ALFA ROMEO SZ
& GIULIA QUADRIFOGLIO**

So here's a cycle that many classic car owners will recognise. Car comes out of winter hibernation for a service and MOT; car is diagnosed with multiple 'issues'; car spends summer having 'issues' resolved; car is fixed just in time to be to go back into hibernation. Car has cost an arm and a leg. Car has not been driven.

So it has been with the Alfa SZ. After not being used for pretty much the whole of 2020 (for obvious reasons), I was

expecting a few niggles come service time at Alfa Aid back in April this year. What I actually got was a list that could stretch to Milan and back.

The most serious issue was a leaking fuel tank. The problem with the SZ tank is that it is supported at its base by a foam pad which unfortunately allows condensation to gather. That caused not only pin-prick rust holes in the tank but also some corrosion in the boot floor. Removing the tank was the first issue: it has to come out via the bootlid and there's about 1mm to spare each side. The second issue is that

the tank is unique to the SZ and of course spares do not exist. Luckily an expert repair was possible to both the tank and boot floor.

The SZ was also due a cambelt change and inevitably, when inspected, the hydraulic belt tensioner was found to be weeping. Alfa Aid's solution is to replace the original hydraulic system with a mechanical conversion. It's not cheap but it's definitely superior.

Some other lovely problems... One of the headlights had acquired a crack. Replacements are virtually impossible to find and very pricey (a swingeing £475 fitted).

The radiator was replaced along with the power steering pipe; a bent radiator support was refabricated; the slow passenger electric window mechanism was repaired; the front lower ball-joint and rear brake hoses were replaced; an incorrectly fitted rear bumper bolt was drilled out and refitted; the air con was regassed; and several gaskets were renewed.

That has all brought the car back to where it should be. One definite upgrade has been extensive rust-preventing zinc coating on the underside. We all know the SZ has plastic

bodywork but the underside is still all-metal and now seemed a good moment to protect it. Another improvement has been to fit new Goodyear Eagle F1 SuperSport tyres up front, which give a much sharper feel than my old Kumho Ecstas.

The whole experience made me wonder if now might be time to move the car on. Of course, when driving the SZ home, I instantly fell back in love with it – the exhaust sound, the handling feel, seeing its shape reflected in plate glass windows on the high street. Maybe I'll have one last jaunt in it to Italy and back and then





put it up for sale...

Meanwhile the Giulia Quadrifoglio continues to impress. I've only done 7500 miles in it in 18 months but every one has been joyous. I've now fitted Eagle F1 SuperSports all round and there are several notable differences compared to the OE Pirellis. In cold and wet weather, the grip is definitely superior; that's something I've always felt nervous about. They have also decreased the Ackermann effect, where the front tyres scabble around on full lock at low speed. I would say the Pirellis probably offer better grip on a hot track day but as an everyday, all-season tyre, the Goodyears are proving to be superb.

In other news, one car has disappeared from my fleet. The Fiat Panda 100HP has sadly gone to meet its maker after being involved in a collision with one of my family members driving. Luckily no one was hurt; I can't say the same for the Panda, which was shunted at both ends.

After 10 years together, the loss is palpable. It was such a great car, definitely one of my all-time favourites: cheap to run, super-reliable and the most fun at sensible speeds of any car I've ever owned.

TOM SCANLAN

ALFA ROMEO SPIDER 2000 SERIES 2

My 'new' toy, a 1976 Series 2 Spider 2000, was bought cheap. I was outbid on the eBay auction by £100 but the successful bidder never showed up, which to me proves that I was meant

to have this car! My first sight of it was when I stepped off the train to meet the owner. Never buy a car sight unseen, they say. Well, I did (not for the first time), based on the owner's up-front description. Four hours and 230 untroubled miles later, the top-down Spider was at its new home.

Untroubled, yes, except for a loud knocking underneath the seat at low revs and when negotiating sharp corners. Also, starting from cold the next day was reluctant and the first expense was a new battery. Inspection of the spark plugs was an eye-

opener: they needed a chimney sweep to clean them up. After a visit to Alfaman in North London for a proper look-over, it turns out that someone had built into the choke cable a system that simply did not let the choke be fully shut off. Weird!

Even though the car has a current MOT, this

will be a work-in-progress. There are leaks in both clutch and brake master cylinders; the propshaft needs new universal joints and carrier; and new bushes will be inserted in all suspension parts (not that it currently feels particularly bad in either ride or handling). Can't wait to drive a car that feels brand new!



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Goodwood Festival of Speed

Full crowds returned for Goodwood's
celebration of all things fast

Words & Images by Peter Collins/Chris Rees/Richard Betts





Left: Kimera EV037 was many people's show star. Clockwise from top right: Ferrari Monza, Pagani, Lancia Martinis, Lambo, Alfa 155, 8C 2300, TZ2

A successful application by the Duke of Richmond's team to allow the Goodwood Festival of Speed to be run, despite Covid, as a government pilot event saw the return of four days of excitement in July. While international travel restrictions and other problems left the paddocks looking a little threadbare, a good show was put on with an impressive Italian presence.

The supercar paddock was populated by numerous Ferraris, with a combined power output of 6290hp. Five models made their UK public debut here, including the Portofino M, 812 GTS, SF90 Stradale and SF90 Spider. Meanwhile Lamborghini debuted the last-of-line Aventador LP 780-4 Ultimae on its stand, alongside the new Huracán STO. Lamborghini's utterly out-there Essenza SCV12 track car was blasted up the hill by Emanuele Pirro.

Other new car debuts included Alfa Romeo's Giulia GTA and GTAm models and the first appearance for many of the Maserati MC20 and Ghibli Trofeo. Fabrizio Giugiaro himself was on hand to drive the GFG Style Kangaroo 'hyper-SUV' up the hill. Pagani and the Pininfarina Battista were on the Italian supercar list as well, although the latter constructor is now based in Munich.

Notable Italian historics were the ex-Brian Lewis British Racing Green Alfa Romeo 8C 230 (sixth at the 1933 Nice Grand Prix), driven by Roderick Jack, along with the Don Lee Special P3 Alfa of Indianapolis fame and Julian Majzub's often campaigned 308 GP Alfa. The charismatic and lovely 1950 Ferrari 166 MM





CLOCKWISE FROM ABOVE: Macaluso Lancia Martinis; concours Stratos; Kimera reveal; Lambo Countach; De Tomaso Pantera; Lamborghini Essenza SCV12; Tatuus Alfa Romeo Formula W; Giugiaro in GFG Kangaroo; 1961 Sharknose F1 Ferrari; rare sighting of 1952 Indy Ferrari

Barchetta came with its long-term owner, Sally Mason-Styron, at the wheel. The shape of this model eventually begat the AC Cobra. Further Ferraris in action included the Halusas' 250 Breadvan and Nick Mason's famous 250 GTO with suitable registration number. This paraded under the category of 'Roger Penske – Great All Rounder'. Continuing on the Stateside theme, spectators were treated to the very rare sight of an Indianapolis Ferrari: the 1952 375 'Grant Piston Ring Special' was one of four cars created at Maranello as modified 4.5-litre Grand Prix cars because that year's Indy 500 was included in the World F1 Championship. Whilst not successful, it was good to experience this car which is now in the care of the Louwman Collection in Holland. It was driven by Quirina Louwman on the Friday. Commemorating Mario Andretti, Nick Mason was out again in his Ferrari 512S which had been co-driven by the American to third in the 1970 Daytona 24 Hours and subsequently won the Sebring 12 Hours.

Included in the 'Early Endurance Racers' class was the rarely seen Alfa Romeo TZ2 of exotic car dealer Simon Kidston: chassis 750113 was originally a factory Autodelta car that featured in the 1966 Targa Florio in the hands of Enrico Pinto and Nino Todaro. Alfa Romeo was also represented in 'Tin Top Titans' class by the 1994 155 TS of Tom Andrew, the dominant car in that year's British Touring Car Championship in the hands of Gabriele Tarquini and Giampiero Simoni.

Lukas Huni's Maserati 250F and Alexander Boswell's Ferrari 500/625A headed up the 'Grand Prix Greats' class, with Jason Wright's Ferrari 156 'Sharknose' cars in action as well. Jason drove the 65-degree-engined car "because it is so much easier than the peaky 120-degree," he told *Auto Italia*. The Ferrari factory brought along an F2007 and a 2017 SF70H for this category. Also included was Italian racing car constructor Tatuus's Formula 3/Formula W car, powered by an Alfa Romeo 1.8-litre four-cylinder turbo engine. This one was driven by Jamie Chadwick who

took the first of these series in 2019.

There was a special treat for Italophiles in the shape of the 'Fondazione Gino Macaluso' collection of cars curated by the late Italian rally driver. From Lancia Stratos to integrale via Group C, an example of just about every Martini-liveried Lancia works competition car was present, including the uncommonly seen Group 6 LC1. Also very rarely seen in the UK was a Fiat Abarth Prototipo X1/g rally car.

In a similar vein, perhaps, was the new Kimera EV037, making its dynamic world debut here. We caught up with company founder, rally driver Luca Betti, at the top of the hill after his drive and he told us: "This is the first time I have ever driven this prototype, which we have only just finished. It has exceeded my expectations." Its 2.0-litre four-cylinder turbocharged-and-supercharged engine develops 500hp; designed under the guidance of Claudio Lombardi, we can confirm that it sounded incredible going up the hill.

The Cartier Style et Luxe concours included a 'Cutting Wedge Design' that was dominated





by Italiana: Lamborghini Countach, Lancia Stratos, Ferrari Boxer, Maserati Bora and a superb unmolested De Tomaso Pantera.

Fundamentally the event has changed, although perhaps it has gradually been evolving into what it is today, with classic and historic cars taking up a smaller proportion of activities. Much effort this year was devoted to establishing electric cars as valid in the eyes of the enthusiast, with a display of current (no pun intended) available examples. The FoS is now a motorfest with added historic and classic content, and it seems the public can't get enough of it.



FOUR TIMES UP THE HILL

This year I was lucky enough to blast up the hill all of four times in Italian machinery. Thursday was unique in having hay bales on the main straight to slow you down to walking pace, so my drive of a Huracán EVO in Verde Shock matt paint (*above*) was not quite the full-on blast it might have been – but still enough to remind myself what a fantastically usable supercar it is, with *that* V10 engine.

I'd also booked runs up the hill in the new Alfa Giulia GTA and GTAm on a super-hot Friday. GTA up first. Starting in Dynamic mode, I instantly regretted my decision, switching to Race mode on the straight, only to catch a slow-running Ineos Grenadier ahead just after Molecomb corner – doh!

Later the same day, after a long delay following an 'off' by an Alpina-BMW, I blasted off the line in the GTAm in Race mode all the way. Much better idea: the Michelin Cup Sport 2s lit up before gripping

with supreme confidence, accompanied by the full-on Akrapovic exhaust experience. Superb! Around the corners, the GTAm is supremely darty, and along the straight its speed was astounding. I absolutely love the GTAm...

Saturday dawned far rainier – perfect for a passenger ride in the new Ferrari SF90 Spider then, huh (*below*)? My driver said he would drive top-down regardless – and he was true to his word. I noted he put the manettino into 'Wet' mode and the e-manettino to 'Quali'. On such wet, narrow tarmac, I was expecting circumspection in a 1000hp car, but no: it was on the limit for most of the run, with deft adjustments of both throttle and wheel throughout to keep the four driven wheels pointing in the right direction. Fast? Er, yes. In the wet, the speedo read 115mph as we crossed the finish line. Apparently in the dry it was doing 145mph... – Chris Rees





Northern Italian Car Day

Following the success of *Auto Italia*'s inaugural Northern Italian Car Day at Raby Castle last year, it was a green light again for July 2021

Story by Phil Ward
Photography by Michael Ward



The 2020 Northern Italian Car Day proved that Raby Castle was an ideal location for an Italian car event. This year the format was developed to provide a more cohesive display. Using the superb castle as a backdrop, all the cars were grouped according to marque on the freshly-cut parkland grass.

The day started rather murkily, with the

castle's crenellations shrouded in fog. Thankfully the weather improved throughout the day and enticed more show cars to the event than the year before, as well as the welcome return of many public visitors.

Alfa Romeo was the most prominent marque here, with models ranging from a stunning white 2600 up to the bonkers Stelvio NRING, with everything inbetween. The the hugely enthusiastic Abarth Club provided

a colourful collection of 500s, 124s and even a few very rare Puntos. The stars of the day for rarity factor were undoubtedly the blue 131 Abarth, 131 Abarth Volumetrico and immaculate red Fiat 128 Rally (which had been driven up from Kent amidst hideous weather and traffic).

Other rare Fiats included the topical Panda Italia 90 complete with 'football' hubcaps, a 500 Giardiniera, Topolino, 124 Spider, a green





X1/9 LE complete with luggage and ladder stripes, an 850 saloon and even an immaculate Croma Turbo – when was the last time you saw one of those?

Lancia was well represented with an excellent low-mileage Beta HPE ie, Delta GTie, several integrales, Montecarlos and a concours green Fulvia which came a close second place for car of the day.

The exotica flag was flown equally vigorously by Ferrari, Lamborghini and Maserati. Ferrari variants included a very shiny black 308 GT4 and a showroom fresh 488.

The accessibility of Raby Castle in County Durham from both the North and the South proved to be popular. For instance, Maserati Club President, Drummond Bone, travelled down from Aberdeen in his Ferrari 812 Superfast and former Chairman John Bennett travelled down from Edinburgh in his Maserati Indy. Meanwhile, other owners travelled up from Lincolnshire, the Midlands and Yorkshire. Mike Scarf's journey from Lincolnshire was obviously well worth the effort, as he was awarded Car of the Day for his beautifully restored Alfa Romeo Junior Zagato.

Auto Italia would like to thank all the various car clubs and organisers for the large numbers of display cars and their hard work in organising their display areas. We'd also like to give huge thanks to Raby Castle and its staff, especially Sophie Brown for helping create another great event and presenting the Car of the Day award.

Having the castle open this year as restrictions were eased, was an added bonus, as was the cut grass! Keep an eye out for next year's date and make sure you put it in your diary!



Mike Scarf being presented with the Auto Italia Car of the Day award by Raby Castle's Sophie Brown

British GT Championship Mid-Season Update

All the action from Silverstone, Donington and Spa

Words by Mike Rysiecki
Photos by Leigh Jones & SRO



With most of the endurance rounds of the 2021 British GT Championship completed, now is a good time to review the recent races at Silverstone, Donington Park and Spa-Francorchamps. The longest and most prestigious race on the British GT calendar took place in June at the Silverstone '500' for the famous RAC trophy. Barwell's #63 and WPI's #18 Huracáns started the race carrying success penalties from their previous podium finishes at Brands Hatch. Reigning champion, Sandy Mitchell, who won at Silverstone in 2020, started penalty-free.

