

AUTO **Italia**

Issue 315 May 2022 £5.50



**NEW MASERATI
GRECALE & GRANTURISMO**

FERRARI 296 GTB BEST FERRARI FOR A GENERATION?

www.auto-italia.co.uk

15

9 771357 451128



FIAT 126
50th Anniversary
BRITISH ITALIANS
Design icons

ALFA TURBO ONE-OFF
Michelotti Pura
ALFA TONALE
Analysed in detail



SEXY SIXTIES SIXES: ALFA 2600 V FLAMINIA V FIAT 2300 S



ALFA STELVIO TB VELOCE

Alfa red, black leather upholstery. Spec inc convenience pack, lane assist, adaptive cruise control + wireless phone charging pad. 20" dark alloy wheels, climate controlled air con, E/W + door mirrors, steering wheel paddles, keyless entry and start, touch screen infotainment system complete with rear camera and sat nav. This one has the limited slip differential as an option. Price £47,995

ALFA ROMEO GIULIETTA TB MULTIAIR SPRINT

Finished in 8C red with alcantara upholstery. Maintained by us from new and looks superb. Sprint spec includes 5 hole alloys, Electric door mirrors, E/W, Cruise control, Climate controlled air conditioning, Infotainment system with bluetooth and steering wheel controls, Remote central locking and rear parking sensors. Price: £8,995

ALFA GIULIETTA TBI QUADRIFOGLIO VERDE TCT

This beautiful low mileage Giulietta has the updated 1.75-litre, turbo four-cylinder engine from the Alfa Romeo 4C. This one owner car has a full Alfa Romeo service history and is in exceptional condition. It features optional Xenon headlights, Teledial wheels, Touchscreen sat nav, 8c paint and Bose hi-fi making it a very special example.. Price: £18,900

FIAT PANDA TWINAIR DUALOGIC

3,248 miles. 1 owner, Full service history. Genuinely low mileage for a great price. Red with grey cloth upholstery. The specification includes alloy wheels, air conditioning, electric windows, infotainment system with bluetooth and steering wheel controls, remote central locking and roof rails. Price: £11,695



ABARTH 595 1.4 T-JET

Circuit grey paintwork with black cloth sports seats. Having only covered 12,000 miles this 595 is in exceptional condition. Featuring Alloy wheels, Air conditioning, Bluetooth with steering wheel controls, Electric door mirrors, Electric windows, Infotainment system, Remote central locking and Abarth mats. Price £13,325

ABARTH 500 595 TURISMO

White with black leather. Featuring Alloy wheels, Climate controlled air con, E/W, Electric door mirrors, Infotainment system with bluetooth and steering wheel controls, Privacy glass, R/C/L and Reverse parking sensors. Abarth service history and still under manufacturers warranty until 30/09/2022 for total peace of mind. Price £15,995

ABARTH 500 595

Metallic podium blue + black cloth. Excellent condition. Full Abarth service history and was last serviced by us in October 2021 at 47512 miles. Wheels have been newly refurbished. Usual Abarth equipment which inc Air con, Electric windows, mirrors, Radio/CD player with steering wheel controls, bluetooth. Price £9,395

FIAT 500 LOUNGE

21,365 miles. Volare blue + grey cloth upholstery+ ivory ambience interior pack. Alloy wheels, air conditioning, electric windows, electric mirrors, infotainment system with multi-function steering wheel, Panoramic glass roof, Rear parking sensors and Remote central locking. Price: £8,995

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

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



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

Editor Chris Rees

chris@auto-italia.co.uk

Photographic Editor Michael Ward

michael@auto-italia.co.uk

Events Director Phil Ward

phil@auto-italia.co.uk

Editor at Large Peter Collins

Contributors Peter Collins, Phil Ward, Gary Axon, Andy Heywood, Simon Charlesworth, Tim Pitt, Simon Park, Steve Berry, Bryan McCarthy, Mike Rysiecki, Richard Aucock, Matteo Grazia, Nathan Chadwick, Matteo Licata, Richard Heseltine

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, 2022



Can you hear it? Strain your ears and maybe – just maybe – you will be rewarded by a promising noise: nothing less than the sound of the future. The theme of sound has been constantly in my mind this month. It started well with a long-awaited test of Ferrari's new 296 GTB (see page 24). Ferrari has always said that sound is an integral part of overall performance at Maranello but I did fear that the new V6 hybrid era that the 296 would represent a backwards step in this department. Instead, I'm delighted to report that the 296's V6 has a truly great soundtrack.

But what about sound in the coming full-electric age? How will that play out? To date, pretty much every electric car I've driven has had a painfully artificial noise. Piping fake noise into car cabins is one of my absolute bugbears. I tested an electric BMW iX lately and it sounded like a TGV train (and drove like one, actually). Small wonder that BMW has hired Hollywood film composer, Hans Zimmer, to concoct more interesting soundscapes for its electric cars – but they'll still be artificial.

Here's an interesting development, though. As you can read on page six, Maserati says it has found a solution to the pure-electric sound issue. It's developed a way of making electric motors make "an authentic Maserati growl", with zero piped muzak. I don't know how they've done it but it's a genuinely intriguing move that I can't wait to experience next year when the new GranTurismo Folgore launches.

I do hope Abarth finds a way of using the same technique when it goes full electric in 2024. I've just bought an Abarth 595 Competizione because its Record Monza exhaust has such a great sound. My other car, an SZ, has a Busso engine with simply *the best* V6 engine/exhaust soundtrack I've ever experienced. Let's hope the future sound of Italy is every bit as spectacular as these classics.

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



Richard Heseltine



Gaetano Derosa



Gary Axon



Matteo Licata



Aaron McKay



HERITAGE IS ABOUT PLACES

In the completely renovated spaces of the Officine Classiche workshop in Turin, a team of experts is at your disposal to restore and certify any historic model of the Alfa Romeo, Fiat, Lancia and Abarth brands.

Discover our world.
www.fcaheritage.com

Heritage



ISSUE 315

MAY 2022



14



24



32



42



52



60

FEATURES

- 14 **ALFA ROMEO TONALE**
We attend the unveiling of Alfa's all-new SUV
- 18 **COLUMN: ABOUT THE TONALE**
Meet our new columnist: designer Matteo Licata
- 20 **MASERATI GRECALE**
All the lowdown on the Trident's latest newcomer
- 24 **FERRARI 296 GTB**
How does the new V6 hybrid Ferrari drive?
- 32 **FERRARI AT 75: THE TOP 75**
Our favourite road Ferraris of all time ranked
- 42 **'SIXTIES COUPE SIXES**
Alfa 2600 Sprint v Fiat 2300 S v Lancia Flaminia
- 52 **FIAT 126 AT 50**
Championing Fiat's much maligned minicar
- 60 **ITALIAN-DESIGNED BRITISH CARS**
Best styled Brits from Italian pen-masters
- 68 **MICHELOTTI PURA**
We drive an Alfa 75 Turbo-powered one-off

**DON'T MISS AN ISSUE
SUBSCRIBE TODAY
SEE PAGE 58/59 FOR DETAILS**

REGULARS

- 06 **NEWS**
Revised Abarth 595/695 range
- 76 **READERS' CARS**
Intriguing modified Alfa 159 3.2 JTS Q4
- 78 **BOOK REVIEWS**
All the latest publications reviewed
- 80 **LETTERS**
Have your say about everything Italian
- 92 **CLASSIFIEDS**
Find your perfect Italian car here
- 98 **OBSCURATI**
Michelotti Excalibur 35X



68

ITALIAN CAR NEWS

1200hp Maserati Gran Turismo

Maserati has unveiled details of next year's Gran Turismo and GranCabrio models. The headline is that the full-electric 'Folgore' version – the first ever 100% electric Maserati – will boast over 1200hp of power, thanks to tech borrowed from Formula-e racing.

Maserati claims the new Gran Turismo will be "the world's first full-electric luxury sports car" and also the fastest car in its class, with a 0-62mph time of a little over two seconds and a top speed of 186mph.

The Gran Turismo Folgore will use an all-new lightweight platform fitted with three independent electric motors to give it all-wheel drive. The 800V battery layout (dubbed 'Bone') will give it the lowest centre of gravity of any EV, says Maserati, as well as optimal weight distribution. Maserati is also claiming class-leading range and charging times.

Sound will be another innovative aspect, says CEO Davide Grasso: "This is a critical part of performance for Maserati



and we have dedicated over 18 months' work to find a true Maserati sound. It is authentic, not fake: the noise of the electric motors has been developed to keep the iconic Maserati growl."

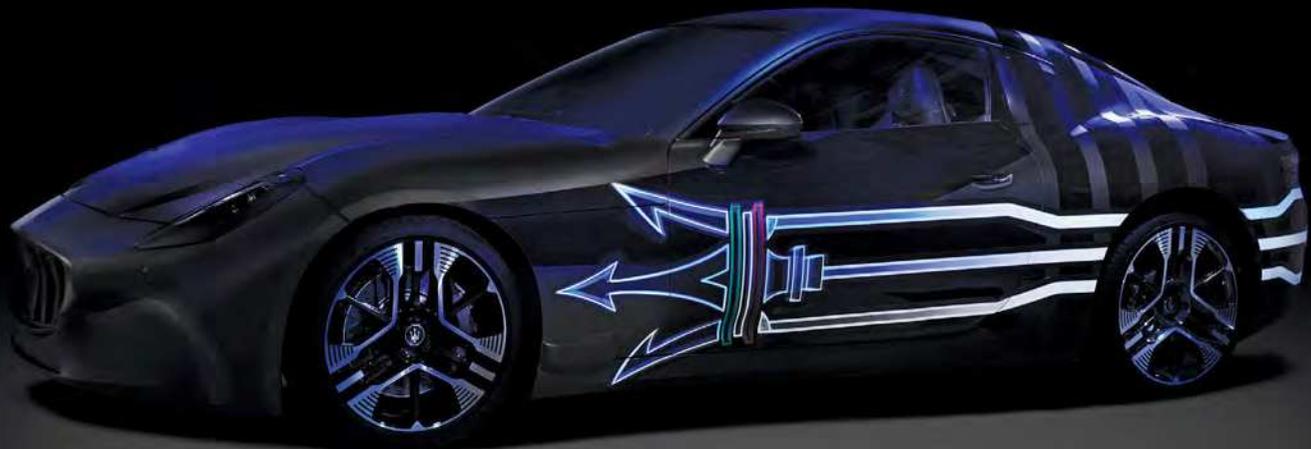
Made at the Mirafiori production hub in Turin, it will reach the market in 2023. Maserati has also confirmed that it will offer a petrol-powered version of the Gran Turismo and GranCabrio alongside the Folgore electric model.

Maserati's electric programme will include a Folgore version of the Grecale SUV next year (see page 20), followed in 2025 by a full-electric version of the MC20 supercar.

Meanwhile, the all-new Quattroporte and Levante SUV, both due on sale by 2025, will be exclusively full-electric. Maserati has confirmed that by 2030, its entire model range will be electric-only. Finally, the Ghibli model won't be directly replaced when production ends, probably next year.



Maserati posted a big increase in sales in 2021, with 24,269 cars in all, for 41% growth. Its market share was also up from 1.9% to 2.4%. The Levante accounted for 59% of the brand's sales, the Ghibli 33%, Quattroporte 7% and MC20 1% (all MC20 production for 2022 has already pre-sold). Hybrids are proving popular, with two-thirds of Ghiblis hybrid, and half of all Levantes.





ABARTH STREAMLINES RANGE

Abarth has streamlined its range to just two main models, with optional ‘packs’ available for each. The entry-level 595 (145hp) has been dropped, as have all Esseesse versions. The new base 595 now comes with 165hp as standard (135mph and 0-62mph in 7.3sec), while the Abarth 695 has 180hp (140mph and 6.7 seconds). Starting from these base models, the customer can then add special packs.

The 595 comes as standard with 16-inch alloys, chromed dual exhaust, front fog lights, body-colour mirrors, grey dashboard, black fabric seats, stainless steel pedals, flat-bottomed steering wheel, Koni rear suspension and 7-inch touchscreen with Apple CarPlay/Android Auto.

Optional packs consist of the style-orientated ‘595 Turismo’ or performance-themed ‘F595’. The former adds satin chrome mirror caps, 17-inch alloys and leather seats, while the F595 has a Record Monza Sovrapposto exhaust with stacked quad tailpipes, Koni front suspension, matt black dashboard and 17-inch alloys.

The Abarth 695 comes with Sabelt front seats, 17-inch alloys, Record Monza exhaust, Koni FSD dampers all round, red Brembo front callipers, big 305mm front discs, specific grey mirrors/dashboard, Alcantara/carbonfibre steering wheel and aluminium gearknob.

The 695 can be customised with either ‘695 Turismo’ or ‘695 Competizione’ packs. The Turismo pack adds leather seats, Alcantara dash, unique alloy wheels and a sliding glass roof. The Competizione adds a Sovrapposto exhaust, carbon shell seats and a choice of either mechanical self-locking differential or automated gearbox.

In addition, seven further option groups are offered, six available on both models and the seventh – the Racing Style Pack – exclusive to the 695. The latter includes a 12-position variable rear spoiler.

NEW ABARTH SUV IS FOR BRAZIL ONLY

Abarth is launching its first ever SUV exclusively for the Brazilian market. The Pulse Abarth is the very first model in the brand's 73-year history not to be developed in Europe and is derived from the Pulse SUV that's sold exclusively in South America. This is not the first Abarth sold in Brazil, though, which imported the Stilo Abarth from 2002 and Abarth 500 from 2014.