In the race, early Huracán front-runners, Leo Machitski and Dennis Lind, were able to shrug off both an opening lap spin by Machitski and their pitstop handicap to finish third on the road but second of the registered points scorers behind Barwell team-mates Adam Balon and Sandy Mitchell. The closing laps were a demonstration of pure racing skill, as Lind and Mitchell raced wheel-to-wheel and handle-to-handle with respect for each other. In the end it was Mitchell's fresher tyres and his precision positioning that gave him victory over his Danish stable-mate.

Round one winners, Michael Igoe and Phil Keen, whose Lamborghini was plagued by a mystery mechanical issue, brought home six more points to keep within striking distance of the top spot.

If Silverstone was sweet, July's round at Donington was hard to swallow for both

Barwell and WPI. On the first corner of the opening lap, Igoe was tipped into a spin by a Porsche and was collected, heavily, by an unsighted Machitski. Both of the top-three Lamborghinis were out in an instant, each with expensive-looking repairs.

A 20-second success penalty from Silverstone dropped Barwell's #1 Lamborghini from third to seventh after the pit stops, but Mitchell again demonstrated his pace by passing Lewis Proctor's McLaren and Martin Plowman's Bentley, setting the fastest lap and hassling the third place McLaren throughout the final 10 minutes.

At Spa-Francorchamps, Machitski and Lind put the disappointments of Donington behind them by bouncing back into the championship lead, claiming their maiden win with pole, fastest lap and a commanding victory. WPI delivered Lamborghini's first one-two of the season as Igoe and Keen finished second overall. In the #1 Barwell car, Balon escaped a dramatic

start-line incident and handed over to Mitchell mid-race to bring home crucial championship points in fifth position.

Machitski has been racing at the Belgian circuit since 2006 and declared it to be "my house!" After claiming pole on Saturday, he came good on his claim with a flawless performance. Barwell principal Mark Lemmer was delighted with his drivers' "calm" race. The ever-understated Lind modestly gave the credit to Machitski: "Leo did the work. I just had to bring it home."

The season is now halfway through with five races at three venues left to run. The championship rewards consistency and apart from when circumstances outside of their control have played a role, the Huracán GT3 Evo teams and drivers have been remarkably consistent. Barwell go into the second half of the championship leading the GT3 team standings with WPI in fourth. In the drivers' table, Machitski and Lind lead, Igoe and Keen are fourth, and Balon and Mitchell fifth.



National Alfa Day

The Alfa Romeo Owners' Club's 2021 National Alfa Day at Bicester Heritage was a monster of an event

Report by Chris Rees

Images by Michael Ward



Having last taken place in 2019 at Bicester, the AROC National Alfa Day returned as one of 2021's most anticipated car events. This was fully realised with a tremendous turnout, making this easily the UK's largest Alfa Romeo event. It was a complete sell-out: an 1800-strong presence and a fantastic total of 1150 cars arriving on site – way more than 2019's total. This was all the more amazing considering this was Britain in June and the forecast was for rain (which thankfully mostly held off). And

people really travelled from far and wide, some coming all the way from Scotland and Cornwall, for instance.

There were marked areas for each Alfa model and some of the attendances were truly impressive. This year it seems the 'must have' car was the Giulia, with over 100 in attendance, a huge proportion of those being Quadrifoglios. Perhaps the most impressive gathering, though, was Alfasuds – no fewer than 36 of them, including an ultra-rare Giardinetta (soon to be featured in *Auto Italia*). Right alongside

these were 33 examples of the 4C.

Exotics were here, too, including four 8Cs, one of which was a 1933 8C 2300 that's regularly used for touring and Mille Miglia racing. There were 2600s as well (including an SZ), a genuine 1965 Giulia GTA, Junior Zagatos and an old 1900 berlina for sale. It was equally interesting to see what models now feel like they're 'endangered' – there were only tiny numbers of 145/146s, for instance, and very few 33s and 164s. Alfa Romeo GB had an official presence with its new car range on display, plus a personal appearance by



Damien Dally, Alfa Romeo's boss in the UK.

TV star Vicki Butler-Henderson (pictured far left) was an inspired invitation to the event. She was, as ever, natural and genuine with everyone as she went about her official walkabout duties, chatting to owners (and even their dogs), making plenty of people's day. Using a PA system, owners were interviewed live, and plenty of engines were heard revving – the likes of Mike Stark's 156 3.8 V6 hillclimb car, Geoff Gordon's 1959

Giulietta Ti racer and Jamie Porter's barking mad MiTo racer. The 'virtual racing' van was tremendously popular with around 80 people competing and plenty of kids clearly enjoying the SIM racing.

The concours competition featured about 20 cars, both classics and moderns. The overall winner was Mitch Clayton's 155 V6 which he's owned from new and is in absolutely spotless condition. In the Show & Shine event, highlights included

Alfredo Santucci's 75 1.8 and Robert Gregory's white 939 Spider but the clear winner was Paul Curry's modified 147 GTA in metallic red with gold wheels. This was just one of many modified Alfas, highlights including a host of modded MiTos and Darmesh Mistri's amazing 159 Sportwagon. Vicki handed over the prizes to the delighted winners. We can only imagine what 2022's event might be like in a (hopefully) Covid-free world.



London Concours

Italian cars shined in the City of London

Report by Gary Axon





With three sold out days, 7500 guests, over 100 cars and almost a dozen special concours and celebration classes, this year's London Concours – held in June at the tranquil Honourable Artillery Company HQ in the City of London – was a great success. A selection of outstanding Italian machinery was bound to feature, and sure enough, the event didn't disappoint.

A concours class dedicated to Italian Berlinettas was a real highlight, including some mouth-watering gems. A very popular exhibit was a better-than-new 1969 Fiat Dino 2400 Coupe. A trio of stunning Ferraris also impressed: a 1966 275 GTB6/C, a 1961 250 GTE and the ex-Stirling Moss 1961 250 GT

SWB 'SEFAC Hot Rod' – the famous blue 'Number 7' example eventually taking the Chairman's Award.

There was also a 1968 Lamborghini 400GT 2+2, a 1969 Maserati Ghibli (the class winner), a 1968 ISO Grifo GL365, a Touring-bodied 1961 Lancia Flaminia GT Coupe, a pair of impressive Alfa Romeo Giuliettas (a 1960 Sprint Speciale and 1961 Sprint Zagato), plus an unusual fit for the class, a magnificent green 1971 De Tomaso Mangusta.

A 200mph Club display brought the Italian exotic content more up to date with a spectacular 2007 Pagani Zonda F Clubsport, supported by a Lamborghini Diablo GT and Murciélago, plus a quartet of Ferrari hypercars: 1991 F40 (the class winner), 1996 F50, 2004 Enzo and 2016 LaFerrari.

Thursday also saw a new Supercar Day with an extra 60 cars from the Drivers Union club on site. There were plenty of Ferraris in attendance, including Testarossa, 575 and 348 GT Competizione. Lamborghinis were also popular, with Diablo, Gallardo and Aventador all present.

Other Italian delights included motoring pundit and car collector Harry Metcalfe's well-travelled 1987 Ferrari Testarossa (which he once drove to the Sahara Desert), plus his 1971 Espada Series 2 (with Marzal-style full glass roof panel) and 1987 Lamborghini Countach QV. The revival of the Bizzarrini 5300 GT as a British-funded 'continuation' model was an unexpected added surprise, too. Dates for next year's London Concours event have now been confirmed as 7-9 June 2022.





Lamborghini Countach
By Thillainathan Pathmanathan & Anne Christina Reck
Evro Publishing
£60

This is a timely new book considering it's the 50th anniversary of the Lamborghini Countach, which was launched at the Geneva Motor Show in 1971. It hardly seems possible that such a star of the supercar firmament should be celebrating its golden anniversary, but there you go.

As the husband-and-wife co-authors – who own the Countach pictured on the cover – ask in the introduction: another Countach book, pray why? A number of reasons are given: unanswered questions from previous books; addressing the thorny question of production and chassis numbers; dealing with restoration; conveying personal encounters with the people behind the car;

and telling the story with the depth that only a Countach owner can.

On the last point, the book certainly succeeds. There's a depth and heft here that reveals a huge knowledge of, and passion for, the model. Personal experience gained over several decades comes through strongly. The only downside of this approach is the semi-autobiographical tone to much of the book. For instance, many of the illustrations – not all of them of brilliant quality – too often look like a family scrapbook. And I really can't figure out why there is a page devoted to the Mazda MX-5.

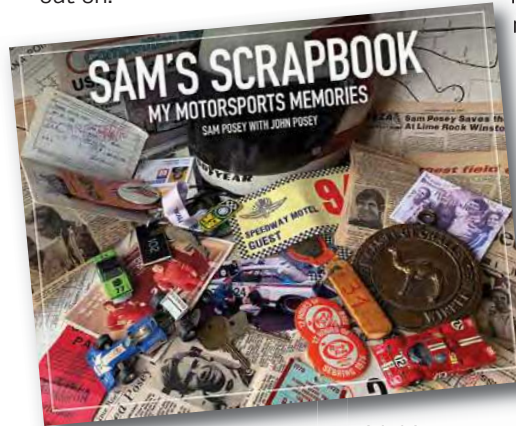
Nonetheless, the standard of writing is very high and the level of technical understanding is very appreciable. The Countach's engineering side is explored in depth, including why the Bizzarrini-designed V12 engine was mounted 'south-north'. As for the questions raised (in scientific detail) about aerodynamics, these don't entirely get answered because there are no firm answers; a similar comment applies to chassis numbers.

There are plenty of insights from key figures like Paolo Stanzani, Giampaolo Dallara, Bob Wallace and Massimo Parenti, while test driver

Valentino Balboni provides a foreword. There's a revealing chapter by Tonino Lamborghini, son of founder Ferruccio, who dispels some common myths about the car and the company.

The meat of the book – the development of the original LP500 prototype into the final LP400, and its evolution through LP400S, LP500S, 5000 QV and 25th Anniversary models – is well told with excellent imagery (mostly contemporary) of each car.

Overall this expansive 336-page tome is very much not a pot-boiler, offering plenty of new insights into the spectacular Countach. It's a book that any Countach enthusiast shouldn't miss out on.



Sam's Scrapbook: My Motorsports Memories
By Sam Posey
Evro Publishing
£30

American racing driver Sam Posey is not a well known name among Italian car enthusiasts but, as this genial scrapbook by the racing driver demonstrates, it should be. Posey raced a huge variety of machinery in his time – sports cars, saloons and open-wheel racers – competing in such series as Can-Am, IMSA, Indy, Formula 5000 and Formula 1. His racing spanned 17 seasons from 1965 to 1981. Italian



interest mostly revolves around his Le Mans 24 Hour races (driving a Bizzarrini in 1966, Ferrari 250 LM in 1969, Ferrari 512 M in 1971 and Daytona in 1972), plus outings at the Daytona 24 Hours (Ferrari 312 P) and Watkins Glen (Ferrari 712 M).

This first-hand account of one of the most alluring and romantic eras in motor racing is a lot of fun to read. There are dozens of pictures here that have never been seen and the stories told by Posey (along with his son as co-author) are thoughtful and entertaining. The design is superb, too.

Marcello Gandini Maestro of Design
By Guatam Sen Dalton Watson
Fine Books
£225

This is a book that passed *Auto Italia* by when it was published five years ago but we've finally purchased our copy just before it disappears off the shelves. Officially it's sold out but it can still be found new – just. Our advice

would be to hurry up and get one now if you want one.

And you will. The subject matter is divine: one of the greatest car designers ever, Marcello Gandini. You only have to glance at his CV to appreciate this: Lamborghini Miura, Marzal, Espada, Jarama, Urraco, Countach, Bravo, Silhouette and Diablo; Lancia Stratos Zero, Stratos HF and Sibilo; Alfa Romeo Montreal, Carabo, Alfetta and Navajo; Cizeta V16T; Ferrari 308 GT4 and Rainbow; Fiat X1/9 and Abarth 131 Rally; Maserati Khamsin, Quattroporte II and IV, Shamal, Ghibli II and Chubasco; and dozens of other non-Italian designs.

The heart of the book is the imagery – over 900 pictures of cars and sketches, many never seen before – which is all superbly reproduced. The text is well researched and packed with facts and information that you probably never knew.



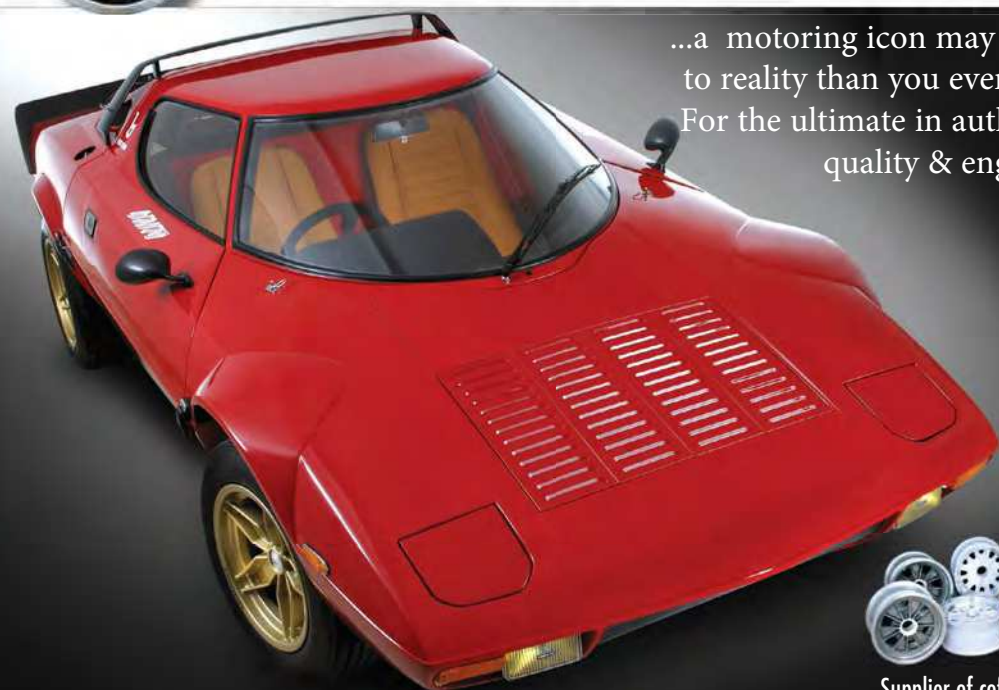


Hawk Cars

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

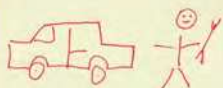
OFFICIAL BUILD AGENTS: Jade Farms; Alland Grange, Manston, Ramsgate, Kent CT12 5BX tel: 07399 114 442



ADVERTISEMENT INDEX

Abarth Exhausts	92	Italia Tec Ltd	95
Alfa Restorations	83	McGrath Maserati	100
Alfa Romeo	02	Mech-Mate Motorpits	95
Alfettatgv6.co.uk / CSR	65	Mech-Mate Motorpits	95
Alfanatics	95	Middle Barton Garage	35
Alfaworks	09	Monza Sport	04
Alex Jupe Motorsport	95	MOPAR	23
Autofficina	13	Omicron	83
Autoshield Maserati	29	Originale Italiano	99
Avanti Motorsport	95	OMP - YB Racing	95
Chris Knott Insurance	41	Red Bay Cars	29
FCCS	95	R Proietti	83
Hawk Cars	81	Superformance	55/57
Kent High Performance	83	Turin Motors	95
HRDC Racing Challenge	11		

I fix CARS!



To advertise
in Auto Italia
Magazine,
call Robert Dubery at
Ticko Media
+44 (0)7929 427862
+44 (0)1398 310250

BIALBERO

All the cars powered by the legendary twin cam engine by Phil & Michael Ward RRP £45
Bialbero is available exclusively via www.bialbero.co.uk or for multiple copies order with claire@auto-italia.co.uk



BIALBERO



ALL THE CARS
POWERED BY THE
LEGENDARY TWIN CAM

PHIL WARD & MICHAEL WARD

CLUBS



Alfa Romeo Owners Club
'Serving Alfa enthusiasts since 1964'

www.aroc-uk.com

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

Alfa Romeo Owners' Club
aroc-uk.com

Alfaowner.com Club
alfaowner.com

Club Alfa UK
clubalfa.co.uk

Alfa Romeo Association of California

alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada
alfabb.com

Alfa Romeo Owners' Club Australia
(Victoria Division)
alfaclubvic.org.au

Alfa Romeo Owners' Club Australia
(South Australian Division)
alfaclubsa.org.au
membership@alfaclubsa.org.au

Abarthisti
abarthforum.co.uk

Abarth Owners Club
abarthownersclub.com

De Tomaso UK Drivers' Club
detomasodc.co.uk

Ferrari Owners' Club
ferrariownersclub.co.uk

Fiat Club America
fiatclubamerica.com

Fiat America
fiatamerica.com

Fiat Club Africa fiatclub.co.za

Fiat Club of New South Wales
fiatclub.com.au

Fiat Club of Victoria
fiatclub.org.au

Fiat & Lancia Club of Western Australia fiatlancia.org.au

Fiat 500 Club
fiat500club.org.uk

Fiat 500 Enthusiasts Club GB
fiat500enthusiasts.co.uk

Fiat Barchetta UK Owners' Club
fiatbarchetta.com

Fiat Register
thefiatregister.com

Fiat Forum
fiatforum.com

Fiat Cinquecento & Seicento
clubcento.co.uk

Fiat X1/9 Owners' Club
x1-9ownersclub.org.uk

Fiat 131 Mirafiori Forum
131mirafiori.com

The Fiat Coupe Club UK fccuk.org

The Other Dino (Fiat)
Brian1Boxall@btinternet.com

Lamborghini Club UK
membership@lamborghiniclub.co.uk
www.lamborghiniclub.co.uk

Club LanciaSport
lanciasport.com

Lancia Montecarlo Consortium
lanciamontecarlo.club

International Association of Lancia Clubs
viva-lancia.com

Stratos Enthusiasts Club
stratosec.com

Lancia Gamma Consortium
www.gammaconsortium.com
lanciagammaforum.com

Lancia Motor Club GB
lanciamc.co.uk

Maserati Club
maseraticlub.co.uk

Sports Maserati Club
matthewyates.com

Maserati Club Of America
themaseraticlub.com

Northern Ireland Italian Motor Club
niimc.net

Italian AutoMoto Club
italianAutoMotoClub.co.uk

Italian Made Cars Club
italianmadecarsclub.org.au

Scuderia Italian Car Club
South Australia
scuderiaitaliancarclub.asn.au

Fiat Motor Club GB

The original UK club for owners of all Fiat models.
membership@fiatmotorclubgb.co.uk;
editor@fiatmotorclubgb.co.uk;
press-officer is gavin@fiatmotorclubgb.co.uk
chairman is b.stigant@ntlworld.com
www.fiatmotorclubgb.co.uk

DIARY DATES 2021/2022



September 10-12

Vernasca Silver Flag

Salsomaggiore Terme (Parma)
www.vernascasilverflag.it

September 10-12

Vallelunga Classic

Autodromo Piero Taruffi, Italy
www.peterauto.fr

September 12

Italian Wheels & Wings

Cosford, Shropshire
www.italianautomotoclub.co.uk

September 12

AROC Autumn Alfa Day

Yorkshire Wildlife Park
www.aroc-uk.com

September 14-17

12in12 Rally

Spa to Bra
12in12.strikingly.com

September 16-19

Gran Premio Nuvolari
Mantova, Italy
gpnuvolari.it

September 18-19

Petrolheadonsim Live

at Knebworth
Knebworth, Hertfordshire
petrolheadonism.club

September 24-26

Lancia Motor Club FFFEAR2021

www.lancia.myzen.co.uk

October 1-3

Milano AutoClassica

Fiera Milano Rho, Italy
www.milanoautoclassica.com

October 2

Autumn Classic Historic

Racing Festival

Castle Combe, Wilts
castlecombecircuit.co.uk

October 10 *NEW DATE*****

Auto Italia ITALIAN CAR DAY

Brooklands, Surrey
www.auto-italia.co.uk

October 15-16

Rally Revival

Glyndwr University, Wrexham
www.rallyrevival.co.uk

October 16-17

Goodwood 78th Members' Meeting

Goodwood Circuit,
West Sussex
www.goodwood.com

October 21-24

Auto e Moto d'Epoca

Padova, Italy
autoemotodepoca.com

November 11-13

Classic Motor Show

NEC, Birmingham
www.necclassicismotorshow.com

February 18-20

Race Retro

Stoneleigh, Warks
www.raceretro.com

May 28-June 2

Lancia Motor Club Sliding

Pillar Rally
Scottish Islands and Lochs
www.lancia.myzen.co.uk

WIN!! A SIGNED AND DEDICATED COPY OF BIALBERO

For your chance to win a signed and dedicated copy of our fabulous Bialbero, simply answer the question below.

Who was the designer of Fiat's famous twin cam engine?

A: Wolf Zimmermann
B: Gioacchino Colombo
C: Aurelio Lampredi

Please email your answer to claire@auto-italia.co.uk or post it to Auto Italia, Building 52, Enterprise House, Wrest Park, Silsoe, Bedfordshire, MK45 4HS



TERMS AND CONDITIONS:

When received, there will be no refunds. There is no cash alternative.
No correspondence will be entered into and the judges' decision will be final.
Closing date for the competition is 30 September 2021.
The winner will be the first picked at random after the closing date.



OCT 10 Auto Italia ITALIAN CAR DAY at Brooklands.

R. PROIETTI LTD.
SALES • SERVICE • BODY REPAIRS



ITALIAN CAR SPECIALISTS
FIAT, ALFA ROMEO, LANCIA

SERVICING, REPAIRS, RESTORATION & SPARES
MODERN & CLASSIC CARS
WWW.FIAT500.CC

2 Blundell Street, London N7 9BH | 020 7607 0798 | sales@proietti.co.uk

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

Alfa **33**
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 3627 4718

KENT HIGH PERFORMANCE CARS

 Ferrari 348 TS (LHD) • Nero • 72,200 Miles £44,995 Stock Number - 20641	 Ferrari 456M GTA • Blu Nart • 49,723 Miles £49,995 Stock Number - 20767
 Ferrari 348 TS • Rosso Corsa • 49,108 Miles £54,995 Stock Number - 20639	 Ferrari 360 Spider F1 • Argento Nurburgring • 29,228 Miles £64,995 Stock Number - 20773
 Ferrari F355 Spider Manual • Rosso Corsa • 43,796 Miles £74,995 Stock Number - 20759	 Ferrari 575M F1 • Argento Nurburgring • 46,718 Miles £79,995 Stock Number - 20382

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

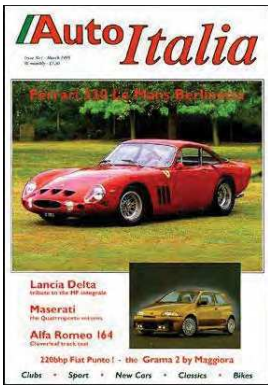


COMING SOON

ISSUE 309 ON SALE 7TH OCTOBER

- ALFASUD AT 50 YEARS
- ALFA 4C BUYERS' GUIDE
- LAMBORGHINI AVENTADOR SV-J FAREWELL





ABARTH

Abarths at Silver Flag	85
595SS	118
750 Zagato Dubble Bubble	60
750 Zagato Record Monza	196
750 Zagato Record Monza + 750	
Zagato Dubble Bubble	258
850 Allemano Spider	50
Abarth 2000 SP	165/250
Abarth Osella PA2	89
Abarth Osella PA2 Nordschleife	144
Abarth OT 1300	93
Abarth Simca 1300	119
Abarth Simca 1300 Longnose	303
Abarth Simca 1300 OT	143
1000 Bialbero	50
1000 TCR	106
1000 TC	145/264
1000 TC v 600 Modified	238
Abarth Tipo 139	197
Abarth Tipo 140	201
2200 Allemano Spider	147
2400 Allemano (Carlo's car)	288
1000 Berlina Corsa /Abarth Simca	
2000 / 500 Esse Esse	167
750 GT Zagato / 500 Trofeo / 124	
Stradale / 1000TC (VBH)	168
850TC Nürburgring	103
OT 1600 (rep)	235
Scorpione Corsa Prototipo	141
Lombardi Grand Prix	265
Abarths at Monza	58
Autobianchi A112	75/270
A112 v Innocenti V Seicento	305
Ritmo (Alitalia)	90
Formula Italia	90
Formula Abarth 033	138
124 Abarth Rally	67
124 Abarth Grp 4 Rally x2	73
124 Abarths x3	145
124 Abarth Rally	196



124 Abarth Rally Targa Florio	257
124 Abarth Stradale	280
131 Abarth Alitalia	68
131 Prototypes	215
131 Abarth Diesel	231
131 Stradale v Group 2	251
131 (Martin Holmes)	284
131 Story	292
X1/9 Prototipo	130
Panda Rally EVO 2007	136
Stilo WRGB 2005 /2006	101/129
Stilo Trofeo Abarth	193
Grande Punto S2000	134/253
Grande Punto Italy launch	138
Grande Punto Abarth Sanremo	141
Grande Punto Abarth Belgium	143
Grande Punto Abarth SS UK	149
Grande Punto Abarth SS	162
Grande Punto Abarth v 130TC	158
Grande Punto Abarth v Mito	171
Grande Punto Abarth Guide	267
500C Abarth/Punto Abarth EVO	175
Abarth Grande Punto EVO	197
500 Abarth 2008 Italy launch	148
500 Abarth 2008 UK launch	156
500 Abarth Trofeo Brands (VBH)	166
500 Abarth Trofeo Cadwell	170
500 Abarth Trofeo GB Race 1	171
500 Abarth Trofeo GB Roundup	181
500 Abarth (Forge)	179
500 Abarth SS Hillclimb UK	182
500 Abarth 'Polizia'	204
500 Buyers' Guide	218
500 595 695 Buyers' Guide	271
Abarth 595 by Oakley/TMC	218
Abarth 595 SS (2019)	281
Abarth 695 New V Old	251
Abarth 695/SS/Biposto/Tributo	283
Abarth Classics at Franciacorte	181
Abarth Classics at Franciacorte	191
Abarths 124 MY2017	248
Abarths 124 R-GT v	
Ex-works 124 Group 4	259
Abarth Classiche	255
Abarth MY2017 range test	257
Abarth 124 Spider	265
Abarth 124 Spider Buyers' Guide	275
Abarth 124 GT	268/278
Abarth at 70 (Castle-Miller)	279
Abarth 15 best road cars	279
Abarth 70 years of Racing	281
Abarth Days Milan	286

ALFA ROMEO

100 Years of Alfa Romeo. Pt1	167
100 Years of Alfa Romeo. Pt2	168
100 Years of Alfa Romeo. Pt3	169
100 Years of Alfa Romeo. Pt4	170
Autodelta	209
Alfa Romeo prototypes (TZ3)	171
Alfa Romeo Commercials	192
Alfa Romeo F12 van	261
SE048 (Group C racer)	106
G1	264
RL	213
6C 1750SS	117
6C 1750	189/225
6C 2300 Replica	75
6C 2300 Aerospider	201
6C 2500 Freccia d'Oro	50

6C 2500 by Castanga	134
6C 2500B Mille Miglia	155
6C 2500 Supergioello Gilco	292
6C 2500S	156
6C 2500SS	187
6C 2500 Competizione	243
6C 3000 Superflow	285
8C 2300 (Spitzley)	56
2900A	83
8C 2900B Le Mans	267
8C 2900B Spider	248
8C 2600 at Spa	114
8C 2600 (Simon Moore)	142
8C Tipo B/Montreal/8C Comp	149
8C 2300 v 8C Competizione	163
8C 2300 v 8C Comp Spider	283
8C Engine Feature	151
8C Tipo B 'P3'	253
Alfetta 159 Track Test	87
Alfetta 12C	101
Bimotore	95
Tipo 33 Stradale	164
Tipo 33/3	56/188
Tipo 33/2	194
Tipo 33 Daytona	109
Tipo 33 TT12	113/258
Tipo 33 Concepts	124
Tipo 33 Elvio Deganello	204
Tipo 33 Brand Hatch	303
1900 SSZ	80
1900 Golden Oldie	115
1900 C SS BOANO 1955	266
1900 C SS by Touring	304
1900 Ti (Pininfarina)	202
1900 Disco Volante	64
1900 Disco Volante	230
1900 Pinin Farina x 2	236
2000 Sprint	212
Alfa Twincam engine feature	137
Alfa Twinspark engine feature	145
1750 GT Prototipo	132
Giulia Sprint Veloce Zagato	195
Giulietta Sprint Veloce 'Goccia'	94
Giulietta Sprint Veloce v GT Q2	147
Giulietta Sprint Barn Find	223
Giulietta Sprint Bertone	228
Giulietta Sprint Zagato	50/295
Giulietta Sprint Zagato (Turin)	282
Giulietta 50th Birthday	97
Giulietta Ti	233
SZ Coda Tronca	268
LDS Formula One	69
Giulietta Sprint Speciale	205
Giulietta Sprint Speciale	274
Giulia SS	18/140
Giulia Spider (B&W)	167
Giulia Spider (Concours)	253
Giulia Spider Veloce Racer	259
Giulia or Giulietta?	24
2600 Sprint	16
2600 Spiders	51
2600 Spider v Lancia Flaminia	255
2600 SZ	56
2600 Berlina	286
Disco Volante 2012	198
Canguro	205
TZ1&1/2	62
TZ1&1/2 History + Prototypes	276
TZ1	179
TZ2	135