Technical details have yet to be released but speculation suggests it will receive a 1.4 MultiAir engine with up to 179hp. The Pulse Abarth features black-and-red trim and decals, Abarth lettering on the tailgate, twin chromed tailpipes and big black alloy wheels. The new model will officially launch in late 2022.



FERRARI TEASES 296 GT3 RACER

Ferrari has released sketches of the 296 GT3, its new 296 GTB-based racer. This will replace the 488 GT3 – the most successful racing car in Ferrari's history – in the 2023 season. The 296 GT3 features significant aerodynamic upgrades but preserves a visual link with the production road car. The new 296 GT3 will mark the return of six-cylinder Ferraris to racing, although in accordance with racing regulations, it will not use the road car's hybrid battery system. The 296 GT3 is already being assembled at the Oreca di Signes plants.



KIMERA DELIVERS FIRST EVO37

Kimera Automobili has delivered its first production EVO37 at a handover ceremony in St Moritz, Switzerland. Chassis number 001 belongs to a Dutch collector, and its dark green colour scheme has earned it the nickname 'Esmeralda'. The Alcantara-trimmed interior combines light beige, anthracite and green. Its owner promises it will be regularly driven, not simply put away in a garage.

The second car is due to be delivered in April to a Spanish collector. Some 26 of a total of 37 cars in all have been sold around the world, including the US and Japan. The price of the Kimera EVO37 has recently risen from €480,000 to €540,000 due to previously optional equipment becoming standard, including motorsport-spec ABS, digital rear camera and carbon pack.

The Kimera EVO37 mixes the profile of the Lancia Rally 037 with Delta integrale Evo styling touches. It's powered by a turbocharged and supercharged 2111cc four-cylinder engine with 505hp and 550Nm of torque.



NEW 'EUROPEAN' RESTOMODS

Thornley Kelham is expanding its restomod business with a new range of "reimagined automotive icons" badged as 'European'. The European name debuted in late 2021 on the final three editions of Thornley Kelham's Aurelia Outlaw, the ultimate version being a 'European CSL' variant (pictured) with aluminium bodywork, Alfa Romeo Busso V6 engine and modernised mechanicals.

Three new 'European' models will be presented in the next 12 months. There are no details of what these will be but Thornley Kelham says its programme can include Alfa Romeo, Porsche, BMW and Jaguar.

Each restoration/modification project takes up to 5000 hours of work, featuring modern upgrades that remain "faithful to that model's specific personality and lineage". Prices range from £250,000 to £600,000 plus donor car, depending on specification and model.



Red Bay Cars

Supplier of spare parts for Ferrari models from the 80s, 90s and 2000s

Our parts offering

- A large inventory of new and used genuine Ferrari parts
- Reproduction of unobtainable parts made in Europe
- Detailed specifications and photos of the actual parts
- Clear communication and high customer satisfaction
- Very competitive prices

web: www.redbaycars.com

email: info@redbaycars.com

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

Visit us by appointment



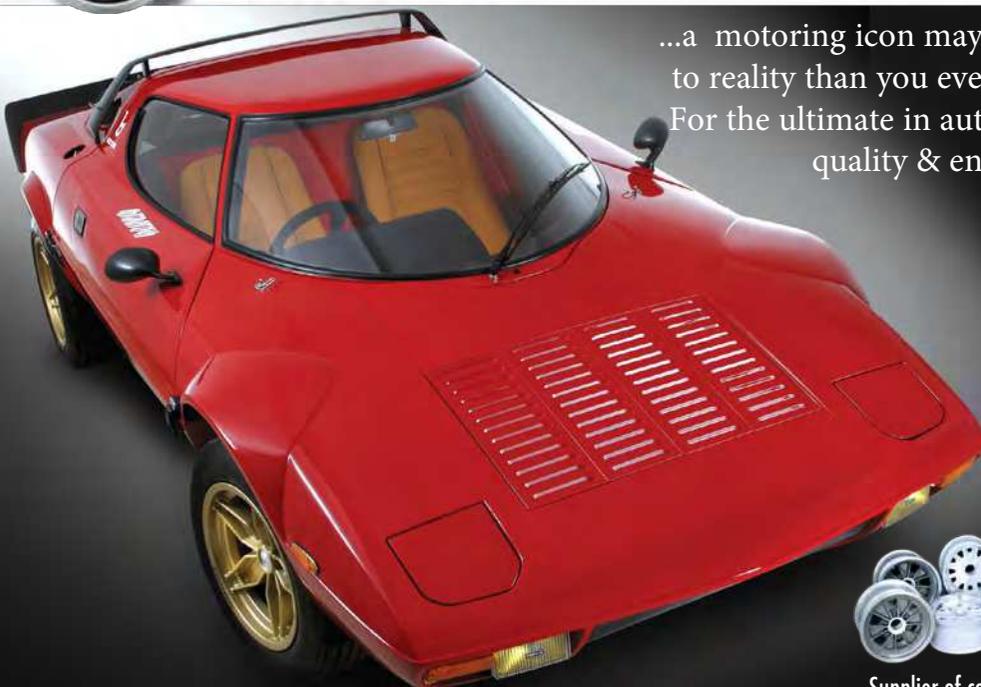
Hawk Cars

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

MANSELL SELLS HIS FERRARI 640

Nigel Mansell is selling his Ferrari 640 Formula 1 car from 1989. Chassis number 109 was driven by Mansell for Scuderia Ferrari in the 1989 F1 season, achieving wins at the Brazilian and Hungarian Grands Prix that year, helping Scuderia Ferrari to third place in that year's Constructors' Championship. Historic as the very first F1 car to be equipped with a paddle-shift semi-automatic gearbox, this 640 was given to Mansell in 1990 and has, it's believed, never been run since. The car will be sold by RM Sotheby's in Monaco on 14 May 2022 alongside other significant racers, including a 1969 Alfa Romeo Tipo 33/3.

Meanwhile at its August 2022 Monterey sale, RM will be selling the legendary Oscar Davis Collection, a 27-strong set of mostly Italian cars. Highlights include a 1953 Ferrari 375MM Spider (valued at \$10m to \$12m), 1957 Maserati 450S Spider (\$10m to \$13m), 1955 Maserati A6G/54 2000 Spyder (\$4m to \$5m), 1938 Alfa Romeo 6C 2300B (\$2m to \$2.5m) and 1936 Lancia Astura Cabriolet Series III (\$1.5m to \$2m).



ITALIANS SLIDE INTO ICE CONCOURS

Italian cars starred at the recent 'ICE' event (International Concours of Elegance) in St Moritz. Among dozens of cars taking to the famous frozen lake in Switzerland were a full complement of Maseratis. The brand attended officially with the new MC20 and its iconic predecessor, the MC12. Classic Maseratis included a red A6GCS-53 Berlinetta Pininfarina and a 3500 GT Vignale. Corrado Lopresto was also present in his unique Fiat 130 station wagon, ex of Fiat chairman, Gianni Agnelli. Meanwhile Lamborghini has been running *Accademia Neve* ice driving courses at nearby Livigno, including the Lamborghini Huracán range and the Urus.



FERRARI MOTORHOME FOR SALE

Scuderia Ferrari's Formula 1 motorhome from the 1990s is up for sale. The Iveco Fiat 370 was specially modified to Ferrari's requirements by Orlandi in 1992, including a briefing room, relaxation area for drivers, soundproofed walls, tinted windows and a massage bed.

First used in 1993, it had 12 years of service with Scuderia Ferrari. Initially it hosted Formula 1 drivers such as Jean Alesi, Gerhard Berger, Eddie Irvine, Rubens Barrichello and Michael Schumacher. It was then used between 1998 and 2005 as an operational base for Ferrari testing, with briefings conducted by the likes of Jean Todt and Stefano Domenicali. The motorhome is being sold by the Swiss company Leo Trust with a price tag of €200,000.



NEW 500X & TIPO HYBRIDS

Fiat has launched two new hybrid models: the 500X Hybrid and Tipo Hybrid. Both are powered by a 130hp 1.5-litre petrol FireFly engine and 48-Volt, 15kW e-motor, mated to a new seven-speed dual-clutch automatic transmission.

The cars are 100 per cent electric on start-up, capable of travelling for short distances in pure EV mode – the very first hybrid Fiats to do this. Fiat is claiming a CO₂ emissions reduction of up to 11 per cent. The Tipo can accelerate to 62mph in 9.3 seconds, the 500X in 9.4, with "practically instantaneous" torque delivery from the e-motor.

Both versions feature a 'Hybrid' logo on the tailgate. Orders are now open, with deliveries expected from around May. Prices start at £27,585 for the 500X Hybrid and £27,595 for the Tipo Hybrid.





PRESCOTT SPEED HILL CLIMB

P
R
E
S
C
O
T
T

T
A
L
A
A



SUNDAY
22 MAY 2022

IN ASSOCIATION WITH



PRESCOTT
SPEED HILL CLIMB

enquiries@bugatti.co.uk . [01242 673136](tel:01242673136) . prescotthillclimb.co.uk

PAOLO STANZANI HONOURED

The late, great Lamborghini engineer, Paolo Stanzani, has been celebrated at an event at the Locanda del Toro hotel. Paolo's daughter, Chiara, was present to welcome around 30 international guests invited by the organisers, Elisabetta Masini and Cristina Guizzardi of ViaModena. Guests included Ferruccio Lamborghini's son, Tonino, as well as Reggiani Maurizio and Attilio Masini from Lamborghini, the latter famous for helping develop the Countach Evoluzione. Also present was former Lamborghini test driver, Antonio Salvador, who shared memories of the important role that Stanzani played in the Countach project.



ALL ITALIAN CAR MEETS RETURN FOR 2022

After a Covid-enforced hiatus, regular All Italian Car Meets are returning for 2022, on the first Saturday of April, June, August and October, starting at 9.30am and finishing at lunchtime. The events are for Italian cars of all marques and ages, informal, free to attend and with no need to book. The venue is The Departure Lounge Cafe near Alton in Hampshire, which has a dedicated field for display cars. More info at www.thedepartureloungecafe.co.uk



PIRELLI SCORPION

Pirelli has unveiled its new Scorpion tyre range for SUVs. Recognisable through 'Elect' marking on the sidewalls, the upgraded range is available in summer Scorpion, Scorpion All Season SF2 and new Scorpion Winter 2 types, with optional noise cancelling, run-flat and seal-inside features.



LANCIA CLUB'S NORTH WALES REGULAR

The Lancia Motor Club has announced a new quarterly series of meetings in North Wales at the Tynycornel Hotel in Tallylyn. The remaining dates for 2022 are 26 June, 18 September and 11 December. Subsidised meals and drinks will be offered to all Lancia drivers who can produce a Lancia key on the day. For more information, contact Christo Smal at Lanciaappia@hotmail.com

HISTORIC TRACKDAY AT VARANO

The 10th Historic Trackday has been announced at Varano in Italy, scheduled for 17 June. The cost is €280 for two half-hour circuit stints in the morning and two in the afternoon. The event follows the famous Vernasca Silver Flag hillclimb, while the Mille Miglia route also passes Varano just after the event. For more information, visit bernimotori.com or contact Anthony Berni at bernimotori@yahoo.it

10° HISTORIC TRACK DAY



VENERDI - FRIDAY - 17 - GIUGNO - JUNE - 2022



FERRARIS AT SALON PRIVÉ LONDON

Salon Privé London on 21-23 April 2022 at Royal Hospital Chelsea is set to feature 60 classics for sale, among them two significant Ferraris. Simon Furlonger will have the first Ferrari 365 GTB/4 'Daytona' ever imported to the UK. Chassis number 12545 was the 15th car to come off the production line and was supplied in 1968 to Colonel Ronnie Hoare of Maranello Concessionaires. Its early specification includes squared-off wheel spinners, wood-rim Nardi steering wheel and different tool kit.

Howard Wise will be showcasing a 1972 Dino 246 GT with one owner from new and 34,000 miles. The Bianco car with black upholstery and red carpets still has its original seats, carpets, 'mouse-hair' dashboard, headlining, door cards, tool kit, and Radiomobile eight-track unit.



ASSETTO CORSA COMPETIZIONE

The new Assetto Corsa Competizione racing game has been released for PlayStation 5 and Xbox. As the official game of the GT World Challenge, Assetto Corsa Competizione has 11 GT3 championship tracks, plus marques including Ferrari and Lamborghini to race. It's priced at £34.99.





An Invitation



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

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



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

Setting the Tonale

So we've finally seen Alfa Romeo's new Tonale in the flesh and had a good prod around it. What do we make of it?

Story by Chris Rees
Images by Simon Thompson



In a secret studio in a non-descript industrial estate somewhere near Coventry, the covers are finally coming off. Unveiling the new Tonale feels like a big moment for Alfa Romeo – and for me. Despite the muted Vesuvio Grey paint scheme of the pre-production prototype that emerges from under the covers, the first impression is immediately good: it looks right and feels right, right from the off.

That's such an important thing to say. Buyers make snap judgements based on their first few seconds with the car; and I'm already feeling positive. And so should Alfa, since the Tonale simply *has* to sell well. With 52% of the new car market now comprising SUVs, and a remarkable one in four new cars being SUVs of the Tonale's size, it's right in the heartland of what buyers want. The clear benchmark for Alfa is the BMW X1.