EVO v 155 Q4	237
Alfetta GTS	270
Alfetta Buyers' Guide '72-'84	266
Alfetta Racers (Jupe)	285
GTV6 "Rare" 550bhp	52
GTV6 (Lindsay)	66
GTV6 South Africa	126
GTV6 /33/156 Club Racers	133
GTV6 Buyers' Guide	284
GTV6 x2 Restomods	296
GTV6 v SZ v GTV (916)	238
GTV6 3.0 V6	249
GTV6 3.0 V6 x 10 mega test	304
75 Classic Choice	84
75 QV 1.8 Turbo	303
75 At the 'Ring (Ron Simons)	93
75 3.0 V6 twin test (EMC)	139
75 3.0 V6 vs 3.5 GTV6	157
75 Buyers' Guide	167
75 3 car Test	239
75 3.0 v Giulietta V6(Jupe)	262
75 VS GTV 3.0 VS Giulietta	266
75 3.2 24V Track Day (Porter)	266
75 3.2 24V Track Day (Porter)	278
Alfa SZ 3 car test	100
Alfa SZ 24v Supercharged	136
Alfa SZ Buyers' Guide	167
Alfa SZ (Time Machine)	191
Alfa SZ vs Stelvio (Zagato)	198
Alfa SZ VS RZ	266
Alfa SZ v K Coupe v Shamal	274
146 145 Team Cars	116
146 + 145 Buyers' Guide	103
145 Cloverleaf/Bravo HGT	180
145 vs 33 vs Mito	160
145 Buyers' Guide	198
145 Turbo by Autodelta	249
147 Pre-launch test	51
147 5-door + 2.0 Manual	59
147 5-door 1.6 + 2.0	68
147 GTA Road Test (Steve Berry)	87





147 GTA x 2 Autodelta	102
147 GTA Cup Track Test	92
147 GTA Modified	253
147 GTA v 156 GTA	307
147 GTA/Integrale/Coupe 20vT	164
147/156 Monza Sport	70
147 Rally Car SS1600	86
147 1.9 jtd 16v	90
147 Range test 2005	101
147 Facelift 2005	105
147 Buyers' Guide (Soper)	114
147 JTD 24hr racer	131
147 Collezione	132
147 Collezione + GT Blackline	145
147 Sport + GT Q2	137
147 JTD-M by Janspeed	149
147 5 car group test	184
155 ITC (Arese)	143
155 Buyers' Guide	68/201
155 Q4/Delta integrale EVO	284
155 Q4	298
155 BTCC	231/283
155 DTM Drive at Goodwood	260
155 GTA	271
164 Buyers' Guide (Soper)	105
164 Bimotore	107
164 Procar	142/288
164 v Croma v Thema v Saab	153
164 (Time Machine)	188
Spider Duetto vs 939	152
Spider 2.0 TS Fleet Report	209
Spider 105 S4/916 2.0/939 JTS	221
V6 Coupes Alfetta/916/Brera	153
V6 Engine Feature	153
Busso V6 Profile	284
GTV Cup (Road Car)	65
GTV Cup v Fiat Coupe v Brera	275
GTV (Autodelta)	50
GTV LMA/AROC Racers	85
GTV6 LMA Racer (Soper)	112
GTV6 3.2 V6 in Italy	90



GT V6 (916 V6 + 2.0TS facelift)	92
GTV (916 Buying Advice)	143
GTV (916 3.0 Team Cars)	119
GTV (3.0 Supercharged)	122
GT V6 3.2 Buyers' Guide	152
GT V6 v integrale v Coupe 20vT	155
GT V6 916 3.2 facelift twin test	284
156 ETCC track test	91
156 Group N (Powermods)	69
156 2.0 Selespeed (SW)	70
156 2.4 JTD	67
156 Buyers' Guide (Soper)	138
156 + GTV (Autodelta)	50
156 / 147 Monza Sport	70
156 GTA Launch	69
156 GTA Saloon	79
156 GTA Bridgestone tyres	82
156 GTA Monzasport	112
156 GTA Buyers' Guide	160
156 JTS Sportwagon (Selespeed)	73
156 V6 vs 2.4 JTD (OBD tuning)	82
156 2.0 JTS (2002)	83
156 Giugiaro Facelifted (1.9jtd)	84
156 Drivedata remaps	89
156 20v M-Jet (2003)	93
156 2.4 M-Jet (Tunit)	97
156 GTA AM (Autodelta)	100
156 Buyers' Guide	102
156 2.0 TS HBE Suspension	103
156 3.7 South Africa	128
156 GTA/TSpank/V6 24v/JTD	172
156 GTA 3.7 by Autodelta	215
156/166/147/GT Range 2005	103
156 Ti Buyers' Guide	182
156 Buyers' Guide Twinsparks	203
156 GTA (Supercharged)	281
156 GTA V 164 Cloverleaf (Bery)	284
156 Auto / GT / 156 GTA	240
156 2.5 V6 SW Auto Jap Import	276
156 GTA V6 Sportwagon	300
166 Let's go to Italy	52
166 Germany Launch	88
166 TI (2.0 TS Lusso)	94
166 Supercharged by Autodelta	134
166 Buyers' Guide	148
166 Dossier	251
V6 Saloons 164/166/159.	158
V6 Saloons Group Test	
155/156/164/166/159.	218
Science Museum Exhibition	67
Gippo Salvetti (Blue Team)	72
GT (2004)	89
GT (2004) JTS	94
GT (2004) 1.9 jtd 16v	95
GT Novitec 1.9 16v M-jet	99
GT 3.2 V6 (Autodelta)	106
GT 1.9 jtd 16v Novitec	141
GT Q2 v Giulietta Sprint Veloce	147
GT 3 car test.	168
GT 3.7 v 3.2.	233
GT 3.2 v GTV v Coupe v 3200	265
Brera (Ital Design Concept)	91
Brera Italian launch 2005	113
Brera / GT / 159 JTD-M	120
Brera UK Launch 2006	119
Brera Spider Launch Italy.	123
Brera Spider Launch Morocco.	132
Brera Spider J6 by Autodelta	144
Brera 2.2 at MBW.	130
Brera Q Tronic.	133

Brera S Prodrive.	146
Brera S Buyers' Guide.	165
Brera 3.2 V6 Vs GTV6 3.2.	181
Brera 3 car group test.	227
Brera V 8C. (Ray Hutton)	280
159 (John Simister)	105
159 V6 (John Simister)	108
159 2.4 JTD-M 2.2 JTS	117
159 Sportwagon Italy Launch	118
159 Sportwagon 2.2 V6 Q4	122
159 Ti	139
159 V6 Q4 (Nordschleife)	141
159 2.2 J4 Supercharged	153
159 2.0 JTD-M	166
159 1750 Tbi	167
159 1750 Tbi SW	182
159 1750 Tbi v Giulia Veloce Ti	286
Brera S Supercharged /GT 3.7/159	
3.2. Autodelta (UK)	166
8c Competizione	139
8c Competizione Spider	161
8c Disco Volante Spyder	248
8c Disco Volante Spyder/Coupe	290
Alfa Range Test 2008	140
MiTo Italian launch	147
MiTo UK launch	155
MiTo M430 by Marangoni	155
MiTo Multiair	164
MiTo Multiair Cloverleaf	171
MiTo 1.4 TB vs Abarth Punto	171
Mito Buyers' Guide.	189
Mito Carbonio (Monzasport).	191
Mito 5 car group test.	257
Mito Racer 410bhp Alfaworks	305
Alfa Giulietta Italian Launch.	170
Alfa Giulietta + Mito MY2014	215
Giulietta Marangoni G430	183
Giulietta TCT Launch	194/196
Giulietta 3 car group test	197
Giulietta Buyers' Guide	216
Giulietta + Mito QV	223
Giulietta 4 car test (mod)	263
4C	184/211/214
4C (Jamie Porter)	230
4C Modified (Alfaworks)	246/282
4C 410 (Alfaworks)	302
4C v 8C	223
4C SBK	236
4C Spider	234
4C Spider RHD	241
4C Spider Buyers' Guide	265
Alfa Club Racers 2015	234
Alfa Museum Visit 2020.	293
Alfa Buyers' Guide Special Issue.	
Giulietta, Mito, Brera, 159Ti,	
147, GT, 156 GTA, 156 Ti,	
Alfa Buyers' Guide	
Classics Special Issue. 1750 GTV,	
Montreal, GTV6, 75, 155, GTV 916,	
147 GTA, 156 GTA,	242
Giulia Special. 101/750 Series, 105	
Berlina, SS, 105 Bertone, GTA, TZ1,	
TZ2, MY2017 Giulia QV	254
Giulia 2015 Museum Launch	235
Giulia 2015 Balocco Test	245
Giulia Super	248
Giulia 2016 UK Drive	255
Giulia 2017 Veloce	259
Giulia Veloce	261
Giulia Veloce Ti	281

CISITALIA

Cisitalia 202	92
Cisitalia 202 Nuvolari Spider	241
Cisitalia Voloradente	202
Cisitalia 360 Grand Prix	225

DE TOMASO

Vallelunga	113
Deauville	98
Deauville (2011)	183
King Cobra	136
Pantera Restoration	68
Pantera Si	100
Pantera	228
Guara Coupe	60
Guara Barchetta	60
Guara Switzerland	103
Mangusta/Pantera/Guarà.	164
Mangusta, Guarà, Pantera 2000	261
Mangusta + Pantera	289
Mangusta (Ex Freddy Moss)	202
Longchamp vs Kyalami	64
Factory Collection	72
P72	284
Panther by ARES	289

FERRARI

Auto Avio Costruzioni 815	208/205
125 S	266
Ferrari 246 vs 250F	172
196S (rep)	91
Dino 196SP	284
195S Coupe by Ghia	143
156 F1 Sharknose	93
166 Fangio's first	51
166 F2/FL	240
166 Mille Miglia	153
166 Mille Miglia Ch.0066	180
166 MM Fontana Ch.024	255
212 Export Mille Miglia 2010	169
212 Inter Coupe. Ch.0137E	229
212 F1	216
225 S	292
340 America	158
340 / 375 MM Ch.0320	207
335 S Ch.0674	241
500 Mondial	239
250 California Spyder	128
250 California Spyder x 2	148



250 California Concours Winner	215
250 GT Boano x 3	243
250 GT/GTO	92
250 Europa Ch.0313	238
Dino 246S	60
Dino 246S Ch.0784	144
250 GT Pininfarina (Bowtie)	270
250 GT Pininfarina	
Collectors' Guide	255
250 GT Drogo	69
250 GT Nembo Spider.	137
250 GTE	101
250 GTE Collectors' Guide	263
250 GTE Police Car	293
250 MM Mille Miglia 2010	174
250 SWB replica	52
250 SWB at Spa	104
250 SWB Ch.2335	238
250 GT TDF	151
250 GT Lusso	94/97
250 GT Lusso (4.0)	121
250 GT Lusso Concours Winner	193
250 GT Lusso Ch.4713	264
250 GT Coupe Speciale (PF)	277
250 Testarossa/206 SP (Fiorano)	90
250 Testarossa Ch.0714	161
250 Testarossa Ch.0738	173
250 Testarossa	237
206 SP Track test	133
206 SP Maranello	197
206 P Berlinetta Ch.0834	251
290 MM Ch.0626	170
290 MM Ch.0626 (News)	239
290 MM Ch.0628	275
330 P Ch.0818	230
330 LMB	232
330 GTO at Monza	67
250 GTO vs 250 LM (Nord)	102
250 GTO Goodwood Revival '09	165
250 GTO Ch.4675	169
250 GTO (#350SGT)	231





250 GTO (#3387GT)	252
250 LM	84/195
250 LM Ch.6045	195
250 MM Ch.0352MM	184
250 MM Ch.0276	268
500 MD/TR	101
500 TRC	137
500 F2	139
500 Mondial / Mille Miglia '08	160
625 TRC Ch.0680	196
750 Monza (ice racer)	89
750 Monza Ch.0492M	187
750 Monza	234
212E Montagna (Hillclimber)	73
275 GTB/C Ch.09079	227
275 GTB (Celebration)	98
275 Tour	100
275 GTB/4	130/134
275 GTB/4 (Ex McQueen)	223
275 GTB/4C	235
275 GTB/4C Ch.06885	260
275 'NART Spyder'	145
275 GTS/4 'NART Spyder'	211
275 GTB Collectors' Guide	258
365P	64
375 Plus Ch.0384	105
375 Plus	218
375 Ch.0388	181
375 MM Ch.0490	182
375 S Ch.0030	232
330 GTS & 330 GTC	140
330 GTC	231
330 GTC Collectors' Guide	253
330 GT 2+2 Vignale	276
365 GTS	85/278
365 GT 2+2 Collectors' Guide	270
365 GT 2+2	290
365 GTC/4	274
365 GT 4 BB (Elton John)	280
365 GTC/4 Spider	288
Pinin (Four door prototype)	144



Daytona Spider	36	F40 Buyers' Guide	247
Daytona Spider by Straman	250	355 Challenge (Rockingham)	70
Daytona Group 5	107	355 + 360 by Imola Racing	90
Daytona by Michelotti	146	355 / 360 / 430 V8s	115
Daytona 'Pozzi' V Road Car	236	355 Buyers' Guide	154/232
Ferrari 365 GTB/4 Daytona	261	F355 Collectors' Guide	268
246 Racer (Goodwood T Dron)	88	F355 25 years on	279
246 GT vs Stratos	81	456 M GTA Buyers' Guide	230
246 GT Buyers' Guide	163/238	456 M Racer	195
246 GT Classic Feature	205	F50 Track Test (Rockingham)	68
246 GT/GTS Collectors' Guide.	252	550 Maranello Buyers' Guide.	209
246 GT/GTS	237	550 Maranello Buyers' Guide.	237
Dino V6 Engine Feature	180	550 Barchetta Track Test	65
246 Dino vs Lancia Stratos.	265	575M (John Simister)	70
312 T3	80	575M Manual (Steve Berry)	86
312 B3 "Spazzaneve"	129	575M Novitec	112
312 B2 F1	149	575M Maranello Buyers' Guide.	306
330 P4 Can Am	161	575GTC	98
330 P4 Ch.0858	218	575GTZ	133
P3 at Spa	118	612 Scaglietti	88/97
712 Can-AM	76	612 Scaglietti (John Simister)	93
712 Can-AM	254	612 Scaglietti Road Trip	123
512 M 'Tergal' Ch.1002	246	612 Scaglietti HGTC	129
512 S/M 712	228	612 Scaglietti Buyers' Guide.	246
512 S vs Porsche 917	163	Ferrari V12 Buyers' Guide.	260
512 BBLM	155	Ferrari at Le Mans (Historic)	80
512 Boxer	114/254	Ferrari at Monza	69
512 BBi Buyers' Guide	62	Ferrari at Fiorano	113
512 BB Buyers' Guide	236	Ferrari Supercars at Mugello	115
512 BBi v Pantera v Bora.	154	Ferrari F1 126C4 Track test.	168
512 BB by Koenig	291	360 Spider (Digitec)	75
500 Superfast	228	360 Club Fiorano Test	59
365 GT4 BB Buyers' Guide	179	360 Challenge Stradale	85
365 GT4 BB 512 BB Testarossa	180	360 Manual vs Ducati 999	88
365 GT4 GT4 Targa (Eastwood)	267	360 Bi-Kompressor (Novitec) 96/100	
512 Testarossa Reader's Car	209	360 Racers x 2	104
512 TR + 512 M Buyers' Guide	277	360 Modena (Manual v Gallardo)	182
Pinin - Four Door Concept	289	360 Modena Buyers' Guide	240
Ferrari V8 Engine Feature	157	360 Modena v Gallardo	278
308 GT4 vs Merak SS	50	F430	99
308 GT4 vs Urraco vs Merak	149	F430 Spider	106
308 GT4 LM (NART)	194	F430 Spider (Phil Ward)	119
308 GT4 Buyers' Guide	234	F430 by Novitec	116
308 GTB/GTS Buyers' Guide	241	F430 Vs Gallardo SE	122
308 GTB	126	F430 Bi-Kompressor (Novitec).	132
308 GTB Michelotto	181	F430 Scuderia	138/153
308 GTB Michelotto (Olio Fiat).	187	F430 GTC Team Modena.	156
308 IMSA Track Test	87	F430 Scuderia 16M.	164
308 Carma FF	201	F430 (Vicki Butler Henderson)	165
308 GTS vs Urraco	65	F430/360/355/348/328.	205
308 GTS vs Jalpa.	162	Enzo	83/101/295
308 4 car test.	171	Enzo vs Maserati MC12	158
308 Collectors' Guide	266	Ferrari/FIA GT Championship 03	87
308E (EV)	281	Ferrari Club Racers 208/355/360	94
328 Buyers' Guide	147/231	599 GTB Fiorano	120/142
328 Racer (Barkaways)	281	599 Drive Story	156
328, 348, 355, 360	82	599 HGTE	159/166
348 tb+ts Buyers' Guide	243	599 Hybrid	172
348 + 348 Challenge	274	599 Tribute Mille Miglia	188
400 Buyers' Guide (Hackett).	112	599 Buyers' Guide	245
400 Cabrio by Straman.	138	Ferrari Technology (Dron)	139
400/412 Buyers' Guide.	233	California GT 2008	151
412 Reader's Car	206	California GT 2010	177
Mondial Buyers' Guide	197/235	California HS	197
288 GTO Evoluzione	89/105/233	California T	223/242
288 GTO (Simon Park)	95	California T HS	244
288 GTO V 488 GTB	257	California Buyer's Guide	282
F40LM vs Bugatti EB110SS vs Diablo		Ferrari at Palm Beach 2009.	157
SV Roadster	176	Ferrari at Le Mans 1998.	18
F40 LM	189	Ferrari at Le Mans 2009.	160