OK, so the production Tonale doesn't have quite the visual impact of the 2019 concept car. Changes include longer overhangs, bigger lights, a broader front grille and a flatter bonnet, but most significantly conventional door handles rather than the concept's

hidden ones and conventional mirrors in place of slender cameras. The superb five-hole teledial wheel design has been kept unaltered, though.

The Tonale is quite tall at 1.6 metres, but not too long or wide (4.53m and 1.84m respectively). Easily the most striking view is from the front, where those six LED lights dominate, all clearly inspired by Alfa's SZ and Brera/159. Move round to the back and the taillights make a similar impression, curving around the rear end and echoing elements of the Alfa 33, 164 and 916 Spider. The V-shaped rear window, meanwhile, recalls the Alfa 147 and – perhaps – the 8C Competizione.

OK, it's time to step inside and experience the cabin. Grasping the three-spoke steering wheel, my eye is immediately drawn to the classic Alfa twin-hooded instrument binnacle. While it doesn't contain analogue gauges – there's a fully digital 12.3-inch screen instead – you can choose from three different styles: Heritage (classic dials), Evolved (modern dials) and Relaxed (for night driving). The Heritage format looks

Front lights recall the Alfa SZ, while the rear has hints of Alfa 916 Spider and 147. Overall, a successful design



Positive impressions: great quality cabin, clear driver graphics, smart style with classic Alfa design themes

brilliant to me and would be the one I'd smoke around with. One neat detail: when you switch the car on, the display shows a head-on image of the car with the headlamps illuminating; switch it off and an image of the taillights going off is shown.

Emerging from the centre of the dashboard is a big 10.25-inch touchscreen unit (the biggest in its class, claims Alfa). This is also configurable with a choice of tech gauges, TomTom navigation and Amazon Alexa control. It also integrates Apple CarPlay and Android Auto and can be updated over the air.

Alfa needs the Tonale to compete with premium German cars. Ensuring top quality was one of the reasons why the launch was delayed by three months, and Alfa is aiming to build up the brand over a 10 to 20-year timescale, pushing quality to the fore. So I'm delighted to report that the feeling of quality in the Tonale is palpable. The materials are high-end, with only the lower front cabin suffering from hard plastics. The dashboard features beautiful ambient lighting whose colours you can change. More neat touches: a metal volume controller, a wireless charger ahead of gear lever and great-feeling aluminium shift paddles. The only ergonomic fault I could find was a rather obtrusive centre front armrest.

The rear seats have plenty enough headroom for six-footers and big door apertures to ease getting in and out. The feeling of quality is, as per usual among new cars, less impressive in the rear: it's scratchy plastic land back here. The boot is big at 500 litres and benefits from a split-level floor, and while the load lip is way off the ground (75cm), that's par for the SUV course.

HOW WILL IT DRIVE?

For many Alfa fans, this is the million-dollar question. The signs are all hopeful: Alfa is claiming "best-in-class driving dynamics", thanks to ideal 50/50 weight distribution, ultra-direct steering and a chassis – developed by the team behind the 'Giorgio' platform – that's configured for sharp handling (for instance, Alfa says the cornering roll angle is 20% better than the class average). The platform is an evolution of the Fiat 500X/Jeep Renegade but has a wider track, extra stiffness, less weight and unique suspension, steering and electronic systems.

The MacPherson suspension comes with Comfort and Sport modes selected via the DNA controller (now a nice-feeling rotary dial). Moving between modes alters the engine, steering and stability control; it also





changes torque vectoring (front-drive models only) and electronic damping (Veloce models only). For the first time there's an 'ESC Off' mode too – just like a Ferrari. As with the Stelvio, the Tonale uses a brake-by-wire system and four-piston Brembo callipers. There's a choice of 18, 19 or 20-inch wheels.

Expect punchy performance, too. In the UK, the Tonale is hybrid-only, with three power options. Starting the range are two front-wheel drive, 1.5-litre turbo petrol hybrids with 130hp and 160hp. Each uses a 48-volt electric motor offering 15kW of power and 55Nm of torque and can travel in electric-only mode at low speeds by selecting 'A' on the DNA dial.

The range-topper is the Plug-in Hybrid Q4 all-wheel drive 275hp model, with its 1.3-litre MultiAir turbo engine driving the front wheels and an electric motor driving the rears. It'll do 0-62mph in 6.2 seconds and travel up to 37 miles in EV mode.

LAUNCH RANGE

The UK range at launch will consist of three models: Ti, Speciale and Veloce. The full equipment list and specifications have yet to be confirmed but we do know that the Speciale edition will be sold in 2022 only, and priced between the Ti and Veloce. The Speciale will have 20-inch wheels, MHEV or PHEV and no electronic damping (a cost-saving measure).

Only six colours will be offered: Misano Blue, Alfa Red, Vesuvio Grey, Visconti Green, Alfa White and Alfa Black. Taking 50% of sales, company car customers will be important – something that hasn't really been on Alfa's radar in recent times – as will families and females.

We don't know prices yet, other than that they will be "competitive" – we'd expect a start price below the £40,000 mark – and Alfa anticipates high retained values and therefore low monthly payments. Production for UK customers begins in July for September delivery. 🇮🇹

Speciale model (shown) is the launch spec for 2022 only. Expect the Tonale to be a dynamic class leader



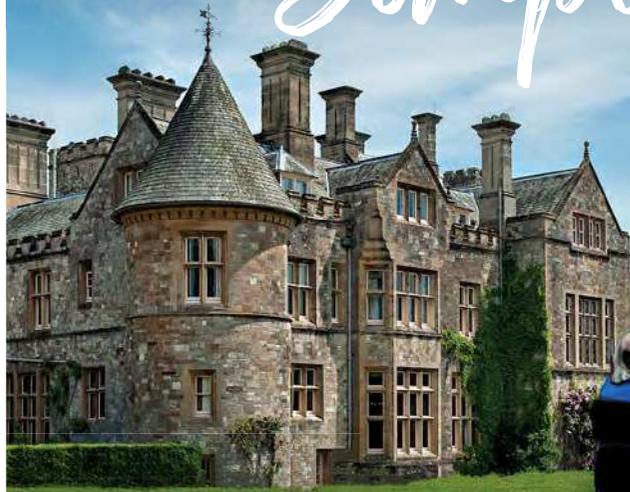
TECHNICAL SPECIFICATIONS

	HYBRID 130	HYBRID 160	PLUG-IN HYBRID Q4
ENGINE:	1.5 petrol/electric	1.5 petrol/electric	1.3 petrol/plug-in
POWER:	130hp	160hp	275hp
TORQUE:	240Nm	TBA	TBA
EV RANGE:	TBA	TBA	37 miles
TRANSMISSION:	7-sp DCT, FWD	7-sp DCT, FWD	6-sp auto, AWD
DIMENSIONS:	4530mm (L), 1840mm (W), 1600mm (H)		
WEIGHT:	1800kg	1800kg	1900kg



Simply **ITALIAN**

24 APRIL 2022



Be part of the action:

beaulieuevents.co.uk

01590 614614 New Forest | Hampshire | SO42 7ZN

Beaulieu

Totally Alfa

Alfa Romeo GTV/Spider (916) Parts Specialist
www.totallyalfa.com



**NEW: Quick shift kit now available for
Twinspark and JTS powered 916s**

We stock one of the widest ranges of new 916 parts anywhere.

We offer genuine and pattern parts plus parts manufactured in house.

We also commission specialist manufacturers to make rare and obsolete parts for 916's

Some of the parts we make or have commissioned:

- Phase 2 grilles
- Chrome boot badges
- GTV, Spider and Cup Lower radiator mounts in stainless steel
- Brake hose brackets again in stainless steel
- B post seal carriers
- Sill repair sections
- Swivel rear boot badges
- Door lock cables
- Fog light screw covers for Phase 1 & 2 models
- Rear suspension bump stop holders
- V6 engine mounts
- V6 CF3 deCat exhaust manifolds
- Front strut mounts and Strut braces
- The list goes on and on . . .



By Matteo Licata

Too Good To Fail



Our new Italian columnist – design critic Matteo Licata – explains why the new Alfa Tonale needs to succeed at all costs

I'll turn 40 this year, and I've been hearing bold Alfa Romeo revival plans for as long as I've been alive. Yet, to put it mildly, success has proven elusive.

Arguably, there have been times when it seemed the 'Biscione' was back for good, for instance between 1998 and 2002 when the 156 and 147 posted record sales and Alfa dominated European Touring Car racing. Unfortunately, the Fiat Group failed to build on that momentum, and there's no denying the brand has been punching well below its weight ever since. So here we are, finally laying eyes on the much-awaited Tonale crossover, the latest in a painfully long series of 'make-or-break' product launches for Alfa Romeo.

Will it work this time around? Well, I'm pretty confident it will. Contrary to the excellent yet sadly sales-proof Giulia, the Tonale enters a burgeoning market segment with plenty of competition but where conquest sales are, at least, a possibility. Moreover, it seems the Tonale has finally closed the gap on the all-important

'infotainment' front, where Alfa Romeo has been something of a laggard. Hard-core enthusiasts may scoff at gizmos like Amazon Alexa integration, but that's what it takes if you want to measure sales volumes in hundreds of thousands rather than hundreds.

But even that would count for nothing if the Tonale lacked visual appeal, and I'm delighted to see that Alfa's Centro Stile has delivered the goods, big time. Having been a car designer myself, I could already 'see' what could stay and what would change on the way from the 2019 Geneva stand to the Pomigliano D'Arco production line. Yet I'm pleased to report that the definitive Alfa Romeo Tonale retains most of the original concept's charm, at least to my eye.

Although the front-wheel drive platform makes for a different stance and proportions compared to the big brother Stelvio, the Tonale is easily among the most attractive compact crossovers out there. Why? Because it retains the vaguely nostalgic, almost biomorphic design language we know from the Stelvio, but with a more refined

treatment of the surfaces and more convincing graphic elements.

Turin's Centro Stile successfully reinterpreted Alfa's iconic 'trilobo' (the Alfa 'shield' grille and the two intakes beside it) and integrated it with a distinctive six-element light signature. Speaking of lighting, it is the area where I expected (and feared) the most significant deviations from the successful 2019 prototype, but thankfully, Alfa Romeo and Magneti Marelli have developed pleasantly modern, sharp-looking elements front and rear. The daytime running lights pay a nice homage to Alfa's past without mindlessly repeating old themes: a world away from the somewhat uninspired, old-fashioned look those elements have on the Giulia and Stelvio. It remains to be seen whether this front-end design will become a 'family look' on future models.

There's indeed a lot resting on the Tonale, as the world is full of Alfa Romeo fans, yet painfully short of actual Alfa Romeo customers. But it does look like this is the right car to change that.



alfaworkshop

Tel: 01763 244441



FOR SALE

Here we have a rare opportunity to purchase a fully converted Alfa Works 2.0 410bhp Alfa Romeo 4c, the base car is a September 2017 with half leather/Alcantara seats, late style headlights, race exhaust carbon side pod and mirror caps, the current mileage is 43,000 and has only cover just over 1000 on the new engine build.



The car was featured in the April 2021 issue of Auto Italia where full review and specs can be found.

The main upgrades are as follows -

Alfa works 2.0 conversion

Omega CNC pistons

Arrow con rods

Modified and balanced crank

Quaife Diff

Stage 1 Colombo & Bariani cams

Twin scroll turbo

Tubular exhaust manifold

SCS Delta motorsport ECU

Titan 7 lightweight forged alloy wheels

Michelin Sport Cup 2 tyre

Alfa Works fast road handling kit

Price: £58,000



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

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

It's All Grecale To Us

So here it is: the all-new Grecale, Maserati's smaller sister to the Levante SUV. We take a close look at the Trident's Porsche Macan rival

Story by Chris Rees

Hot on the heels of Alfa Romeo's new Tonale is another more compact Italian SUV from sister brand Maserati. The Grecale – pronounced 'greh-car-lay' and as ever named after a Mediterranean wind – slots in below the Levante. It's based on the 'Giorgio' platform that underpins the Alfa Stelvio, but with increased dimensions.

The launch Grecale line-up is three strong: entry-level GT (300hp 2.0-litre four-cylinder hybrid), Modena (330hp hybrid) and Trofeo (530hp V6), with a full-electric Folgore model to follow. The new Grecale is produced alongside the Stelvio at Stellantis' Cassino plant in Italy. Prices have yet to be announced but we would expect the range to start at something like £50,000.

Here's the promising news. Maserati is claiming best-in-class status in terms of handling, acceleration, speed, sound quality and interior space. So what are the details of the Grecale range and spec?

DESIGN

The front end features a low, imposing grille which, for the Trofeo, juts further forwards. Overall, the look is lithe and sporty by SUV standards, with soft, fluid lines, trapezoidal highlights and technical details picked out in special finishes like carbonfibre. The sporty shape is emphasised by a coupe-like profile and low stance, while the taillights recall somewhat the classic 3200 GT's 'boomerang' profile.

The Modena and Trofeo models have a 34mm wider rear track than the GT, giving them a more dynamic stance, enhanced by unique side skirts and bumpers. New Trident-inspired alloy wheels come in sizes from 19 to 21 inches.

Inside, the dash features no fewer than four digital screens: the main instrument display, a central 12.3-inch touchscreen, a smaller 8.8-inch 'comfort' panel and a 'smartwatch' clock (replacing the traditional analogue Maserati item). This all cleans up the facia





Big twin-screen centre dash all but eliminates buttons. Stitched leather and carbon feature strongly in cabin

design and almost eliminates buttons. The centre display incorporates diffused light, producing what Maserati calls a 'living room' effect.

The flat-bottomed steering wheel holds the engine-start button and driving mode control, while there are huge metal gearchange paddles behind it. As you'd expect, there are lots of luxury materials in the cabin, including wood, carbonfibre and leather upholstery (the latter featuring the Maserati Trident embossed in the headrests). The dashboard has double-saddle stitching, too. A new Sonus Faber sound system includes laser-cut metal speaker grilles. The large 2901mm wheelbase provided generous rear seat space, while the 535-litre boot has a flat load platform.

ENGINES

The most exciting model in the range is the top-spec Trofeo, which uses a detuned version of the MC20's Nettuno V6 engine (530hp versus 630hp). Differences include a wet sump rather than a dry one



and cylinder deactivation for efficiency, but the 3.0-litre twin-turbo unit retains the MC20's dual-chamber combustion system.

The other two models – GT and Modena – are both hybrids, sharing the powertrain already seen in the Ghibli and Levante. This combines a 2.0-litre four-cylinder petrol engine with a mild hybrid system (Belt Starter Generator, 48V battery, e-Booster compressor and converter). Battery power is designed both to reduce fuel consumption and boost performance when in Sport mode. Maserati is promising the Grecale hybrid's soundtrack will "retain the usual characteristics of any other Trident-brand car." The GT has 300hp, the Modena 330hp.

CHASSIS

Maserati has developed a new Vehicle Dynamic Control Module (VDCM) system for the Grecale, directly evolved from the MC20's CDCM system. This controls all vehicle dynamics (vertical, longitudinal and lateral)



TECHNICAL SPECIFICATIONS

	GRECALE TROFEO	GRECALE MODENA	GRECALE GT
ENGINE:	3000cc twin-turbo V6	1995cc 4-cyl hybrid	1995cc 4-cyl hybrid
BORE X STROKE:	88mm x 82mm	84mm x 90mm	84mm x 90mm
POWER:	530hp at 6500 rpm	330hp at 5750rpm	300hp at 5750rpm
TORQUE:	620Nm at 3000rpm	450Nm at 2000rpm	450Nm at 2000rpm
GEARBOX:	8-speed auto, 4WD	8-speed auto, 4WD	8-speed auto, 4WD
BRAKES:	360mm/350mm	350mm/330mm	350mm/330mm
TYRES:	255/40 R21 (fr), 295/35 R21 (r)	255/45 R20 (fr), 295/40 R20 (r)	235/55 R19 (fr & r)
DIMENSIONS:	4859mm (L), 1979mm (W), 1659mm (H)	4847mm (L), 1979mm (W), 1667mm (H)	4846mm (L), 1948mm (W), 1670mm (H)
WEIGHT:	2027kg	1895kg	1870kg
MAX SPEED:	177mph	149mph	149mph
0-62MPH:	3.8sec	5.3sec	5.6sec
FUEL CONSUMPTION:	25.2mpg	32.1mpg	32.5mpg
CO ₂ EMISSIONS:	254g/km	199g/km	198g/km

and uses predictive, rather than reactive, electronics. It's promised to provide "a clear distinction" between each of the drive modes.

Speaking of which, there are up to five: Comfort, GT, Sport, Race and Off-Road. Comfort is intended for everyday use, limiting engine power, kickdown, gearchange speed, suspension rigidity and electric power steering resistance. GT mode sharpens up the dynamics somewhat, while Sport gives peak power, opens up the active exhaust valves, sharpens the steering and lowers the ride height by 15mm. In Off-Road mode, the gearchanges are softer, the rev limiter is activated and driving height rises by 20mm.

Corsa (Race) mode is fitted to the Trofeo only, giving the full beans in terms of pedal sensitivity, gearchange speed and kickdown, while the traction control is much less active and Launch Control is activated. Air suspension is standard on the Trofeo (and optional on hybrid versions), offering six levels of suspension adjustment and up to 65mm of ride height difference. Variable full-time four-wheel drive is standard for all Grecales, as is ZF eight-speed automatic transmission.

LAUNCH RANGE

The entry-level GT is described as "urban, minimal and contemporary" with Saffiano leather seat inserts, burnished trim and "warm and enveloping" colour options (including a new Bronzo Opaco paint colour). 19-inch alloy wheels are standard (20 or 21 optional), while there are body-colour bumpers and side skirts, brushed chrome external trim and chrome-plated quad exhausts.

The Modena provides "timeless elegance", says Maserati, with embroidered and stitched cabin elements, dark ash burl inserts and "energetic and elegant" colours including Grigio Cangiante. Standard are 20-inch alloy wheels, gloss black trim details and dark exhausts.

The Trofeo is all about performance. There's plenty of carbonfibre and perforated leather in the cabin, a choice of two-tone upholstery and stitching in either yellow or red. The Giallo Corse launch colour is very striking, while 21-inch alloys are standard, alongside sports exhausts and carbonfibre inserts for the bumpers and side skirts. 

Maserati promises class-leading pace and handling. Famous dash clock is now a digital 'stopwatch'

NEXT UP: ALL-ELECTRIC GRECALE FOLGORE

In 2023, a full-electric version of the Grecale will follow. Called Folgore, full details have yet to be revealed but it will have a 105kWh battery pack, 400V technology and offer a whopping 800Nm of torque. Its cabin will use Econyl, a recycled nylon made from fishing nets recovered from the sea. A new exclusive colour called Rame Folgore (pictured below) will be offered, an iridescent finish that combines warm copper hues with cooler shades of bluish grey.





Be The Storm

QUATTROPORTE, LEVANTE, GHIBLI TROFEO COLLECTION.

Discover more on [maserati.com/gb](https://www.maserati.com/gb)

MARANELLO MASERATI

TOWER GARAGE, EGHAM, SURREY TW20 0AX

01784 558 093

WWW.SYTNER.CO.UK/MASERATI/MARANELLO-EGHAM



Fuel economy and CO₂ results for the Maserati Trofeo range in mpg (l/100km) combined: 17.7 (16.0) to 23.2 (12.2). CO₂ emissions: 363 - 276 g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures 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.



Brave New World

With its V6 hybrid powerplant, the Ferrari 296 GTB marks a whole new approach from Maranello. 830hp and a short wheelbase lead Ferrari to claim this is the most fun-to-drive car in its range. But is it? We're about to find out – on road and track

Story by Chris Rees
Photography by Ferrari

My sense of relief is so intense it feels like an epiphany. OK, not quite a religious revelation but a moment that feels, somehow, seminal for Ferrari. The car I've just driven – Maranello's latest offering, the 296 GTB – is sensationally good. The feeling of relief is so palpable because, in the run-up to this encounter, I've been feeling more apprehensive than a teenager on a first date. Make no mistake, the 296 GTB represents a step change for Ferrari: this is not only its first-ever V6 (remember, the 1967-1974 Dino never wore Ferrari badges) but also its first rear-wheel drive hybrid.

My angst has centred around that hybrid V6. The 296 GTB derives its name from the engine's 2.9-litre capacity and six-cylinder format (actually 3.0 litres but I'll let that pass). A 'mere' V6 could so easily have ended up making the 296 feel like a 'sub' Ferrari, but I'm delighted to report that, in fact, quite the opposite is the case. This is a sublime powerplant. And as I'm shortly to discover, this is a sublime car.

But I'm getting ahead of myself. I'm in Spain to test the new 296 GTB on both road and track. Approaching 'my' 296, painted in a lustrously deep shade of Rosso Imola, I'm struck by how it looks very much in the 'zone'

of recent Ferrari designs – kind of half-F8, half-SF90 – yet has its own identity. On hand to talk me through it is the man who designed it, Stefano De Simone, who reveals: "The very first concept sketch that I did by hand measured just 10cm across. Flavio Manzoni picked it out as the one he wanted to develop and the very next day we created a shape in 3D."

There are explicit references in the rear haunches and flying rear buttresses to Ferrari's first-ever mid-engined road car, the 250 LM, something that's also echoed in the flat rear deck and vertical rear screen. Other design highlights include 'teardrop' headlights, visor-like windscreen, delicious double-curvature glass engine cover, Kamm tail with a single centre-exit exhaust and rear lights integrated with an active spoiler. There's plenty of clever aerodynamic stuff going on here but nothing interrupts the car's pure, simple profile. So the F1-style 'tea tray' is almost hidden in the front bumper, while the active rear spoiler pops up only at high speed.

OK, time to step aboard. The 296 GTB borrows a lot of its instrumentation from the SF90's 100% digital layout. The cabin is notably more compact than the SF90's but it's still got plenty enough headroom and legroom. My only criticism ergonomically is that there's





a slight offset to the left footrest.

Time to start her up. What's this? No sound at all. Indeed: my 296 GTB journey starts with no spark in the internal combustion engine. That's because when you set off with the steering wheel eManettino – shared with the SF90 – in the 'Hybrid' position, battery power is the default. You can also choose 'eDrive' mode to keep the car in EV mode for up to 15 miles, at speeds up to 84mph. It's pretty nippy as an EV, thanks to 167hp of pure battery power.

But it doesn't take long for the new F163 V6 motor to kick in as soon as your right foot gets heavy. Now is the moment: my first taste of the soundtrack. Because the V6 engine has a very slender 'vee' (120 degrees), Ferrari has been able to locate two chunky IHI turbos right inside the vee. That means the exhaust has a very short, straight tract that exits in the centre-rear. I

simply can't resist burying the throttle. I'm rewarded by a growl and then, as the revs rise, the impending wonder of an increasingly high-pitched wail. As the digital 'needle' rotates to its peak of 8500rpm, it's clear Ferrari has put serious effort in here, with its patented 'hot tube resonator' (what a name!) funnelling an intoxicating sound into the cabin. Ease off the throttle and – yes! – it pops and crackles on the overrun. That's in stark contrast to Maserati's rather muted soundtrack for the Nettuno V6 (with which the 296 GTB shares absolutely nothing, contrary to some press reports). I still don't think the F163 sounds quite as extraordinary as my favourite Ferrari engines – the naturally aspirated V8s and V12s – but it's definitely more sonorous than Maranello's current V8 turbos.

With 221hp per litre (a world record), I was equally worried that the V6 might be very peaky in its power

Flying buttresses, flat rear deck and vertical back screen all recall 250 LM. Cabin feels very inviting

TECHNICAL SPECIFICATIONS

FERRARI 296 GTB

ENGINE:	2992cc V6 twin-turbo hybrid
BORE X STROKE:	88mm x 82mm
COMPRESSION RATIO:	9.4:1
POWER:	830hp at 8000rpm
TORQUE:	740Nm at 6250rpm
BATTERY CAPACITY:	7.45kWh
DIMENSIONS:	4565mm (L), 1958mm (W), 1187mm (H)
WEIGHT:	1470kg (dry)
TYRES:	245/35 ZR20 (front), 305/35 ZR20 (rear)
BRAKES:	398 x 38mm (front), 360 x 32mm (rear)
TRANSMISSION:	8-speed dual-clutch automatic
MAX SPEED:	205mph
0-62MPH:	2.9sec
CO ₂ :	149g/km
PRICE:	£241,550





Short wheelbase, balance and 830hp of grunt make this an extremely rapid cross-country machine

delivery. I needn't have been: the twin turbos and electric motor fill in every conceivable torque gap to provide both effortless low-speed grunt and phenomenal peak power. In terms of how it performs, I'm very relieved to report that this all-new V6 powertrain has 'true Ferrari' written all over it.

Of course it's mated to an automated gearbox, a revised version of Ferrari's eight-speed dual-clutch tranny. Ferrari says the gearshifts are faster than anything else on the market and I have to concur. The centre tunnel features an SF90-inspired classic gearshift gate to work your way around but I instantly defer to using the paddle shifters, which are much more suited to the 296 GTB's character, even if the paddles themselves feel a bit 'PlayStation'. My main interface issue, though, is the haptic buttons on the steering wheel, whose harsh feel lacks a premium vibe.

With the eManettino switched to 'Performance' mode, the transmission really comes alive, offering rifle-fast changes up and down. There's a further 'Qualify' mode that gives you the full beans in power terms – did I mention that's 830hp? And did I also say that the 296 GTB is extremely fast – almost excessively so? The on-paper figures give you some clue – 0-62mph in 2.9 seconds, 0-124 in 7.3 – but the sensations from the driver's seat are simply eye-popping. On empty Spanish roads leading invitingly up into low hills, I quickly realise I have no appreciation of the true speed the car is doing. Let me simply say that the 296 GTB is, dear reader, monstrously quick.

Driving on up into higher landscapes, I start to appreciate the excellent visibility to the front (let's not talk about the abysmal rear vision, fraught with blind spots, making reversing a nightmare). Being able to





spot each apex gives you confidence to push on through the twisty bits. And here is where the 296 GTB truly starts to shine.

The wheelbase is 50mm shorter than the F8 Tributo's. That might not sound like much but it makes a major difference to the dynamic feel. It starts right from the off, with an amazing sense of connection through the wheel. Unique settings for the electric steering give it a firmer feel than the F8 and the front end darts into corners with a sharpness that feels almost psychic. The intuition continues with how brilliantly predictable the GTB is on a series of S-bends winding up into the hills: move your hands and it reacts purely and simply.

It's not just the short wheelbase that's helping. Remember the engine's 120-degree vee formation? That keeps the engine so low that it's almost out of sight in the engine bay. Result? A centre of gravity 10mm lower than the F8's. I'm also struck by just how much grip there is. Even in CT-Off mode, you have to be behaving in a very silly way to unstick the back end on public roads. It's a different story on track, though, which we'll get to in a second.