458 Italian Launch.	167
458 Italia Sebring 12h.	187
458 ISpa 24h (2015).	238
458 by Oakley Design.	184
458 vs Gallardo Superleggera	186
458 Spider	191
458 Italia (EVO 2)	192
458 Italia Buyers' Guide	248
458 Spider vs Gallardo Spyder	204
458 Speciale on Silverflag '14.	225
458/365/Huracan Best Engines	299
458 Speciale v 430 Scuderia v 360	
Challenge Stradale	237
Ferrari Finales 2005 Monza	103
Ferrari 60th at Silverstone	135
Ferrari Racing days Silverstone	264
Ferrari 60th at Fiorano	136
Maranello Rosso Collection	182
Ferrari Mondiali at Mugello '19	288
Ferrari Mondiali at Mugello '21	304
Ferrari by Pininfarina 60 years	203
Ferrari by Bertone	221
Museo Casa Enzo Ferrari	196
FF	202
FF Buyers' Guide	292
F12 Berlinetta	201/212
F12 TDF	241
LaFerrari	207/221
LaFerrari vs Bugatti Veyron vs	
F35 Lightning	249
488 GTB	237
488 GTB v Huracán	247
488 Spider	239/251
488 Pista	268/270
GTC4 Lusso	247/267
GTC4 Lusso T	271
70 Years of Ferrari A-Z Pt2	257
70 Years of Ferrari Top Racers	260
812 Superfast	259/289
Under 50k Buyers' Guide	271
Under 60k Buyers' Guide	301
V8 Buyers' Guide: 308GT4/GTB/328	
/348/Mondial/355/360 Modena	259
Ferrari Portofino Italy Launch	266
Ferrari Portofino UK	278
Ferrari Portofino M	307
Ferrari Monza SP1/SP2	275
Ferrari Monza SP2 (Goodwood)	283
F80 Tributo	280
P80/C	280
SF90 Stradale	282
SF90 Stradale	295
F8 Tributo	285
F8 Tributo + Auto Trans story	305
F8 Spider	285
488 Pista Spider	288
812 GTS	285
812 GTS v Daytona Spider	304
Universo Ferrari	285
Ferrari Roma	285
Ferrari Collection (Korecký)	294
Ferrari V Lamborghini	294
Ferrari in 300 issues of AI	300
Ferrari F90	301
Ferrari V12 Collection	302
Ferrari V12 Special Projects	304
Ferrari 296 GTB	307

FIAT

Mephistopheles	186
----------------	-----



1905 60hp	226
501	86
503 Spider	188
509	140
521C	98
514 Spider	133
8V	157/239
8V mega 8 car test	290
2800 State Phaeton	115
1800	120
1900 Granluce	195
2300	117
2300S Coupé	235
Balilla Taxi	131
Topolino (Hotrod)	75
Topolino Variations (Sparrow)	69
Topolinos	80
Topolino 500B	106
Topolino Mare	204
500 Variations (Sparrow)	62
500 50th Birthday	134
500 Coccinella	136
500 Engine Feature	156
500 Buyer's Guide	173
500 Based Spada Zanzara.	212
500 L Readers' Car	217
500 The Coachbuilt cars	243
500 Sixty Years	257
500 Ferves Ranger	259
500 (EV)	281
600s	82
600 Prototype	205
600	234
600 Jolly	246
Fiat 1100S Millecento	52
Fiat 1100S Millecento MM.	162
Fiat 1100D Millecento	123
Fiat 1100 EZ Millecento	198
1100 TV	128
1100 103 TV	225
1100 Berlina + Trasformabile	302





1100 Padmini	119
1200+1500 Cabriolets	233
1500L	176
1600S Coupe	96
1400B Junior	215
850 Bertone Race Team	221
850 Coupe v Spider	245
850T Camper + 850 Spider	307
850T Camper	286
850 Spiagetta	300
Dino Coupe vs Spider	118/250
Dino Spider / Biturbo/Montreal	159
Dino 2400 Buyers' Guide	239
Dino Coupe (Fuel Injected)	264
Dino Coupe v Alfa Montreal	299
124 Saloons	215
124 Special	252
124 Special T Restomod	306
Fiat Twin Cam Engine	149/279
124 Spiders	50
124 Spider vs Fiat Barchetta	148
124 Spider vs Alfa Duetto	116
124 Spider Buyers' Guide	164
124 Spider + Tom Tjaada	203
124 Spidereuropa 2000	290
124 Coupes	52
124 Coupe/GT Junior/Fulvia 1.3	147
124 AC Coupe	293
Fiat 124 Sport Coupe AC/BC/CC	261
125	95/161
125 Group 1	211
125 Samantha	105
127 Group Test	129
127 50 years	303
Fiat 127 'Stradale' (Restomod)	266
Fiat 127 Rustica (Obscurati)	268
128 Rally, Estate, Coupe, Turbo	280
128 Saloon (Michael Ward)	209
128 5 car test	163
128 MK1 4 door Restoration	248
128 3P Montecarlo Historic	195



128 Sport Coupe (Seinfeld)	265
128 Giovanni's Racer	300
130 (Steve Berry)	108
130 vs Gamma	151
130 Saloon (Buckley)	282
131 Sport (Golden Oldie)	118
131 Sport / Racing	301
131 Volumetrico V Argenta VX	288
X1/9 Buyers' Guide (Soper)	106
X1/9 Buyers' Guide (Dredge)	287
X1/9 Buyers' Guide	157
X1/9 Dallara (Val Savio)	103
X1/9 Abarth Prototipo (Rep)	104
X1/9 Club Racer	115
X1/9 (Time Machine)	181
X1/9 VX (Modified)	202
Strada 130TC/105TC	132
130TC v Grande Punto Abarth	158
Strada 130TC	187
Strada/Ritmo 40 years	267
Strada (Time Machine)	197
Strada 130TC/Tipo16v/Bravo	285
Panda Buyers' Guide	75
Panda MK1 (Time Machine)	172
Panda Nuova (launch)	86
Panda 2004	91
Panda in Dozza	94
Panda 1.2	97
Panda 4x4 MK1 Buyers' Guide	185
Panda 4x4 (2004)	99
Panda 4x4 (2005)	104
Panda 4x4 Cross (UK)	226
Panda 4x4 Buyers' Guide	294
Panda MK1 (Time Machine)	172
Panda Cross 4x4 / Monster	129
Panda 100hp Italy Launch	126
Panda 100hp UK	136
Panda 100hp v 500S	232
Panda 100hp Buyer's Guide	304
Panda Group Test	149
Panda 160hp (Turbo)	179
Panda 160hp (Turbo)	184
Panda MK3 UK Launch	195
Panda MK3 4x4 Italy	202
Panda TwinAir Rally Phil Young	205
Panda MK3 4x4 UK	206
Panda 40 years	289
Uno 45 (Time Machine)	179
Uno Turbo MK1 vs MKII	247
Uno Turbo Buyers' Guide	274
Tipo 2.0 16v	54
Tipo 2.0 16v v Delta v Alfa 33	297
Cinq Sporting Buyer's Guide	187
Cinquecento Sport x2 Modified.	258
Seicento (UAD Motorsport)	70
Punto 1.2, 1.9 JTD, HGT	82
Punto MK2 Group test	120
Modified Punto GT Turbos	64
Punto Rally Super 1600	56
Punto HGT/HGT (Jtd)	98
Punto HGT 2005	104
Punto HGT Buyers' Guide	166
Punto Speedgear Launch	47/60
Punto JTD	51
Punto 1.9 JTD	67
Punto/Seicento Abarth	60
Punto Facelifted	83
Punto Facelifted Driven (Berry)	85
Punto GT/ HGT/ Scorpione	276
Grande Punto Launch	112

Grande Punto UK Launch	116
Grande Punto Sporting (1.9).	117
Grande Punto 120 Eleganza	123
Grande Punto T-Jet	141
Grande Punto 1.4 T-Jet + 1.9.	146
Grande Punto EVO.	165
Grande Punto EVO. (VBH)	168
Grande Punto Buyer's Guide	184
Grande Punto Buyer's Guide	221
Grande Punto TwinAir	195
Grande Punto 3 car group test	201
Coupe 16v vs Integrale	68
Coupe 16v Turbo Prototype	259
Coupe 20v Fleet report	143
Coupe 20v Turbo Fleet report.	209
Coupe Buyers' Guide	137
Coupe 20v Turbo Buyers' Guide	153
Coupe 20vT/GTV6/integrale	155
Coupe v 3200 v GT 3.2 v GTV	265
Coupe v Brera v GTV Cup	275
Flying Fiats (Irish Racers)	113
Barchetta Buyers' Guide	71
Barchetta Facelift	97
Fiat Barchetta vs 124 Spider	148
Fiat Barchetta Buyers' Guide	151
Fiat Barchetta Buyers' Guide	254
Bravo/Brava/Marea	59
Bravo/Brava Buyers' Guide	69
Bravo HGT vs Alfa 145 CL	180
Bravo 1.4 T-Jet (Launch 2007)	130
Bravo 1.4 T-Jet (Launch 2008)	140
Bravo (UK Launch 2007)	135
Bravo ECO	148
Bravo 1.4 T-Jet + 1.6 M-Jet	202
Bravo Buyers' Guide	207
Ulysse	80
500 2007 Launch	135
500 2007 1.3 Diesel	139
500 2007 1.3 Diesel (remap)	144
500 2008 1.4 Lounge	140
500 2008 UK launch	142
500 2008 1.4 Sport	159
500C	161
500 Buyers' Guide	181
500L Launch (Turin)	198
500L Launch	207
500L Trekking	211/212
500L MY2017	258
500L MY2018	265
500x Italian Launch	228
500x Vs Renegade on Snow	232
500x Vs Renegade	249
500x UK	233
500x Sport	285/301
500 MY2015	236/237
500 Anniversario	260
500 Collezione	275
500 on the North Coast 500	286
500e	291/299/306
500 Hybrid	297
500 Coupe by Zagato	292
Multipla + Vignale Gamine	130
Multipla 1.9 JTD	50
Multipla Facelift 2006	127
Multipla Buyer's Guide	113/202
Multipla/Ulysse	102
Doblo MPV and Van	62
Doblo 1.9 JTD MPV	73
Doblo Italian Launch 2006	114
Doblo Family MY2009	171
Ducato 160 Multijet	121
Ducato MY14	223
Marea Weekend 2.4 Team Cars	124
Marea Buyers' Guide	115
Stilo (Launch)	62/67
Stilo Multiwagon (Launch)	80
Stilo 1.8 16v	71
Stilo 1.9 JTD	72/79
Stilo 2.4 Abarth	92
Stilo Schumacher	108
Stilo Schumacher Buyers' Guide	208
Stilo Buyers' Guide	145
Idea Launch	88
Idea (Steve Berry)	93
Idea Fleet report	107
MPV multitest Doblo/Idea/	107
Croma (2005)	107
Croma in Ireland	118
Croma 2.4 20v Multijet	122
Sedici 4x4 Italy Launch	115
Sedici 4x4 UK Launch	120
Sedici 4x4 1.9 Multijet	131
Scudo	129
Fiorino	142
Linea	144
Qubo	151/157
Dualogic Panda/Punto/500	186
Freemont 4x4	197
Freemont 4x4 Cross	231
124 Spider MY2016	240/246
124 Spider MY2016 UK	250
124 Spider Spa Road Trip	270
Tipo / Spider MY2016	245/250
Tipo S Design	280
Fullback/Fullback Cross	257
Global Unusual Feisty Fiats	276
Centoventi (News)	280
Fiat Heritage Hub	280/293
Fiat Panda & 500 Hybrid	290
Fiat Panda Hybrid	295
Fiat Turbos	293
Uno/Punto/Coupe/Croma	293

ISO

Iso Grifo S	236
Iso Grifo Restoration	307
Iso Grifo GL 365	246
Iso Fidia	160
Isotta Fraschini	90
Isotta Rivolta GTZ	305

LAMBORGHINI

Miura V12 Engine Feature	147
Miura (Giordanelli Rebuild)	106
Miura Jota (Piet Pulford)	120
Miura Jota (Italian Job Feature)	283
Miura P400	145
Miura SV (Jean Todt)	281
Miura Millechiodi	297
350 GT	152
400 GT Monza	113
Espada	119
Espada Restoration Parts 1-7	197/201/203/206/210
Espada 3 car test	239
Jarama GTS	141
Urraco vs Ferrari 308 GTS	65
Urraco vs Merak vs 308GT4	149
Urraco vs Gallardo Balboni vs	133/264
LM002	