Another surprise: in hard but supportive carbon seats, the ride is surprisingly good. Maybe it's the billiard-smooth Spanish tarmac but I suspect not: the 296 GTB simply avoids that crashiness that afflicts so many supercars.

Another new sensation is how you feel the hybrid system absorbing braking energy through regeneration. And hear it, too, through the callipers. And when you need to use them, the brakes are monstrously potent: Ferrari quotes a braking distance of 107 metres from 124mph. The aero-shaped callipers, by the way, come straight from the SF90 Stradale.

TRACK TEST

So the 296 GTB is hugely impressive on the road. But driving it on circuit will be the truer test of its ultimate abilities. Ferrari has colonised the Monteblanco circuit at La Palma del Condado, near Seville in Spain – not a track I've been to before – to give us a chance to assess the 296 GTB on track. Arriving on site, I'm introduced to the experience via my ears, not my eyes: a car is blitzing the track on shakedown duties

and I can hear the satisfyingly racer-like soundtrack from a mile or so away.

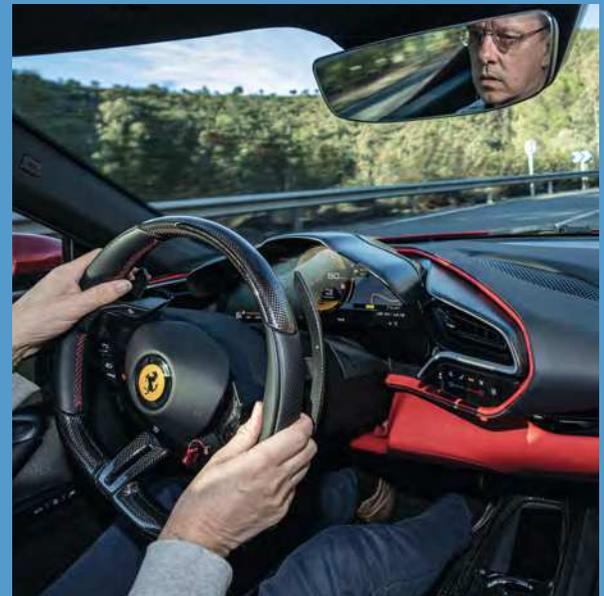
Then the 296 heaves into view: an extraordinary sight painted in yellow with Argento Nürburgring stripes (wouldn't be my choice, I have to say, especially as the stripes alone cost £14,400). It's fitted with the optional track-focused Fiorano Performance Pack which, at £25,920, is likely to attract an estimated one in four buyers. You get firmer dampers, Michelin Sport Cup2R tyres, a high-downforce aero package, Lexan rear screen and extra carbonfibre goodies that help cut overall weight by 15kg.

Ferrari reckons the SF90 is about a second faster around Ferrari's Fiorano track than the 296 GTB (1'19" versus 1'20" for the 296 on Cup 2R tyres) but an inside source told me that the performance difference might actually be tighter than this.

As soon as I exit the pitlane, I immediately notice one big difference to the road car. The Cup2R tyres make the front end so much more darty. The slightest flick of the steering results in an instantaneous change of direction. At first it feels almost nervous but you soon get used to the fact that it's just exceptionally fast-acting. Indeed, at no point on the circuit – even the tightest hairpins – do I ever need more than a 90-degree turn of the wheel.

On track, the steering emerges as not only quick, reactive and feelsome but also, most importantly, predictable. The front end connects supremely well on turn-in and any hint of understeer is quickly dialled out with judicious use of the throttle. Here's where Ferrari's revised Side Slip Control (SSC) system comes into its own, estimating the grip of the tyres in each steering manoeuvre, so that the control systems intervene in just the right way.

It all feels so intuitive, which is perhaps the greatest achievement of the 296 GTB chassis. Not only can you feel the car's natural balance but the SSC intervenes so seamlessly that you always feel it's you doing the work. Moving the manettino from 'Race' to 'CT-Off' to dial up the looseness of the rear end, you can plant the accelerator to the floor coming out of a tight turn and the rear end slides in a beautifully controlled way. But doesn't it feel a tad artificial? I can't say it does, although I do have one



Sophistication is hinted at in the configurable digital menu. Helm feels ultra-responsive at all times

caveat. It's tempting to apply a lot of opposite lock during lurid slides but the SSC is programmed to intervene so you don't need to do it nearly as much as you would in other cars. It was for this reason that one (unnamed) journalist on the track span his car. So it is possible, then...

On Montebalco's long start-finish straight, I glance down at the speedo just before braking and just see it breaking the 280km/h (174mph) mark. Thankfully, you can leave braking astonishingly late, so potent are the carbon discs. Trail-braking into each corner produces a sublime feeling of control.

My time is up in the driver's seat but there's one extra treat awaiting me. I strap into the passenger seat alongside ex-F1 driver Marc Gené for a few hot laps.

He's only just learnt the circuit but is straight out of the blocks at full pelt, riding the kerbs with utter confidence. A huge Michelin truck is on site so he's free to 'extend the car fully' without worrying about tyre wear – and by the end of our run, the temp sensors on the rears are both screaming 'OVER' in carmine red.

Marc informs me at maximum velocity: "This feels like a car that was born on the race track and then developed for the road. The single most impressive thing about it is the change of direction, thanks to its short wheelbase and perfect balance of weight. Also I find the brakes feel like ABS racing brakes. In fact, I would say overall this feels very much like a Ferrari 488 Challenge to drive on track." High praise indeed for a road car.





“ This is, without question, the best car in Ferrari’s current line-up: supernaturally intuitive, with incredible turn-in and amazing balance ”

VERDICT

I’ve heard some people describe the 296 GTB as Ferrari’s ‘new entry-level car’. Nothing could be further than the truth. For starters, its pricing – between the F8 Tributo and SF90 Stradale – clearly shows Ferrari’s ambition for the model. But most important of all, this is, without question, the best car in Ferrari’s current line-up.

Let me explain why. Reducing the wheelbase by two inches may not sound much but it has a profound effect on handling sharpness. It’s almost supernaturally intuitive, with incredible turn-in and amazing balance.

This is also probably the fastest real-world car in Ferrari’s range, full stop. Yes, the SF90 Stradale has more power (1,000hp) but it’s bigger and heavier and

encumbered by four-wheel drive. On a dry, twisty road, the 296 GTB would certainly be the more agile car.

To my ears, the V6 also sounds nicer than Ferrari’s current V8s. Not for nothing did the development team call it the ‘piccolo V12’ (small V12), as it has the cultured high-pitched wail of a twelve combined with a superb exhaust note.

And it’s comfortable – not quite as cosseting as a Maserati MC20 but not far off – with decent interior space. You can even drive it as an electric vehicle in town. It’s a struggle to find any serious criticisms of the 296 GTB – just a few cabin interface issues – but overall this is a supercar you could happily live with every day. So there it is: if I were to have only one new Ferrari, the 296 GTB would be the one I’d take. 🇮🇹

Around the track, the 296 GTB has the feel – and pretty much the pace – of a Ferrari 488 Challenge racer





THE INTELLIGENT ALTERNATIVE FOR FERRARIS OF YESTERDAY, TODAY AND TOMORROW

An Excellent Investment

Ferrari Financial Services has a range of tailored products designed to celebrate the heritage of all classic Ferraris.

With the specialist skills required to care and maintain these legendary models, Ferrari Financial Services is the ideal finance partner.

Whether you're looking to make a new purchase or release equity, we offer finance programmes designed to offer you the flexibility to grow and enhance your collection of Ferraris.

Contact our team today to discuss your next Ferrari purchase.

Steven McLaren
+44(0)7739 035782
steven.mclaren@ferrari.com

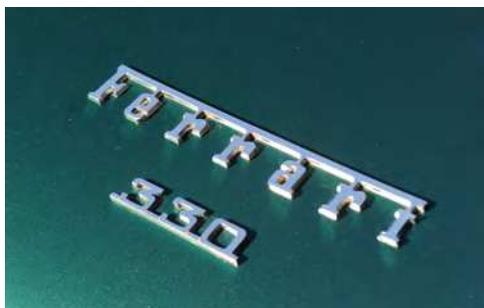
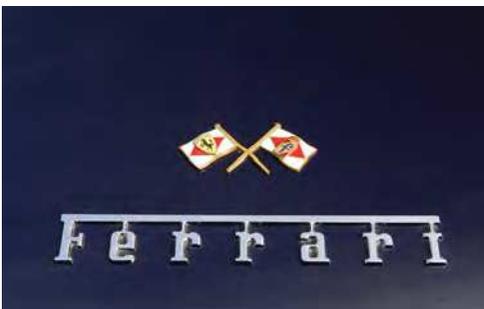
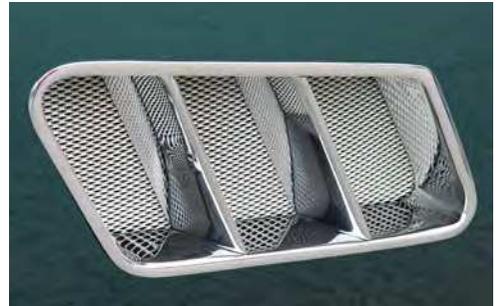
Kevin Briggs
+44(0)7500 074390
kevin.briggs@ferrari.com

Nick Simmons
+44 (0)7887 724992
nick.simmons@ferrari.com

Ferrari Financial Services GmbH
275 Leigh Road, Slough
Berkshire, SL1 4HF
www.ferrarifinancialservices.com



FINANCIAL SERVICES



FERRARI AT 75

Happy 75th birthday, Ferrari! To help celebrate, we've rated the best road cars Ferrari has ever made – its 75 greatest hits, ranked in order from 75th to first

Story by Richard Heseltine
Photography by Michael Ward,
Talacrest, Barkaways & Ferrari

That Ferrari has reached its 75th birthday is a miracle in itself, not least given that so many other great marques have long since headed for the embalming table. Leaving aside the small matter of what it has achieved in motor racing (239 World Championship wins in Formula One, that sort of thing), Ferrari is the yardstick by which all manufacturers of road-going exotica are judged. This has been the case for aeons, even if there have been a few periods where 'The Reds' were a mite shaky.

So what are the 75 greatest production road cars ever made by Ferrari? The precise definition of 'production' is a loose one, given that some models were made in miniscule numbers, but we have eschewed one-offs, coachbuilt specials, prototypes and racing cars with only token nods to use on the road. Another important caveat is that we haven't included any cars of which we have had no prior first-hand experience. But that's not many; our team of staffers and trusted freelancers have been fortunate to drive all 75 models featured here. And 'greatest' isn't narrowly defined simply by how they drive, but also by their beauty, significance and collectability.

We start our running order at number 75 and work up to number one, including a rating for each in two areas: collector status and driving ability. We suspect there will be a few surprises here but know this: compiling the running order wasn't without its battles. If you'd order your listing differently, you know where to write...



75
365 GT4 2+2 (1972)

The 365 GT4 2+2 was one of the first Ferraris created under Fiat's custodianship. This Pininfarina-styled chisel-edged super-coupe has its detractors, but it's a great mile-eater. Collector ★ Driving ★



74
348 tb (1989)

The 348 was well received at its 1989 Frankfurt Show launch. For all the brickbats that have been levelled at it since, it was seriously quick in period and remains underrated. Collector ★ Driving ★★



73
Portofino M (2021)

The Portofino succeeded the California T as an infinitely better car. The M variant merely turned the dial up to eleven, thanks in no small part to it packing 620hp. Collector ★ Driving ★★★



72
360 Modena (1999)

The 360 Modena represented another step change in 'junior' Ferrari supercars. As the world's first road car with a full aluminium chassis/body, it was considerably stiffer than its F355 forebear. Collector ★ Driving ★★★



71
456 GT (1992)

Ferrari's belated follow-up to the 412 was a proper 2+2 (not a four-seater) V12-engined super-GT. It has one of the world's great engines but is a touch 'soft' for collectors. Collector ★ Driving ★★★



70
612 Scaglietti (2004)

While its styling divides opinion, the 5.7-litre V12-engined 'Scag' was – and remains – a fantastic car for crossing continents in a single bound. A proper four-seat GT. Collector ★ Driving ★★★



69
FF (2011)

It courted controversy in period – for its looks, bulk and use of four-wheel drive (a Ferrari first) – but the FF was toweringly capable. It tends to cook its luggage, mind. Collector ★ Driving ★★★



68
330 GT 2+2 (1964)

The Tom Tjaarda-styled Series 1 version with its quad headlights (pictured) was well-liked by Enzo Ferrari, if not the marque faithful. The restyled Series 2 was more conventional, if perhaps a mite vanilla. Collector ★ Driving ★★



575M Maranello (2002)

While not as boisterous as the 550 Maranello, the 575M was in some ways a better car. The balance was improved, while the brakes were bigger and less prone to fade.

Collector ★★ Driving ★★★



550 Maranello (1996)

While perhaps not the modern-day Daytona it was purported to be when it was launched, the 550 remains huge fun to drive despite its size. It also spawned a glorious race variant.

Collector ★★ Driving ★★★



365 California (1966)

This Tom Tjaarda-styled roadster was the first Ferrari to employ semi-conical side scoops which became a genre staple. Only 12 of these 4.4-litre, V12-engined cars were ever made.

Collector ★★★★★ Driving ★★



250 GT Coupe Pinin Farina II (1958)

This car has special significance, marking the jumping-off point for Ferrari volume production (all things being relative). Not the last word in driver interaction, but lovely all the same. Exquisite detailing, too.

Collector ★★★ Driving ★★



500 Superfast (1964)

This super-exclusive super grand tourer was beloved of silver screen legends (Peter Sellers), royalty (Shah of Persia) and captains of industry (Lord Hanson). Its undeniable sense of occasion remains unique.

Collector ★★★★★ Driving ★★



328 GTB (1985)

This updated variant of the 308 GTB eked further life out of what was by 1985 an already aged design. It did this magnificently, the 'softer' styling makeover being particularly successful.

Collector ★ Driving ★★



GTC4Lusso (2016)

Picking up from where the FF left off, the awkwardly-named GTC4Lusso was largely new and capable of 208mph. An anorak fact for you: it was styled by a Brummie – top chap, Adrian Griffiths.

Collector ★ Driving ★★★



Superamerica (2005)

Another car that divides opinion, the 575M-based Superamerica's party piece was its retractable hardtop (it was touted as the world's fastest convertible). Production was limited to 599 units.

Collector ★★★ Driving ★★★



400 Superamerica (1960)

This super-exclusive super-coupé succeeded the 410 Superamerica and was made in two distinct series. In terms of fast, coachbuilt road-going exotica, few cars of the period are more desirable.

Collector ★★★★★ Driving ★★



308 GT4 (1973)

The GT4 was originally badged as Dino, not a Ferrari, and some people still rail against its wedgy Bertone 2+2 outline. Nevertheless, the GT4 handles superbly and has real-world usability, unlike some 1970s exotica.

Collector ★★ Driving ★★★



308 GTB (1975)

Leonardo Fioravanti's outline for this junior supercar was a masterwork of line and proportion. In many ways, it was a medley of Ferrari styling cue greatest hits. It still looked fresh a decade later.

Collector ★ Driving ★★



512 TR/F512 M (1992/1994)

Much more than mere Testarossa remodels, these 1990s variants were considerably more agile – they were proper supercars in every sense of the word. The 'M' was particularly gifted dynamically speaking.

Collector ★★ Driving ★★★



55
F355 Spider (1995)

Removing the roof of the F355 was a bold step given some of the, cough, 'floppier' Ferrari soft-tops of old. It worked splendidly, though. The powered hood was a first for a production Ferrari, too.

Collector ★ Driving ★★★



51
212 Inter (1951)

While the 212 Export was pure sports-racing exotica, the Inter was top of the tree when it came to road cars. All examples were coachbuilt, the results fluctuating between sensational and grotesque.

Collector ★★★ Driving ★



47
599 GTB Fiorano (2006)

While it was not the last word in architectural elegance, the 599 GTB was nevertheless a great car to drive and capable of sub-4sec 0-60mph times. It hasn't lost the power to thrill and is superb value these days, too.

Collector ★★ Driving ★★★★★



54
Roma (2020)

This front-engined GT is ballistically fast (naturally) but has 2+2 practicality. Purportedly borrowing styling cues from the 250 GTO (you may have to squint), it's been well received by pundits and the public alike.

Collector ★ Driving ★★★★★



50
365 GTC/4 (1971)

It was only in production for two years, but this handsome Sapino Filippo-styled GT was – whisper it – possibly an even better car to drive than the Daytona on which it was based (the gearchange was better for starters).

Collector ★★ Driving ★★★



46
F430 (2004)

The 360 Modena's heir was more focused, better aerodynamically and used an electronic diff to great effect. Smart styling borrowed cues from Ferrari's 156 'Sharknose' and the contemporary Enzo.

Collector ★ Driving ★★★★★



53
488 GTB (2015)

The 488 GTB marked something of a return to form for Ferrari stylistically, following some 'challenging' outlines. It was also superb to drive, both on the road and track.

Collector ★★ Driving ★★★★★



49
Testarossa (1984)

An era-defining supercar, the Fioravanti-penned Testarossa was easy to drive despite its ample proportions. Considered passé until relatively recently, now the styling is lauded.

Collector ★★ Driving ★★★



45
340/342/375 America (1952)

The definition of 'boutique' exotica in period, these substantial GTs and convertibles wore equally dramatic outlines. Owners included the King of Belgium and Gianni Agnelli.

Collector ★★★★★ Driving ★★



52
195 Inter (1950)

An early attempt at a 'series' road car (albeit one where some examples were raced), the 195 Inter acted as a blank canvas for couturiers like Ghia, Motto, Vignale and Touring – with varying degrees of success.

Collector ★★★ Driving ★



48
250 GT Coupe Pinin Farina I (1956)

Ferrari's sublime 250 series of grand tourers represented a move towards standardisation, but that was a relative term in the mid-1950s. Pinin Farina was at the very height of its powers at this time.

Collector ★★★★★ Driving ★★



44
410 Superamerica (1956)

Peak exotic fare in the 1950s, no two 410 Superamericas were alike. Some of these 5.0-litre GTs were sublime, while others were bizarre-looking. Regardless, every Superamerica made is utterly compelling.

Collector ★★★★★ Driving ★★



512 BB/BBi (1976)

The larger-displacement variations of the 365 GT4 BB were similarly gorgeous stylistically and identifiable by having fewer rear lights. Injected BBi is the easiest version to live with. Collector ★★★ Driving ★★



F355 (1994)

Rooted in the 348 but significantly restyled, the F355's rambunctious handling was tamed appreciably. 1997 355 F1 was the world's first road car with steering wheel paddles. Collector ★ Driving ★★★



F8 Tributo (2019)

Having more than 700hp at your disposal thanks to a twin-turbo V8 assures visceral performance. Acceleration is akin to going bungee jumping attached to a grand piano. Collector ★★ Driving ★★★★★



250 GTE 2+2 (1960)

This appealing 2+2 was Enzo's choice of transport and nearly 1000 were made. There should be a preservation order on those left, as many were chopped up to make 'GTOs'. Collector ★★ Driving ★★



458 Italia (2009)

The 458 Italia was a brilliant junior supercar that pushed boundaries and uprooted goalposts. It was capable of 210mph, and this wasn't mere PR smoke. Collector ★★ Driving ★★★★★



365 GT4 BB (1973)

The 'Berlinetta Boxer' looked gorgeous. Sadly, the 180-degree 12-cylinder packaging benefits were squandered by having the transmission sited beneath the engine. Collector ★★★ Driving ★★



F12berlinetta (2012)

Spellcheck-bothering name aside, this was a brilliant car with one potential flaw: the F12 was insanely fast. It was almost a case of having too much of a good thing. Almost... Collector ★★ Driving ★★★★★



812 GTS (2019)

Touted as the first front-engined, V12-powered Ferrari convertible since the 365 GTS/4, this 800hp monster has unbelievable pace, yet is a day-long, docile cruiser. Collector ★★ Driving ★★★★★



250 Europa (1953)

Some claim the Europa represented Ferrari's first attempt at a proper road-going GT. That's debatable, but its significance in early Ferrari lore is unquestionable. Collector ★★★★★ Driving ★★



250 GT Cabriolet Pinin Farina II (1959)

Such a handsome and sweet-sounding machine. As with the first series car, Pinin Farina styled and manufactured the bodywork. Power came from a 3.0-litre Colombo V12. Collector ★★★★★ Driving ★★



SF90 Stradale (2019)

Sharing part of its name with Ferrari's 2019 F1 challenger, this 1000hp cab-forward plug-in hybrid eclipsed the LaFerrari at Fiorano Circuit by 0.7sec, which says everything. Collector ★★ Driving ★★★★★



812 Superfast (2017)

At the time, Ferrari's most powerful ever road car, the Superfast more than lived up to its name, with a top speed of 211mph and 0-62mph in 2.9sec. It's a beast to drive. Collector ★★ Driving ★★★★★



31
166 MM/Inter (1948)
 The importance of the 166 MM in early Ferrari lore cannot be underestimated. Aside from its racing pedigree, it also spawned the marque's first 'proper' road-going GT: the 166 Inter.
 Collector ★★★★★ Driving ★★



27
488 Pista (2018)
 The *Pee-sta* was named after the Italian for track, and what a machine. It produces 720hp from 3.9 litres, is good for 10sec quarter-mile times and has sublime handling balance.
 Collector ★★★ Driving ★★★★★



23
F12tdf (2015)
 Ferrari's track-focused homage to the 250 Tour de France, this loopy machine solved the F12's, ahem, 'lack' of power. 740hp was insufficient so the tdf received 40hp more...
 Collector ★★★★★ Driving ★★★★★



30
330 GTC (1966)
 A bit of this, a bit of that: borrowing the 275 GTB platform, engine from the 330 GT 2+2, plus 500 Superfast and 275 GTS styling cues resulted in a mighty whole.
 Collector ★★★ Driving ★★★★★



26
430 Scuderia (2007)
 A pared-back and even lighter variation of the F430, the use of the Scuderia nameplate spoke volumes: it was a pure road-going racer packing 510hp (20hp more than the F430).
 Collector ★★★ Driving ★★★★★



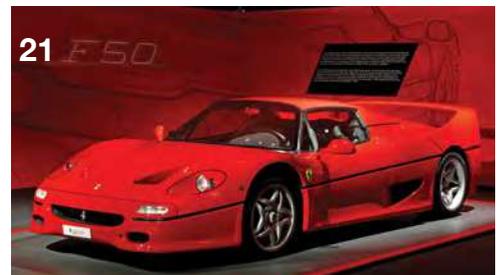
22
Monza SP1/SP2 (2018)
 These strikingly-styled 812-based machines marked the arrival of the 'Icona' limited-run series echoing historically important Ferraris (in this case, the 750 Monza and 166 MM).
 Collector ★★★★★ Driving ★★★★★



29
599 GTO (2010)
 The third Ferrari to wear the *Gran Turismo Omologato* designation, there was no motorsport intent here. This was, however, a road-going version of the 599XX track day car and an absolute weapon.
 Collector ★★★ Driving ★★★★★



25
360 Challenge Stradale (2003)
 A major favourite with certain members of this parish, this is a car that sounds fab and feels alive in a way that no Ferrari since the F40 did. Fun fact: this was the world's first car to use titanium springs all round.
 Collector ★★★ Driving ★★★★★



21
F50 (1995)
 While not one of Ferrari's prettiest cars, the F50 provided a handling masterclass when it was launched. It was as nimble as a Lotus Elise, but much – much – faster. A truly brilliant supercar.
 Collector ★★★★★ Driving ★★★★★



28
250 GT Cabriolet Pinin Farina I (1957)
 Introduced at the 1957 Geneva motor show, the Cabriolet shared the same race-proven 2600mm Berlinetta platform but it was a pure road car. A rare one, too: just 36 were made.
 Collector ★★★★★ Driving ★★



24
275 GTS (1964)
 One of the loveliest 1960s Ferrari road cars, if perhaps not the last word in driver interaction, the 275 GTS was – and remains – one of the prettiest models ever to wear the Prancing Horse logo.
 Collector ★★★★★ Driving ★★



20
375 MM (1953)
 A road car only in the most peripheral sense, the 375 MM was a competition weapon that did spawn some dazzling coachbuilt confections, not least the super-glamorous 'Bergman Coupé' (pictured).
 Collector ★★★★★ Driving ★★



19
330 GTS (1966)
 The lovely spider variant of the GTC is another favourite among certain members of the *Auto Italia* family. Only 100 were made, most of which headed to the US, predictably.
 Collector ★★★ Driving ★★★



16
296 GTB (2021)
 As you can read elsewhere this issue, this 830hp twin-turbo V6 ranks as the best car Ferrari currently makes. Short wheelbase and rear drive give it an agility that's unmatched.
 Collector ★★ Driving ★★★★★



13
250 GT Lusso (1962)
 This elegant grand tourer slotted in between the 250 GT SWB and 250 GTE 2+2. It was less racy than the former, sexier than the latter, but was made for just two years.
 Collector ★★★★★ Driving ★★★



18
365 GTC (1969)
 Now you're talking! A hike in capacity to 4390cc, plus a meatier carb set-up, boosted horsepower by a mere 20hp relative to the 330 GTC, but the torque spread was wider.
 Collector ★★★ Driving ★★★



15
Dino 246 GT (1969)
 In 1969, the 'non-Ferrari' Dino 206 (see below) evolved with a power hike thanks to a larger, iron-block V6, while its steel body also had a longer wheelbase. An all-time great.
 Collector ★★★★★ Driving ★★★



12
LaFerrari (2013)
 The name raised a few eyebrows, the spec and performance even more so. In full hybrid mood, it was good for 963hp. Acceleration was visceral, internal organ-rearranging stuff.
 Collector ★★★★★ Driving ★★★★★