Countach LP400 v LP560-4.	156
Countach Pagani's own car	271
Countach Prototype & Espada	286
Diablo 6.0 VT	50
Diablo GTR (Reiter Eng)	137
Murcielago	64
Murcielago (Road Test)	72
Murcielago (Track Test)	83
Murcielago Vs Porsche 996	86
Murcielago Roadster	106
Murcielago Roadster (Batman).	117
Murcielago LP640	121
Murcielago LP640 vs Typhoon.	136
Murcielago R-GT (GT1 racer)	129
Murcielago R-GT (GT1 racer)	142
Murcielago LP670-SV	165
Gallardo (Track Test)	84
Gallardo (Road Test Italy)	93
Gallardo Police Car	108
Gallardo Spyder	116
Gallardo By Hamann	118
Gallardo (IMSA)	126
Gallardo GT3 by Reiter Eng.	130
Gallardo by Reiter Eng.	139
Gallardo GT3 Adria Track test.	145
Gallardo Superleggera	132/143
Gallardo LP570-4 Superleggera	171
Gallardo Superleggera v 458	186
Gallardo LP560-4	146
Gallardo LP560-4 v Countach.	156
Gallardo LP560-4 Spyder.	162
Gallardo Super Trofeo	159/166
Gallardo Balboni	163
Gallardo Spyder Performante.	194
Gallardo 5-95 by Zagato.	263
40 years of Lamborghini	83
Countach/Diablo/ Murcielago.	135
4 car test: Urraco/Silhouette/	
Jalpa/Gallardo	94
Jalpa vs Ferrari 308 GTS	162
Aventador	185/195



ALFA ROMEO 130 Q

ITALIA

Week End September 2002 L. 14.900.000 (IVA inclusa)

LANCIA 037

Rally Legend

Salvatore Bontade, Concorrista

EXTRA AMBITO

CELEBRATION

Fiat 500

1.1 benzina 105 km/h
1.3 benzina 130 km/h
1.7 benzina 160 km/h



GranCabrio Sport + Yacht	198
GranCabrio/GranTurismo S/	
GranCabrio/GranTurismo/MY18	260
GranCabrio/GranTurismo S MC	
Sportline / GranTurismo S Auto	186
Maserati Ice Driving	193
Maserati Trofeo 2013	209
Maserati Trofeo World Series	212
Ghibli MY2013	211
Ghibli Group Test + MY2014	217
Ghibli MY2017	253
Ghibli S MY2018	264
Ghibli Buyers' Guide	284
Quattroporte Trofeo	305
Ghibli / Quattroporte Trofeo	300
Ghibli Hybrid	305
Levante	243/252
Levante Q4 Ice Driving	255
Levante S in Dubai	263
Levante S + GranTurismo MY18	265
Levante 350hp	277
Levante Trofeo V8	283
Levante Trofeo V8 (UK Test)	302
MC20	297

OSCA

OSCA MT4	59
OSCA Tipo 4	203
OSCA 1600 Coupe	102
OSCA V12 F1	257
OSCA 1600GT	266/279

PAGANI

Pagani Zonda C12	53
Pagani Zonda S 7.3	95
Pagani Zonda S 7.3 Roadster	104
Pagani Zonda F	115
Pagani Zonda R	157
Pagani Huayra	201
Pagani Huayra Roadster	270



THE VISIONARIES

Adolfo Orsi	147	ATS Allemano Coupe	163
Brenda Verner	148	ASA Coupe	209
Giulio Borsari	149	Aznom Codatronca	192
Ermano Cozza	151	Bassano (Le Mitiche Sport)	86
Stephan Winkleman	152	Barnfind (Superfinds)	299
Giorgetto Giugiaro	154/274	Bertone (Inc Stratos Zero)	92
Jack Sears	155	Bertone Suagna + GT Cabrio	121
Chris Rea	156	Bertone Mantide	161
Ercole Spada	158/266	Bertone Sale of Collection	233
Sergio Scaglietti	159	Best of Italy Race 2017	253
Stirling Moss	160	Best Italian Engines V8/10/12	298
Aldo Brovarone	162	Bianchi S5 Torpedo	137
Edgardo Michelotti	164	Boneschi	108
Gianni Rogliatti	165	Bologna Motor Show '15	231
Lincoln Small	180	Bizzarrini 5300GT Strada	55
Francesco Stanguellini	182	Bugatti EB110SS	107
Miki Biasion	268/187	Bugatti EB110 IMSA + LM	294
Vittorio Jano	206	Bugatti Dauer	70
Gianni Regiani	208	Bugatti Veyron Oakley Design	243
Giorgio Pianta	221	BMW M1	92
Giovanni Savonuzzi	301	Bristol 400 by Pininfarina	207
Luigi Chinetti	221	Bristol 406S by Zagato	302
Piero Stroppa	248	Bristols (Italian Designed)	302
Paolo Stanzani	255	Cavallino Classic '12, '13, '15, '16	
Paolo Pininfarina	277	198/209/232/245	
Luigi Colani	286	CFM 750 Sport	218
Klaus Busse	290	Concept Cars, the top 50	290
Enrico Fumia	299	CNH Basildon	225
Jon Dooley	300	CNH European Tour	238
Edgardo Michelotti	302	Coppa Milano-Sanremo	107
Federico Formenti	306	Circuito di Piacenza	235

CARROZZERIE

Allemano	198	Dallara BMS 191 Formula	279
Balbo	230	Dallara Stradale Track Test	287
Bandini	251	De Sanctis SP1000	262
Boano	205	Diatto Ottovu	133
Boneschi	225	Dream Garage top tens	285
Castanga	199	Edonis Supercar	73
Ellena	231	EffeEffe Berlinetta	303
Farina	212	Formula Juniors	73
Fissore	202	Formula One Benetton	73
Frua	203	Ford Anglia Torino	141
Ghia	209	Francis Lombardi 850 GP	231
Giugiaro	234	Festival Italia / Abarth 70th	285
Italdesign	232	Lombardi 850 GP	231
Moretti	213	Ghia Coupes Alfa/Lancia	22
Motto	221	Giannini Story pt2	56
OSI	215	Giannini 750 Sport	277
Riva	228	Giugiaro	87
Savio	223	Gordon Keeble	250
Scaglietti	211	Goodwood Revival 2005	113
Scioneri	218	Goodwood Revival 2010	179
Scaglione	252	Goodwood Revival 2012	193
Siata	195/208	Goodwood Revival 2013	204
Stanguellini	254	Goodwood Revival 2015	215
Touring Superleggera	206	Goodwood Revival 2016	227
Vignale	204	Goodwood Revival 2017	253
Zagato	207	Goodwood Revival 2018	262
		Goodwood 75th/76th	274
		Goodwood 75th/76th	268

SPECIAL FEATURES

Auto Italia 300 Issues	300	Gran Premio Nuvolari	155/274
AC 378 by Zagato	203	Harvey Bailey Suspension test	104
Aguzzoli 1600 Coupe	136	Innocenti 950 Spider / Coupe	157
Aston Martin Vanquish Zagato	105	Innocenti 186 GT	227
Aston Martin DB2/4 by Ghia	213	Innocenti Mini Cooper	267
Autobianchi 500	60	Intermeccanica Italia	206/302
Autobianchi	73	Intermeccanica Indra	268
Autobianchi Primula Coup.	254	Isotta P1 Powerboats	121
		Isotta Fraschini 8A SS	158
		Isotta Fraschini revival	295

Italian designed cars	291
Italian car day retrospective	300
Italian cars in films	155
Italian Carrozzeria Revival	280
Italian Survivors	294
Italy's greatest living designers	295
Italdesign Aztec	163
Le Mitiche Sport Bassano	
112/213/237	
Le Mans Classic '09, '14	162/ 224
Ligier JS2	236
LIFE F1 track test	162
Martini Story Pt1	205
Mallorca Classic Rally	184
Mille Miglia '06/'08	122/152
Mitomachina 2006	128
Moretti 850 Sportiva S2	112
Moretti 850 Sportiva S2	118
Moretti Event Switzerland	191
Moretti + Dany Brawand	204
Modena Terra di Motori	122
Modena Experience	194/204
Modena Cento Ore 2020	301
Monterey 2011/14	189/226
Monte Carlo Historique 2006.	119
Monte Carlo Historique 2007.	131
Monte Carlo Historique 2009.	157
Monte Carlo Historique 2017.	255
Monte Carlo Historique 2018.	267
Monte Carlo Historique 2019.	292
Monaco Grand Prix Historique	122
Motor valley	80/84/168
Mostro Scambio Imola 2011	192
Museo Enzo Ferrari	295
Mugello Historic	146
Marcello Gandini Show	278
Nazzaro Tipo 3	159/239
Nash Healey Roadster	205
OSI Ford Taunus 20M	130
Padova Show 2005	116
Padova Show 2006	129
Padova Show 2008	142
Padova Show 2009	155
Padova Show 2010	169
Padova Show 2011	182
Padova Show 2012	193
Padova Show 2014	218
Padova Show 2015	231
Padova Show 2016	241
Padova Show 2017	263
Padova Show 2018	276
Padova Show report	252
Pininfarina at 75	114
Pininfarina at 90	292
Pininfarina Peugeot 540 Cab	235
Police Cars	208
Rally Legends 2010	170
Rally Legends 2012	207
Renault Dauphine by Alfa	141
Retromobile	219/243/255/268
Replica P4s	51
Riva Factory Visit	144
Ruote Borrani	225
Salon Prive Blenheim 2017	261
SEAT (When Fiat sued SEAT)	304
Serenissima F1	140
Serenissima GT/Agena/Torpedo	276
SCAT 22hp	201
Siata/Fiat 750 Spider Corsa	253
Siata 1300/1500	114



Sunbeam Venezia	60/214
Stab. Farina Jowett Jupiter	101
Silverflag Hillclimb	
114, 128, 163, 202, 225,	
236, 250, 261, 284	
Shooting Brakes (Italian)	293
Targa Florio Centenary	118
Targa Florio Giro di Sicilia	123
Targa Florio In a Fiat 1100 ('11)	192
Targa Florio Classic 2012	206
Targa Florio Retrospective	278
Turin: Fiat City	119
Tour Auto 2006	121
Tecno Lola T290	128
Tecno PA123 Formula 1	116
Triumph Italia	178
Triumph Fury by Michelotti	304
Uniques Concours	180/206
Villa d'Este Concours	83
Villa d'Este Concours	108
Villa d'Este Ferraris	122
Villa d'Este Ferraris	135
Villa d'Este 2006	120
Villa d'Este 2007	134
Villa d'Este 2008	148
Villa d'Este 2009	161
Villa d'Este 2011	187
Villa d'Este Ferrari 2011	189
Villa d'Este 2012	212
Villa d'Este 2015	233
Villa d'Este 2015	238
Villa d'Este 2016	247
Val Camonica 2008	153
Val Camonica Adamello	194/201
Zagato Hillman Imp	51
Zagato Story P1/P2	53/54
Zagato 85th Birthday	97
Zastava 750 Fiat 600	191
Zagato Mostro	234
Zagato 100th Anniversary	278
Zagato Zele	279



AUTO ITALIA CLASSIFIEDS

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



ALFA ROMEO



1975 Alfa Romeo Spider Veloce 2000 Convertible. 89,000 miles, red/black hood, stunning classic owned by me for over six years, only selling as now downsizing collection. Excellent condition, runs fine, had over £8000 work done - contact me for details as no room to list here, have all paperwork and relevant invoices etc, V5 included, genuine RHD. Regularly serviced and has current MOT, expires 7/5/22, history goes back to original owner from 1975. £23,895, fair price for a classic in this condition. Tel: Richard D'Cruze, 07521 728363. A308/071



1989 Alfa Romeo Spider QV. 63,000 miles, silver, increasingly sought after series 3 QV Spider in excellent all round condition and great value at around half the price of a similar series 2. Full and extensive service history file, all recent work done by Alfa specialist and no advisories on latest MOT. I am a long standing enthusiast and AROC member and this car is only for sale as I am rationalising my small collection, £11,750. Email: martinaveyard1@gmail.com for further details. A308/070



1972 Alfa Romeo Giulia GT Junior 1300. Right hand drive, 48,969 miles, red, bought from new and owned by same family. Severely deteriorated since being SORN in 1986, engine not run since 1986, now no battery. Major restoration or break for parts, handbook, tool set, jack and workshop manual. Complete set of glass, seats and dashboard, tyres damaged but will allow car to be rolled onto trailer. Sensible offers considered, buyer to collect. Email: redman.richard@talk21.com (West Sussex). A308/064

Alfa Giulia Spider. RHD, 1964, for sale. Tel: 01275 568192 (Bristol). A308/078



1988 Alfa Romeo 75 3.0L V6. 128,000 miles, Rosso, great example, full service history, all MOTs, maintained by Alfa specialist, four owners. Harvey-Bailey handling kit (modified front anti-roll bar, rear springs, dampers, lowered suspension), gearbox rebuilt, underbody checked regularly and resealed, rear brakes, clutch replaced, new alternator, battery. As new 16-inch Speedline wheels, excellent Recaro interior. Low mileage in recent years, although always serviced and MOT'd annually, £8000 ono. Email: paul.hudson75@hotmail.co.uk for more details (south Scotland). A308/069



2003 Alfa Romeo 147 GTA 3.2 V6. 75,000 miles, red. Original 2003 manual Alfa 147 GTA in excellent condition, this car has been lovingly maintained by the present owner for 10 years. The car has the Alfa media system and has the Q2 differential upgrade, service history available to view with car. This car is in excellent condition and should go to another Alfa enthusiast, GTAs this good are getting harder to find, £11,500. Tel: Dave, 07736 130006 or Adi, 07881 942411 (Cambridge area). A308/068



2009 Alfa Romeo 159 1.9 Sportwagon Ti Cloverleaf. 113,000 miles, red. With regret I am selling my Sportwagon Ti due to being unable to drive due to medical reasons. Owned this car since Sept 2020, MOT until May 2022, it has recently had a 70,000 mile engine fitted at Bianco Auto Developments (contact Paul/Harry to confirm this, 01342 842020), original swallowing a swirl flap causing internal engine and turbo damage, remap with a certificate of proof, £4700 ono, please contact me for complete history and info on car. Tel: 07715 609315. Email: dave.c.champion@gmail.com. A308/074



2011 Alfa Romeo 159 1.7 Tbi Ti. 63,000 miles, Nero Black, rare car, only c200 in UK, and 11 registered in 2011. Car kept in excellent condition, extras include Bose speakers, Xenon headlights, heated part leather front seats. As standard for Tbi: 19" spoke design alloys, red Brembo brake calipers, lowered sports suspension, leather steering wheel and stainless steel Ti pedals. Low mileage, turbo, 200bhp, full service history and 12 months' MOT, 2 remote keys, £8995 ono. Tel: Tony, 07747 642550. A308/075



1995 Alfa Romeo 164 V6 Cloverleaf. 104,860 miles, Alfa Red. Wanted - good home for cherished Alpha 164, excellent condition, full service history, MOT till July 2022. Black leather interior, electric sunroof, windows and wing mirrors. Radio and 6 CD changer + full two volume Alpha 164 workshop manuals + set of carpets (unopened). Winner of the 2002 Prix Concours, £7000. Tel: Brian, 01795 531768. A308/066



2000 Alfa Romeo 916 GTV 3.0 V6. 100,000 miles, red, has been fitted with 2003 facelift bonnet. Extensive service history, Alfa Shop Norwich did cambelt service 18/2/2020, many parts replaced under my ownership. Reason for sale in my decrepitude, find it difficult to get in and out of the car. MOT November, featured in AROC mag April 2021, £5450. Tel: Mark, 01579 347290. Email: mtsimmons7@outlook.com. A308/062



1991 Alfa Romeo 164 2 litre Twin Spark. 171,000 miles, black, current owner for last 17 years, only three owners in total. It has done 171,000 miles but the engine was rebuilt by David Lao at Sunnyside Garage at 104,000 miles and it still runs beautifully. Fantastic overall condition with a grey velour interior that is in incredible condition, only selling due to the extension of the congestion zone in London, £2950. Tel: Fred Baker, 07854 301683. A308/073



Alfa Romeo 939 Spider 2.2JTS. 101,000 miles, silver, 12 months' MOT. Very good condition with recent full service including brake fluid, spark plugs change etc, thousands spent in the last year or so. Roof checked by Auto Italia - all good, subframe and suspension arms replaced, remapped by Celtic Tuning, car now produces 205bhp. Rear exhaust section is a stainless steel Wizard exhaust, 18-inch horseshoe alloys, nice car but need to sell (need 4 seats), any questions please get in touch, £6150, priced to sell. Tel: 07951 509620. Email: eddiemarczak@yahoo.co.uk. A308/077



2003 Alfa Romeo GTV 2.0 JTS. 126,678 miles, Rosso Alfa 130, tan leather interior. MOT to November 2021, purchased in 2010, one previous owner, AROC member. Full service history, 3400 miles since cambelt change, paintwork needs attention due to lacquer lifting. Enjoyed many years of good motoring but selling so that I can concentrate on my classic Alfa, £2250. For further details please phone: 01789 470071. Email: millsgjt@btinternet.com (south Warwickshire). A308/063



2004 Alfa Romeo 916 Spider 2.0 JTS Lusso. 36,308 miles, Series 3 'RG53EOT'. Rosso, black leather, manual 5 gears, all keys, MOT October, always insured, garaged. Annual services and MOTs, cambelt, water pump and two coils done 2020. Joyful drive, reminiscent of an Alfasud but has 163 bhp! 16" teledial wheels, includes: Spider 17" FE wheels, luggage rack, car cover. Ownership 2008, no accidents, AROC 1985, £9750 ono. Txt: Rob, 07742 598214 (Leeds). A308/067



2007 Alfa Romeo 939 Spider 3.2 V6 JTS Q4. 43,900 miles, silver, excellent example of the Alfa Romeo Spider 3.2 V6 JTS Q4, with 14 service stamps and only 43,900 miles. Reluctant to sell, but a change in personal circumstances means I'm no longer able to make full use of it. Some minor wear, as to be expected with an '07 vehicle, but this car has been well looked after and is in v. good condition. MOT'd 11/01/2021, with no advisories and serviced 18/06/2021, £12,495. Tel: 07896 097072. A308/076



2008 Alfa Romeo Brera SV JTDM 2.4. 103,065 miles, red, 12 months' MOT. Good condition with major overhaul last year including new exhaust, road springs, brake pads and discs, engine remap stage 1, new lower wishbone and ARB link. Nice dependable car that drives well and is economical 40mpg, kept in garage, space required forces reluctant sale, £3450. Tel: 07802 420300. Email: malcolmwgs@gmail.com. A308/072



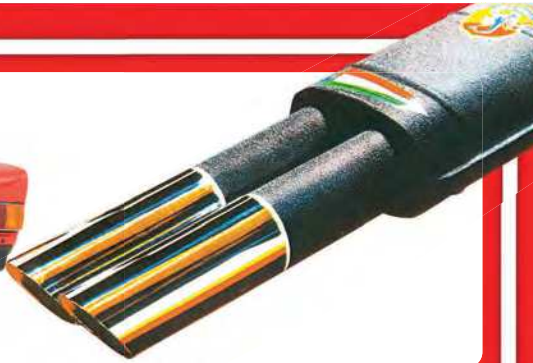
2014 Alfa Romeo MiTo Quadrifoglio Verde. 58,000 miles, Alfa Rosso TCT 1.4 170bhp, 64 plate, one AROC owner, FARSH, MOT Oct '21. All QV standard features plus electric sunroof, unmodified. Low price as Cat S due to rear end shunt needing new tailgate 3 years ago, no chassis damage. Completely and professionally repaired, £3950, just replaced by new Fiat 500e electric. Tel: 07801 716443 (Gloucestershire). A308/065

2012 Alfa Romeo 159 TI 2.0 JTDM. 106,500 miles, red, excellent condition all round. 106K with FSH, 1 owner, 6 speed manual, a/c, Pioneer sat nav, Bose, heated Alcantara/leather seats with red stitching, 19" alloys, red Brembo calipers, e/folding mirrors, solid subframe, MOT 03/22, last serviced 03/21, £4500. Tel: Andrew, 07976 328855. A308/079

Next issue on sale 7 Oct



Alfa Romeo Limited Edition Spider. This open-top only edition came about as an anniversary to mark the 50 years since the first 'Spyder' was released by Alfa Romeo in 1966. The Limited Edition being launched in January 2016 only sold in the UK. This exceptional low mileage example of a true modern classic presents in Competizione Red sporting the unique flag on the mirrors, this was for the 50th edition only. Comes with Metatrack tracking system, car cover, trickle charger, 18-in front, 19-in rear alloy multi-spoke wheels with dark finish, bi-Xenon headlights, remote central locking, passenger airbags, cruise control. The interior has carbon fibre instrument panel, sports leather seats with detailed contrasting stitching and a matching leather dashboard. The car is well known for having a carbon fibre monocoque tub usually used for supercar production. This car is in excellent condition having been cherished by its present owner for the last 2 years having purchased from Palmers Hemel Hempstead in 2019. Recently serviced by Alfa Works in Royston for last two years, this car comes with a clean bill of health, 10,790 miles, £52,495. If interested, contact for full and detailed spec. Email: darren@darrenbywater.co.uk. A308/002



Original **ABARTH** Exhausts

UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS

NEW OLD STOCK

www.abarth-exhausts.com

'60 - '70 - '80 - '90

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

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

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

ABARTH
EXHAUSTS



2007 Alfa Romeo Brera 3.2 JTS V6 Q4 SV. 19,000 miles, Alfa Red, owned for 9 years, 17-in alloys, ABS, cruise control, air con, heated electric memory seats, remote central locking, PAS, rear park distance control, electric windows, immobiliser, 6 speed manual, on board computer, sky vision sunroof, steering wheel controls, stereo with CD player, 4WD, black leather interior, MOT. One of the best ones around for the year, £10,500. Tel: Nick, 07984 725072 (Beds). A308/061

FERRARI



Ferrari 360 Spider. 2003, full history, 35K miles, superb condition, met black, red Daytona leather, high spec exhaust etc, superb, £70K. Tel: 07710 393864 (Surrey). A308/001

Ferrari F430 manual. F430 Spider, 2006, rare manual right hand drive Scuderia, red, black interior, new hood, Challenge grilles, full service history, 2 owners, immaculate, 58,000 miles, £99,950. Tel: 01279 757323 or 07836 205103. A308/008

Ferrari 328 GTB. December 1988 model, Mercedes 280 SL Pagoda forces sale. Low mileage (40,300 miles), full year's MOT, huge history file, desirable colour combination, tasteful factory options. Full air conditioning, full leather pack, ABS braking, fully serviced with impressive history, Nero Black and cream leather low-mileage example, 3 place Ferrari Owners' Club concours in 2000, and since then it's been maintained fastidiously at specialists, £59,890 bargain. Tel: 07466 021553. A308/006



Ferrari F355 GTS F1. UK RHD, 1999, finished in the classic Rosso Corsa with Crema leather and Bordeaux carpets. Beautiful condition with low mileage 25,153 and has a comprehensive service history having been most recently serviced at Stratstone Ferrari Wilmslow in November 2020. Built in charging connection for its trickle charger, all books/tools. I have owned the car since May 2018 and he's been looked after beautifully with no expense spared. plate not included. Email: bm.gilbert@sky.com. A308/010



Ferrari Dino 246GT. 42K miles, first owner actor Richard Thorpe (Dam Buster, Emergency Ward 10, Emmerdale etc). Also powerboat racer Jackie Wilson - works driver for Mercury. Fully detailed history, all MOTs from first in 1975. Original Giallo Fly yellow, Maranello Archives certified matching numbers, road tested in *Auto Italia* magazine. Handbook, jack, tools, wheel chock and original warranty card, £299,950. Contact Chris for further details on: 07952 119939. A308/005



Ferrari 360 Modena F1. 39,594 documented miles, 2000. Full comprehensive service history (all bills and receipts are present). Rosso Corsa/ Nero leather and Bordeaux carpets. Original wallet, manuals, service books, tool kit and tyre inflator, 2 keys and 2x fobs (1x black, 1x red), HPI clear, MOT until October 2021, £57,995 ono. Tel: 07779 726845. Email: prsche@msn.com. A308/007



Ferrari 328GTB race car. Front running 1985 328GTB race car. Converted by renowned Ferrari Specialists Graham and Mike Reeder, and has successfully competed in group 3 (unmodified/road legal) of the Pirelli Ferrari formula classic. The car was subject to a major overhaul for the 2020 season at Barkaways Ferrari with several upgrades including work to the engine, gearbox, brakes and suspension, and has not raced since. I have achieved many podiums but unfortunately due to my health I am no longer able to race this beautiful car. Tel: Carl, 07799 872546. A308/015



Ferrari 308 GTSi. 1981 Ferrari 308 GTSi, 49,938 miles from new with extensive service history. The car is in pristine condition with full European spec bodywork and lights including a deep dish front spoiler which set these cars apart from the standard front spoiler. New stainless steel exhaust, full cream leather interior with red carpet set including door and door pocket trim. Offers in the region of £65,000. Tel: 07711 764768. A308/004



Ferrari 360 Michelloto. Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotel comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, happy to p/x road car. Tel: Robert, 07802 638618. A308/013



Ferrari 328 GTB. Rosso Corsa, tan leather, beige carpets, 77,600 miles, just been serviced including belts and MOT'd, original toolkit and spare wheel, 2 keys, extensive history file, £75,000. Email: haynes355@btinternet.com. A308/009

1991 Ferrari Testarossa. UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A308/012

Ferrari 360 Spider. 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghtons website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A308/014



Affordable Pirelli Ferrari Classic Racing. 1994 Ferrari Mondial T, mileage 33,000, ready to race. Over the winter the car has undergone extensive preparation, new cambelts and tensioners, new water pump and clutch. Car is road registered and MOT'd. Turns heads on the weekly shopping trip to Waitrose! 3 sets of wheels including road tyres and a set of new race tyres. Owner happy to assist with ARDS qualification. Separate neg I will run the car at events for 2021 season, £40,000. Email: simon.rossinelli@sky.com. A308/011

FIAT



Fiat Abarth Esseece Celebrity Challenge Edition. This is 1 of only 13 official Abarth factory road legal track cars, fully kitted out with original Abarth Sabell seats, rollcage, fire extinguisher etc. This is in brand new condition with absolutely no imperfections. A true collector's car with full provenance and a sure fire investment, please email for photos, spec and price. Email: julianbrannigan@icloud.com. A308/003

PARTS

Ferrari 348 Targa roof panel. I have a Targa roof panel for a 348 available, complete with latches, the headlining is in grey cloth. A couple of small chips on it and one screw needs replacing on the latches, very hard to find item and great if you want to colour code it to match the car, £1500 or near offer. Tel: Andrew, 07375 288003. A308/021

Ferrari 812 no drill licence plate holder. The best plate holder for your 812, bought from Ferrari of Vancouver, made for UK licence plate. Used for 200 miles so like new, excellent fit, keeps the front grille clear. Very easy to mount/remove, cost £250, looking for £125. Tel: Paul, 07871 278802. Email: paul.mitchell10@outlook.com. A308/023

Fiat Strada 130TC spares. Mk2 grille, tailgate, rear lenses, washer bottle, exhaust manifold + other parts. Tel: Martin, 07941 851991. A308/060



Ferrari 275 GTB/4 Long Nose - front grille. Front grille from a 275 GTB/4 Long Nose. Removed during 1970s and hung in owner's garage where it remained for 40 years! The slats are slightly skewed from a front corner bump, but would be easy to repair. It has some very light surface corrosion, which is to be expected, but is structurally sound. I have not cleaned it, but I'm sure would clean up well with some Scotchbrite. For questions or further photos please get in touch, inviting offers over £2000. Email: mat.dunn@btinternet.com. A308/020



Ferrari California RH headlight. I have a UK genuine Ferrari California RH headlight for sale. It's brand new, bought for a pre-facelift California, it's no longer wanted. Brand new as in it's not even been unwrapped and taken out of the box. It was an HR OWEN part, 000240126. £3200 but open to offers. Tel: Lee, 01689 664769. A308/051

Italia Tec Ltd
Alfa Romeo, Fiat, Abarth Specialist

Servicing - Repairs - Diagnostics - Air Conditioning - Tyres - Exhaust - Tuning - ECU Remapping
Fully equipped modern workshop, specialist tooling and Wi Tech diagnostic equipment.