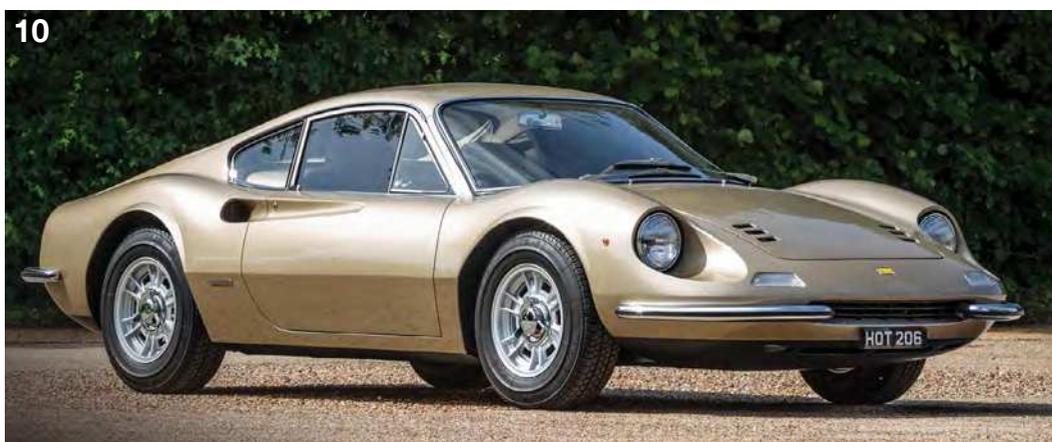
17
458 Speciale (2013)
 Dynamically brilliant, brutally fast and one of the all-time great junior supercars, this was every inch a continuation of the 360 Challenge Stradale and 430 Scuderia. Sublimely capable.
 Collector ★★★★★ Driving ★★★★★



14
365 GTS (1969)
 While perhaps not one of the better-known 'road' Ferraris, this larger-displacement variant of the 330 GTS is nevertheless one of the most desirable. Only 20 were made during its brief lifespan.
 Collector ★★★★★ Driving ★★★



11
365 GTS/4 (1970)
 The open-roof variant of the 'Daytona' was among the most wanted Spiders. Only 122 were made, but countless fixed-lids have gone under the knife subsequently, which speaks volumes.
 Collector ★★★★★ Driving ★★★



10
Dino 206 GT (1967)
 Yes, it may not have worn *Cavallino Rampante* badging but Ferrari's sub-brand model was a masterpiece of line, proportion, packaging (sort of), handling dexterity, and a lot more besides. Unveiled at the 1967 Turin motor show, and entering production a year later, the original 2.0-litre alloy-block V6-powered machine divided opinion. Some arbiters of taste thought such a car was unbecoming of Ferrari – something that's hard to believe in retrospect. A wondrous, choral device.
 Collector ★★★★★ Driving ★★★

Enzo (2002)

It's hard to believe that 20 years has elapsed since the Enzo burst onto the scene. Ken Okuyama's shape was much commented upon, not always favourably, but that was then. Its oh-so vocal V12 was allied to a paddle-shift set-up which seems commonplace now but in 2002 made you feel like an F1 driver. That, and perhaps a jetfighter ace. It makes so many other supercars appear ordinary. Collector ★★★★★ Driving ★★★★★



250 GT California (1957)

The original 'long-wheelbase' California was – and remains – a true work of art. This was a car owned by the Beautiful People: Hollywood gadflies, playboys and royalty alike, and still is. It was not, however, among the nicest of Ferraris to drive, but you cannot have everything. It was also immortalised on the silver screen in *Ferris Bueller's Day Off*, even if that one was, notoriously, a replica. Collector ★★★★★ Driving ★★★



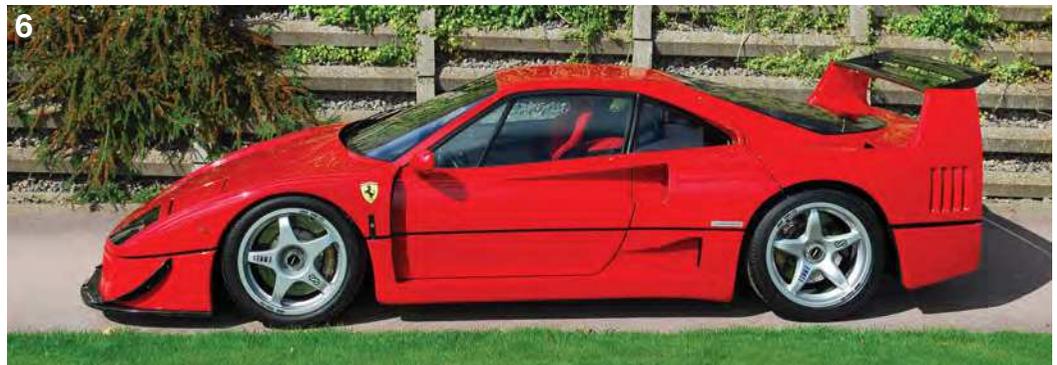
365 GTB/4 Daytona (1968)

This super-coupe wasn't met with widespread acclaim at the 1968 Paris Show, Lamborghini having already stolen Ferrari's thunder with the Miura, whose mid-engined layout was the template for future supercars. Thing is, Ferrari wasn't shooting for the stars: proven foundations underpinned its new range-topper. As such, it worked infinitely better than its technically more daring rival. Collector ★★★★★ Driving ★★★



F40 (1987)

Compile a list of the best-ever driver's cars, and the F40 will always be near the top, if not in the number one spot. There is something truly magical about this geometrically-styled supercar; a sense of involvement you didn't get elsewhere in the 1980s, or since. The twin-turbo V8 was commotion itself, but every part was seemingly crafted to make your heart soar. It still feels epically fast, but blissfully analogue with it. Collector ★★★★★ Driving ★★★★★



5. 250 GT 'Tour de France' (1956)

During its brief production run (1956-1959), the TdF went through four different series-produced body styles (not including Zagato-bodied cars). The engine dominates the experience. Bury the throttle, sweep past 5000rpm and it sounds as though the V12 is spinning off its axis. It's probably a case of perception rather than reality, but drive on hard(ish) and there appears to be little rotational inertia. Collector ★★★★★ Driving ★★★



288 GTO (1984)

The '288' GTO was conceived with the sole purpose of competing in FISA's Group B category whereby 200 replicas needed to be sold before 20 'evolutionary' models with the same basic body shape and minimum weight of 1097kg could compete. The GTO didn't race, but it did result in a road car that could do 0-60mph in 4.9sec and 189mph outright. It still feels stupid-fast today. However, unlike many modern supercars which render you desensitised, the GTO is raw and brutally physical.

Collector ★★★★★

Driving ★★★★★



275 GTB (1964)

Unveiled in late 1964, the importance of the 275 GTB in Ferrari lore is seismic. This was the last two-seater GT car built by the firm as an independent player, without Fiat influence. All four wheels were independently suspended (a first for a Ferrari road car), while the single-cam-per-bank V12 was sited far back for a 50/50 weight split. The five-speed transaxle – a feature that first appeared on competition Ferraris a decade earlier – further aided weight distribution. And of course, it looked amazing.

Collector ★★★★★

Driving ★★★



250 GT SWB (1959)

Read most masterworks on the subject and the Ferrari 250 GT SWB was apparently the star of the October 1959 Paris Show. The truth is, it barely received a mention in the specialist press. It would, however, enter into legend during its lifetime. The 'Passo Corto' in lightweight form (and with 35-40hp more than the road car) was good for 165mph; perhaps even more was not beyond the realms of fantasy depending on specification and set-up. A copper-bottomed, blue-chip classic on every level.

Collector ★★★★★

Driving ★★★★★



250 GTO (1962)

There was only ever going to be one winner. Strictly speaking, the 250 GTO was a racing car, not a road car. It was built with motorsport in mind, an arena in which it excelled. It picked up from where the SWB left off in the 3.0-litre GT category and claimed several outright race wins in major events along the way. The reason it's in our list is that it had to be homologated for road use – hence the GTO badge, for *Gran Turismo Omologato* – and just happened to be one of the most brilliant road cars of all time. Extreme rarity – just 36 examples were built in all – has helped catapult it into the record books as the most valuable car on the planet. While it's perhaps a shame that it's appreciated these days more for its value than its worth, the GTO is the undisputed king of Maranello.

Collector ★★★★★

Driving ★★★★★





HILL ENGINEERING



SUPPLYING PARTS TO THE UK, EU AND WORLDWIDE

LARGEST
INDEPENDENT
SUPPLIER OF
PARTS FOR
FERRARI CARS

CONTINUOUS
REMANUFACTURING
OF OBSOLETE
AND UNAVAILABLE
PARTS

OFFICIAL
DISTRIBUTOR
FOR HILL
ENGINEERING

DEPENDABLE
BIG ENOUGH
TO COPE
SMALL ENOUGH
TO CARE

CELEBRATING 39 YEARS FERRARI PARTS EXPERIENCE
SUPERFORMANCE
FERRARI PARTS SPECIALIST
WWW.SUPERFORMANCE.CO.UK CALL +44(0)1992445300

UNRIVALED
TECHNICAL
AND
ENGINEERING
EXPERTISE

FAST EXPRESS
WORLDWIDE
SHIPPING
DAILY

**WE'RE DEDICATED TO PRESERVING
THE CLASSIC FERRARI SPIRIT**

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



Follow us on facebook.com/superformanceukltd and instagram @superformance.co.uk

Sexy Sixties Sixes

In a booming post-war Italy, *La Dolce Vita* found form in these three distinctive coupes from Fiat, Lancia and Alfa Romeo. But which of our six-cylinder trio is the best to drive?

Story by Gaetano Derosa/Ruoteclassiche
Images by Massimiliano Serra/Ruoteclassiche

The word 'coupé' comes from the French verb *couper* – to cut – and indicates that the body has been cut down from a saloon to create a sportier, more elegant two-door form. This was a practice pioneered in the United States and flowered widely in Europe in the 1960s, especially among German manufacturers, Mercedes-Benz above all. It took other nations like Italy longer to cotton on.

The description of elegance and sportiness applies in full measure to the three cars we've gathered here, all of which significantly enhanced the appeal of the saloon models from which they were derived. All date from the purest Italian traditions of style, sportiness and comfort that flourished in the late 1950s and early 1960s.

Our trio starts with the Lancia Flaminia Coupé 2.5 3B (here a 1962 example), the Alfa Romeo 2600 Sprint (1964) and the Fiat 2300 S Coupé (1966). Each had input from a different Italian design house: respectively Pinin Farina, Bertone and Ghia. Apart from their two-door coupe bodywork, the other big thing that links all three is their six-cylinder powerplants. But which is the one we'd take home?







“ This may not be a road-burner but it has a wonderfully refined and dignified character, suave in every respect ”

ALFA 2600 SPRINT v FIAT 2300 S v LANCIA FLAMINIA COUPÉ

LEADING LANCIA

Lancia was the first manufacturer to try its hand in the upmarket coupe sector. When the Flaminia Coupé arrived in 1959, it was the only Italian example of a coupe derived from a saloon. Created on a platform that was 12cm shorter than the *berlina*, the Coupé was born from a very illustrious mother: the 1956 Florida II concept, based on the Aurelia B56 chassis. Designed by Pinin Farina (then still written as two words), the Florida was used personally by 'Pinin' himself.

The Florida II was a very advanced expression of sharp edges and tight-radius curved lines which arguably revolutionised car styling at the end of the 1950s. It had four doors but looked like it had only two since the rear doors were hinged at the back and were only apparent once opened, thanks to the absence of external handles. Such a 'clap-hands' format was, according to technical director Antonio Fessia, too expensive and impractical for production, so a new two-door design was sought from Pinin Farina for the series Flaminia Coupé.

The cabin could seat four in comfort. Thanks to its elegance and exclusivity, it became the ideal vehicle for senior managers and celebrities. It was expensive: at launch, it cost 3,200,000 lire. The second series (as on these pages) arrived in 1962 and was called 3B. A novel triple-barrel carburettor was supplied by Solex for the 2.5-litre, six-cylinder, Aurelia-derived engine. With 128hp, it boasted a top speed of 110mph.

Our Blu Lancia-painted car was registered in 1962,

making it one of the first 3Bs produced. The beautiful instrumentation derives from the Aurelia and the cabin has some wonderful original features, like seats in skai, a document holder on the right-hand side of the dash (a period item), and the centre armrest on the transmission tunnel. The carpet and electric windows were official Lancia options.

With a touch of choke, the engine fires up willingly. What the pushrod V6 lacks in raw power, it makes up for in smoothness and flexibility. This is a car designed to be driven smoothly, with a lively, versatile third gear and a precise-feeling gearbox. You can potter around at speeds as low as 10mph in third, then accelerate smoothly up to 70mph, pulling silkily to 5500rpm with only the whine of the alloy fan to indicate how hard you're pushing. That said, this is a big, four-seater coupe and the heaviest of our trio at 1450kg, so it never feels truly lively.

The gear lever is a pleasure to use. The non-assisted steering is very heavy at low speeds but there is something satisfying about the smooth mechanical precision of the helm once underway. It has a precise, sloop-free feel, belying its four-plus turns between locks.

As for the ride/handling balance, the Flaminia feels solid and doesn't wallow or float, riding well on its tall, skinny tyres, and it displays pleasingly neutral cornering characteristics. The brakes are strong and reassuring, too.

This may not be a road-burner but it has a wonderfully refined and dignified character: mature and smooth, a suave machine in every respect.

This splendid Flaminia 3B oozes quality. 2.5-litre V6 offers delicious torque and smoothness



TECHNICAL SPECIFICATIONS

LANCIA FLAMINIA COUPÉ 3B

ENGINE:	2458cc V6 OHC
BORE X STROKE:	80mm x 81.5mm
COMPRESSION RATIO:	9.1:1
INDUCTION:	1 x Solex C35 carb
POWER:	128hp at 5600rpm
TRANSMISSION:	4-speed manual
TYRES:	175/400
SUSPENSION:	Wishbones, coil springs, anti-roll bar (front), de Dion axle, Panhard rod, leaf springs, anti-roll bar (rear)
BRAKES:	Discs (front and rear)
DIMENSIONS:	4680mm (L), 1740mm (W)
WEIGHT:	1450kg
MAX SPEED:	110mph
PRICE IN 1964:	£3389
VALUE TODAY:	From £25,000



“ This is a car ideally suited to an autostrada run from Rome to the Amalfi coast, rather than a brisk run over Alpine passes ”

ALFA 2600 SPRINT v FIAT 2300 S v LANCIA FLAMINIA COUPÉ



GIUGIARO'S TRAILBLAZER

Just as our Lancia was being made in 1962, Alfa Romeo was ready to present its own upmarket six-cylinder coupe: the 2600 Sprint (series 106.02). This was the evolution of the 2000 Sprint, which had originally been launched in 1960 – the very first commercial design of a 20-year-old Giorgetto Giugiaro for Bertone.