Unit 12 Prospect Court, Nunn Close, Huthwaite, NG17 2HW
www.italiatecltd.co.uk  01623 442723

TURIN MOTORS
Family Run Independent Specialists EST 1982






SERVICING - REPAIRS - AIR CONDITIONING - MOT - TYRES
VEHICLE INSPECTION - BODYWORK - EXHAUST - CLUTCHES - CAMBELTS - USED CARS

Collection and delivery available. (subject to location)
0113 2458787 - turinmotors.co.uk
15 Sheepscar Street South, Leeds, LS7 1AD 

General Servicing & Restoration
Engine & Gearbox rebuilds
Performance Upgrades

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





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

MECH-MATE MOTORPITS
Maintenance Free



Made in the UK and exported worldwide
SINCE 1993 DRY - NO HUMIDITY

T: 01524 737 095 M: 07707 247 007 E: info@mech-mate.com
www.mech-mate.com

OMP
Authorised Dealer

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

YB RACING
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






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
 www.ebay.co.uk/usr/fiatandlanciaparts

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



Ferrari Challenge Stradale muffler. Ferrari MLF F131 E, part no.195811, ZEUNA STARKER 205 8605 001, condition is "used". Changed under warranty for new due to a slight noise/rattle in the exhaust. Possible installation on 360 or 430, but please check with Ferrari before purchase, £650. Email: ghell@btinternet.com. A308/019



Ferrari Daytona Spyder roof clip covers. Genuine Ferrari 365 GTS/4, Daytona Spyder roof catch covers. Very rare as most were thrown away, they came in a cardboard box in the boot of new cars, I have a photo showing this. A must for concours, if you have a judge that knows his Daytonas. Found in the UK so may be for one the 7 RHD cars, they are the same on LHD cars. Very good condition, these are 45 plus years old and you won't find another pair, £850. Tel. Grant, 07941 114919. A308/033



Ferrari 348 rear bumper. Excellent condition, £1750, further details please contact Allen Worthington. Tel: 07771 652477. Email: allen.worthington@ntlworld.com. A308/042



Magneti Marelli ECU. Magneti Marelli ECU AEC 103A Dinoplex module. This is a used unit, and it will require remapping, offers. Email: danny@bluecatcafe.co.uk. A308/039



Ferrari tow hook. Emergency tow hook from tool kit, 8.5 inches long, £110, OEM. Email: mark.charles@ntlworld.com. A308/040



Ferrari F40 towing eye. Brand new F40 towing eye for sale from Classic Ferrari Parts, never used. Acquired as a spare for £200 last year and now surplus to requirements, sensible offers welcomed. Email: nicholashart@me.com. A308/018



Ferrari F355 brake calipers. I have a pair of F355 calipers that have been in storage for close to 25 years. I bought them back in the '90s as a potential upgrade for my 308GTB, but never used them and now never will! As a result they are still in excellent low mileage condition and ready to go again. I believe that adapters are available to enable fitment on to 308s/328s and this would be a great upgrade to those models for track or race use. Email: allo.ferg@yahoo.ca. A308/034

15" Borrani wheels. 2 off RW 4075 and 2 off RW4300 Borrani wheels. Original wheels refurbished by Borrani, still in Borrani boxes. New price £2700 inc VAT each, sensible offers for the four. Tel: Neil Lefley, 01604 754997. Email: bnlefeley@outlook.com. A308/038

Ferrari 360 Spider ECU. I have for sale one ignition ECU. This has come off my own car, open to offers, ring with any questions. Tel: 07896 556107. A308/047

Portofino valved exhaust and 'stainless steel X' pipe. 2020 Capristo valved exhaust and a Kline Innovation stainless steel 'X' pipe. Will fit a Ferrari Portofino, used for 9 months (1500 miles) during 2020, car now sold with original exhaust refitted. Any sensible offer considered. Tel: Guy, 07768 511614. A308/055

Ferrari 208 F106C engine. Very rare F106C 2 litre V8 engine and cylinder heads for sale complete with camshafts, cam covers, crankshaft. Date codes from 1975, less than 1000 of these were made I believe. There is no gearbox or diff with it, I have no idea of the condition of the internals. Very rare engine, spares or repair, does NOT run!! Asking £6000. Tel: Andrew, 07375 288003 (Staffordshire). A308/052



Ferrari 458 exhaust (Capristo). Capristo valve-controlled exhaust system for the Ferrari 458, fits to the original mountings. Grade 1.4828 stainless steel, optional Capristo remote control exhaust valve opener is available if required. Very good condition, very clean, removed by Ferrari main dealer prior to sale of car, asking: £1600, no VAT. Tel: 01223 901990. A308/045



18" split rims and tyres. Were fitted to my Ferrari 355 but have now returned to the originals, will of course fit other Ferrari models. Fronts are 8.5" x 18". Rears are 9.5" x 18". The wheels are in very good condition, no kerbing and come with wheel bolts. The tyres are Pirelli P Zero Trofeo Rs: 225/40 ZR18 fronts & 265/40 ZR18 rears and are pretty much brand new. Wheels £800, tyres £800, wheels and tyres £1500, buyer collects, (can send photos of tyres upon request). Tel: 07977 396357. A308/037



Challenge Stradale front wheels. 2x Ferrari Challenge Stradale, 360/430 front alloy wheel 19x7.5 part no. 195392. These wheels were changed under warranty due to small marks on the alloy, stored since in dehumidified garage. Recently wheels checked and refurbished so are now in excellent like new condition. Price new approx £2500 each, so grab yourself a bargain, would consider selling single wheels but would want £950 each. Email: gshell@btinternet.com. A308/025



Fiat 500 headlights. Early models, c/w bulbs, genuine original parts, excellent second hand condition, £35 each. Tel: 07989 951895 (Canterbury). A308/080

Ferrari 458 Spider OEM floor mats. 458 Spider, OEM new driver's and passenger's black floor mats, still in Ferrari taped bubble wrap, £130 ono excluding postage. Email: Gillian, geb_40@yahoo.co.uk. A308/053

Ferrari 360/550/575 complete toolkit. I have for sale a complete toolkit for F360/550/575, in good condition, as new. Contact Eddie, email: edregad@yahoo.com. A308/026



Ferrari genuine F430 CF mats. Used but in good condition, £170. Tel: 07790 312520. A308/024



Novitec F4 458 HF3 wheels and tyres. Set of Novitec F4 458 NF3 split rim alloys to suit Ferrari 458, complete with part worn Continental Sport Contact 6 tyres. Front wheels 21", rear wheels 22". Fronts: 255/30 ZR21 XL. Rears: 335/25 ZR22 XL. On the car when purchased but I have changed to Ferrari alloys and have these available from Buckinghamshire, 2 minor stone chips and a small scuff pictured, easily repainted, very good condition, £4200 ono. Tel: Phil, 07584 437773. Email: phil@plumbplussupplies.co.uk. A308/022

MISCELLANEOUS

Ferrari 599 original car cover set. 599 original official car cover, plus 2 seat covers, steering wheel cover, and holdall, made in Italy. Please email me and I'll gladly submit various photos by return. Email: dnacorp@aol.com. A308/029



Ferrari models 1/18. Model collection from 166MM to Enzo, 1/18 scale, most with boxes. Available singly or several, message for details, price, etc. Email: mark.charles@ntlworld.com. A308/048



Kyosho Ferrari F1 model collection 1:64. Very rare discontinued collection, 17 models are unopened, 4 have been made. The eagle eyed amongst you will realise that the total number of models here is 21!! The reason for this is that I already had one of the models but I can't remember which one so there will be a double of one of them. None of the unopened model boxes have a description of which model is inside, £250 plus postage. For more info and photos get in touch. Tel: 07977 396357. Email: nick@njwassociates.co.uk. A308/036



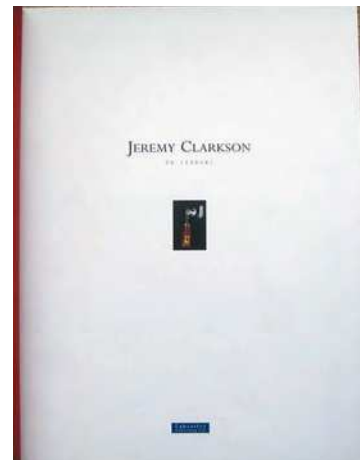
50 years of Maranello by Albero Bolaffi. Number 220 of a limited edition of 12 philatelic covers depicting GP/F1 Ferraris in a nicely presented ring binder with text in Italian and English, £100. Email: mark.charles@ntlworld.com. A308/056



F430 2 piece Schedoni unused leather/carbon fibre luggage set. New never used, 2 pieces in Nero leather/carbon fibre, 2 cases with dust covers, zips still have their protective covers. Can ship overseas too, £2950 ono. Email: ataunque@gmail.com. A308/032



Vintage Owners' Club magazines. 36 very good condition magazines from issue no.77 – Winter 1988 to no.128 – Winter 2000 – with gaps. Just like today's magazines filled with great period photos, articles, reviews, adverts and more, Egg please. Email: Douglas, smithmeans@aol.com. A308/046



'Ferrari' by Clarkson. Number 368 of limited edition of 1500. Mint condition, in slipcase, very rare, £100. Email: mark.charles@ntlworld.com. A308/035

Ferrari workshop manuals. Workshop manuals for 348, 355 Vol.1, 355 Vol.2+3, 246, 308GT4. In ring binders, £150 each. Email: mark.charles@ntlworld.com. A308/058

Ferrari spare parts catalogues. Spare parts catalogues for Testarossa 1990, BB512, Mondial T, 360 Modena, 308GT4, 355 Motonic 5.2, 550 Maranello, 456. In ring binders (mostly blue, but 456 in yellow), £150 each. Email: mark.charles@ntlworld.com. A308/059

Ferrari 348 electrical manual. Electrical manual for 348 in ring binder, £100. Email: mark.charles@ntlworld.com. A308/057



Panerai chronograph. Panerai Ferrari gent's chronograph. Mint condition, with inner and outer boxes, manuals and original invoice, £3250. Email: mark.charles@ntlworld.com. A308/050



Ferrari 612 owners manual. £95. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A308/030

Specialised Ferrari 575 car cover. Black with yellow piping (discreet prancing horse emblem in yellow). Please email me or send WhatsApp for photos. Email: dnacorp@aol.com. A308/027

Ferrari 355 Spyder brochure. 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Email: r19831993@aol.com. A308/043



Original 308/328 4 piece leather luggage set. Originally purchased for a 308 and never used. Email: simon1.fowler@btinternet.com. A308/041



Framed Alan Fearnley Ferrari print signed by Michael Schumacher. Collectable print by Alan Fearnley. It features 7 times World Champion Michael Schumacher leaving the pit garage in his 2001 Formula 1 Ferrari. Exquisitely presented glazed and double mounted, frame coloured in Antique Gold. It was published by Grand Prix Sportique in 2001 and is in excellent condition having held pride of place in a non-smoking household for a number of years. Signed by Schumacher and the artist. Email: flyian@msn.com. A308/028

WANTED

Car wanted: Espada S3. Prefer LHD, swap4 Merc 230TE auto estate, 71,000 mls, 1988, many extras and new parts: alloys, cruise control, batt, rad, brakes etc; also Pentax/Nikon collection and pro items, ideal wildlife/sports etc, cammo clothing etc, or SnapOn tools. Tel: 01277 200530. A308/016

Wanted anything Lambo: cars, tractors, boats, bikes, BMW-M1 etc, any language, also any car mags. Swap4 books, mags, brochures, posters etc, USA trucks/cars, Lincoln, Caddie, Corvette, Mustang, GT40, Jag, Lotus etc, wildlife, wild west etc. Tel: 01277 200530. A308/017

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

Colour photographs are free for PRIVATE advertisers! You can include approximately 30 words. Advertisements can be submitted by email, or posted using this form. Send your advert to:

Auto Italia Magazine, c/o Ginger Beer Promotions, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire MK45 4HS, United Kingdom, (email: liz.solo@ntlworld.com) to arrive no later than 16th September for inclusion in the November issue. December issue deadline: 14th October. All adverts received after the deadline will be inserted in the following issue.

Private adverts cannot be submitted by telephone.

PLEASE USE BLOCK CAPITALS

NAME:

ADDRESS:

POSTCODE:

EMAIL:

TEL NO:

WORDING FOR ADVERT:

			PRICE

TICK AS APPLICABLE

PICTURE ENC: ☐

TRADE IDENTIFICATION: ☐

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

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

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

Adverts received before 16th September will go into November issue

DECEMBER DEADLINE: 14th OCTOBER

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



Boneschi Alfa Romeo 2600 Cabriolet

Story by Chris Rees



What is it that makes an Alfa Romeo so instantly recognisable? It is, of course, the unmistakable 'trilobo' triangular front grille, which has adorned pretty much every car that ever came out of Milan (or Turin, for that matter). But not absolutely every one...

And having looked at the car on this page, you might well wonder why it was left off. The trilobo grille adds so much character; the non-descript nose of the subject of this month's Obscurati piece could have come from something bland and American – it certainly doesn't scream 'Alfa Romeo'.

This car came from one of Italy's lesser-known coachbuilders, Boneschi, which had been set up in 1919 by Giovanni Boneschi. From a base in Padova, the *carrozzeria* made special limousine bodies in its early years and then rebodied Fiat 1100s, Lancia Aprilias and Alfa Romeo 1900s in post-war years, plus novelty advertising vehicles.

Then in 1960, Boneschi teamed up with a designer called Rodolfo Bonetto. This ex-jazz drummer and self-taught stylist had some very firm design ideas. He was drawn by straight lines, typified in car design by the 1961 Lincoln Continental. In his own design language, he called this *linea tesa* (which can be translated as 'razor edge').

He was convinced that the swoopy car designs being presented at the time as "aerodynamic" were nothing of

the sort and that his sharp-edged approach was every bit as valid. Boneschi was persuaded to build a whole series of cars to Bonetto's *linea tesa* process from 1960 onwards. These would include special bodies based on the Fiat 1500 S, Fiat 2100, Lancia Flaminia (badged Amalfi), Osca 1600 GT (Swift) and even Maserati 3500 (Tight).

We're looking at the ninth (and final) of these razor-edge designs, which is why it had the name 'Stunionove' (or ninth study) emblazoned on its flanks. Incidentally, Boneschi never made public Bonetto's seventh and eighth designs – perhaps they were simply too controversial to be shown.

The Stunionove was based on the then-new Alfa Romeo 2600, as launched in March 1962. Although Alfa offered its own 2600 Spider (designed by Carrozzeria Touring), Boneschi still thought it worthwhile to propose its own. It took delivery of chassis number 192742 on 6 September 1963 and had finished it by 26 October 1963 – a remarkable achievement considering it took a reported

3570 hours' worth of work. The car received its public debut at the Turin Show of October 1963.

The design was certainly different. Its straight lines were – almost literally – cutting edge but in general it ended up looking boxy and heavy. It suffered from over-chroming and its rigidly squared-off rear wheelarches looked very odd considering its front arches were semi-circular.

Perhaps the Stunionove's poor reception was one reason why the 'folder paper' school of design, promulgated by Giugiaro in the 1970s, took so long to get off the ground. If only the car's proportions and detailing were better resolved, we might be looking back on this as the progenitor of a new styling trend.

As it was, Bonetto went back to industrial design, making a name for himself with avant garde furniture. For its part, Boneschi decided to focus its efforts on military vehicles, mobile TV studios and vans before being swallowed by rival Savio in 1995. Luckily the Stunionove still exists today – not that you'd imagine an Alfa 2600 chassis lurks underneath.



You can now have that car you once dreamed of.
An iconic classic Alfa Romeo or Lancia from the 1970s,
80s or 90s, but re-imagined.

At Originale Italiano we share your passion.
Each project typically takes 700 hours, such is the level
of detail and finish we strive to achieve



Legends Reborn

Relive the experience.



1971 Fully restored 1300 Twin cam Alfa Romeo F12 Furgone van.
4 1/2 year project over 4 countries with all new OE parts sourced to create a
fantastic example of what is now a very rare Alfa Romeo.
Featured in *Auto Italia* issue number 261



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

MCGRATH MASERATI

SALES, SERVICE, RESTORATION & PARTS

MCGRATHMASERATI.CO.UK



1966 Maserati Sebring

A wonderful second series Sebring that was sold new in France before being acquired by the current owner in Italy in October 2001 and brought to England. Presented in its superb factory colours, it received restoration work in 1989 and 2013 and has benefitted from a significant amount of work by McGrath Maserati including an engine overhaul in 2016/17. It is supplied with methodically compiled history files which include the Maserati Classiche documents.