Like the Flaminia, the Sprint was based on a saloon platform whose wheelbase had been shortened (in this case to 2580mm). The look was almost unchanged from the 2000 Sprint, with twin headlights of different diameters inserted inside the grille itself, rather than being mounted on the bodywork. One difference was a slightly modified Alfa Romeo shield and new air intakes in the bonnet and front valance.

The reason for the new intakes lurked under the bonnet: the previous four-cylinder 2.0-litre lump was replaced by a splendid 2.6-litre six-cylinder. Although robust, this engine was already feeling a bit outdated by 1962, having been conceived by engineer Ciaccia under the guidance of Giuseppe Busso as early as 1956. Nevertheless, it had a great specification, consisting of an all-aluminium construction, twin-cam head, hemispherical combustion chambers and no fewer than three Solex 44 double-barrel carburettors. With 145hp, the 2600 Sprint could reach a maximum speed of 124mph, all for 2,900,000 lire.

The beautiful example featured in this test was registered in 1964 and has grey paint with a black leather interior – a really classy look. To drive, it quickly

becomes apparent that the Alfa is the fastest of our trio. The way the engine delivers its performance is a delight: flexible and torquey and with effortless cruising on a trailing throttle, but with throaty, rasping acceleration from 4000rpm up to and beyond the redline at 6500rpm. It's matched by a beautifully positive gearchange from the five-speed 'box.

This is a car better suited to an autostrada run from Rome to the Amalfi coast, rather than a brisk blast over Alpine passes. That's because bends are not its forte. Narrow 165 tyres and a nose-heavy weight distribution result in major understeer that can all too quickly snap into oversteer if you don't treat it gently. And while the non-assisted steering has plenty of feel and is great on the open road, it can be a real challenge at low speeds. The powerfully servo'd brakes need a gentle touch, too.

Classy Alfa feels the quickest of our trio on the road, with 145hp and a redline of 6500rpm



TECHNICAL SPECIFICATIONS

ALFA ROMEO 2600 SPRINT

ENGINE:	2584cc in-line 6-cyl DOHC
BORE X STROKE:	83mm x 79.6mm
COMPRESSION RATIO:	9:1
INDUCTION:	3 x Solex 44 carbs
POWER:	145hp at 5900rpm
TRANSMISSION:	5-speed manual
TYRES:	165/400
SUSPENSION:	Wishbones, coil springs, anti-roll bar (front), rigid axle, A-arm, rods, coil springs (rear)
BRAKES:	Discs (front), drums (rear)
DIMENSIONS:	4580mm (L), 1706mm (W)
WEIGHT:	1370kg
MAX SPEED:	124mph
PRICE IN 1964:	£2899
VALUE TODAY:	From £35,000



“ The 2300 S is best described as a relaxing car to drive, rather than sporty. The silky powerplant is joyfully smooth ”

ALFA 2600 SPRINT v FIAT 2300 S v LANCIA FLAMINIA COUPÉ



TECHNICAL SPECIFICATIONS

FIAT 2300 S COUPÉ

ENGINE:	2279cc in-line 6-cyl OHV
BORE X STROKE:	78mm x 79.5mm
COMPRESSION RATIO:	8.9:1
INDUCTION:	2 x Weber 38 carbs
POWER:	136hp at 5600rpm
TRANSMISSION:	4-speed manual
TYRES:	165/15
SUSPENSION:	Wishbones, torsion bars, anti-roll bar (front), rigid axle, leaf springs, anti-roll bar (rear)
BRAKES:	Discs (front and rear)
DIMENSIONS:	4620mm (L), 1635mm (W)
WEIGHT:	1310kg
MAX SPEED:	118mph
PRICE IN 1964:	£2611
VALUE TODAY:	From £20,000

GRAND FIAT

You may associate Fiat mostly with small cars like the 500 and 600, but once upon a time Fiat was bracketed equally among manufacturers of quality, style and performance. Its range included sports and luxury cars that were the envy of the whole world.

One such car was the 2300 Coupé. Its shape was the work of Sergio Sartorelli, who had been in place alongside Luigi Segre at Ghia since 1956. His work was a highly original take on the theme of a four-seater GT, elegant but at the same time sober. For instance, he resisted (fortunately) the temptation to succumb to tailfins that were all the rage at that time.

As soon as Fiat management saw the Ghia prototype at its debut at the 1960 Turin Motor Show, they pounced and asked to put the car into production virtually without any changes. At that time, Ghia was not able to take on manufacturing, even in small series, which is why Segre founded OSI (Officine Stampaggi Industriali) in a neighbouring warehouse, where he built the bodies not only of the 2300 Coupé but the Innocenti 950 and 1100 Spider, too.

Based on the technical basis of Fiat's 2300 saloon, under the bonnet beats a noble heart: the in-line six-cylinder OHV pushrod engine developed by Aurelio Lampredi with the help of Carlo Abarth. In twin-carb 'S' form, its specific power output (59hp per litre) was

very much up with its Alfa Romeo and Lancia competitors and the car was good for almost 120mph. It cost 3 million lire in 1966, somewhat less than the Alfa and Lancia.

Our 1966 example looks especially elegant in grey with a burgundy interior, the wide front seats offering great comfort. Fire up the ignition and you're rewarded with a superbly silky powerplant that's joyfully smooth. It emits a low growl on start-up and plenty of valve clatter at speed. It can rev to 6500rpm, but it really doesn't need to be extended that far. At low revs, it's a wonderfully torquy unit, while when cruising at 80mph, it feels totally at ease.

The 2300 S is best described as a relaxing car to drive, rather than sporty. The floor-hinged pedals work well, while the gear lever feels better than its severely canted-over stance might suggest (although it lacks a fifth ratio). The large, high-set helm delivers low-gear and heavy steering (once again, there's no power assistance). Around corners, the 165 tyres provide just enough feedback of what's going on, and despite the limitations of the leaf-sprung rear end, the tail can be persuaded to come around gently and predictably. The disc brakes feel quite spongy on initial application and not quite as effective as you'd like for the pressure you're applying.

Superb engine is one of the many delights awaiting the 2300 S driver but leaf-sprung rear feels outdated



VERDICT

These coupes all come from the heart of the *Dolce Vita* era, when the sun shone on Italy in every sense, and plenty of that sun shines through in these cars.

Classical elegance pervades all three, and each has its own very distinct character. The Flaminia is a masterclass of understated, effortless style; the Alfa a sensationally proportioned, unadorned masterpiece; the Fiat a unique shape of great charisma.

The differences extend to how each car drives, too. You couldn't call any of them truly sporty but that was never really their remit: they're all about elegance and grand touring ease.

The Fiat is quirky in so many ways but despite having a superb engine it doesn't quite match the allure of its more prestigious brethren. Its leaf-sprung rear end is ultimately telling.

It's therefore a toss-up between the Lancia and the Alfa. The 2600 Sprint definitely feels the sportiest of the trio with its lusty powerplant and scintillating soundtrack. It isn't the world's greatest-handling coupe but then neither is the Lancia.

In the final analysis, it's the sheer presence and upper-crustiness of the Flaminia that sways things for us. The Lancia feels like it comes from a different, somewhat superior planet to the others, where craftsmen cared about quality above all else. For a fanciful weekend fling in the Tuscan hills, we can't imagine anything better to do it in. 🇮🇹

All three cars are hugely enjoyable to drive in grand touring style - but one does feel a true cut above



NEW! MERCHANDISE FOR 2022



Umbrella - £20.00

Dark Blue - logo on two panels.

T-Shirts - £9.95

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

Polo shirts - £14.95

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

Beanie - £8.50

Available in navy only
One Size



Baseball cap - £12.95

Available in navy only
One Size



**All orders will receive a
FREE Auto Italia cotton bag**



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

Payment by bank transfer, Paypal or card.

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

POSTAGE PRICES

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

Beanie hats - £5 UK / £10 EU & RoW

Baseball Caps - £5 UK / £11 EU & RoW

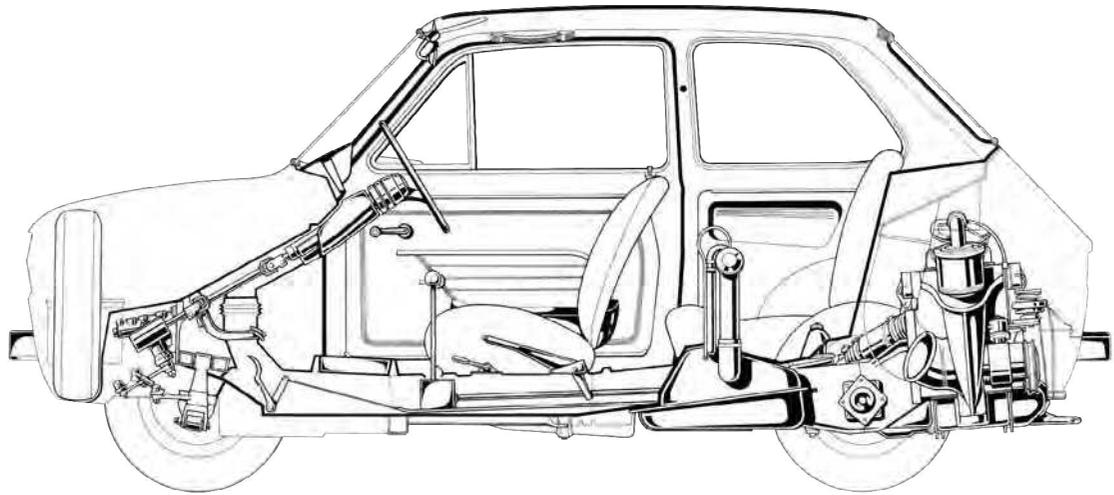
Umbrella - £5 UK

NIFTY AT FIFTY

Fiat's boxy 126 city car celebrates its 50th birthday this year. Often maligned, we argue the case for the perky, petite and – in its day – very popular 126

Story by Gary Axon
Photography by Michael Ward & Tony Harrison





Since the introduction of Fiat chief engineer Dante Giacosa's Fiat 500 'Topolino' in 1936 – ultimately succeeded 21 years later by his cute and cult-like rear-engined Nuova 500 – *bambino* Fiats have been the very lifeblood of the Torinese marque. As if proof were needed, today's retro 500 remains the mainstay of Fiat's sales in most export markets, almost singlehandedly keeping the brand viable and afloat outside its native Italy.

Such was the 1957 Nuova 500's success and popularity – and social importance in its home market, where it helped to put Italy on wheels in very tough post-war years – that the cute and curvaceous micro-Fiat was always going to be a tough act to follow.

After 15 years and comfortably in excess of 3.5 million sales (including almost 330,000 Giardiniera estate derivatives), in 1972 Fiat bravely presented a new car: the 126. Although it was sold alongside the Nuova 500 for three years, it was always meant to be its successor. The crisp new boxy shape was styled by ex-Ghia and OSI designer, Sergio Sartorelli, who was also the author of the edgy Volkswagen Karmann-Ghia Type 34 and the OSI-Ford 20M Coupe, as well as Fiat's 2300 S Ghia Coupe and, later, the daring Ritmo/Strada. The 126 retained the 500's air-cooled,

rear-engined configuration, but with more square-cut styling that echoed contemporary Fiat models such as the larger 127 and 128.

The 126 was initially introduced in parallel to a mildly revamped version of the 500 called the 500 R, to keep loyal and cautious customers on board – those who might have been reluctant to accept the new-fangled 126. The reworked 500R ('rinnovata' or 'renewed') model shared the then-new 126's sportier hubcap-free wheels and increased engine capacity of 594cc. But while the 500R developed just 18hp, the 126 had a whopping 23hp.

As well as looking more modern than the 500, the 126 was also marginally bigger and more spacious (although still no match in packaging terms for the BL Mini, as made in Italy by Innocenti). The 126 met with encouraging early acceptance and healthy sales following its late 1972 debut – unlike the 1957 Nuova 500, which took a surprisingly long time to be accepted after the conventional 500 Topolino. The 126 was launched at just the right time, as the oil crisis engulfed the world and the car's amazing fuel economy proved perfect for the market.

In 1975 came the option of an opening sunroof. Then in 1977 came a moderately improved range, the most



significant change being an enlarged 652cc motor developing 24hp. A plusher Personal 4 model also joined the range, marketed as the De Ville in the UK, and Bambino in selected mainland European markets. This was identifiable by its revised wheels and anodised bumpers replacing the original chrome-plated units. A series of late-1970s special editions then followed to boost the baby Fiat's appeal, such as the colour-themed Silver, Black, Red and Brown models. Some wags joked that the colour scheme of earlier models soon became brown through excessive corrosion... These 'colour' editions had the novelty of a standard miniature slot-in radio for British buyers, with red, green and blue FM, LW and AM frequency ranges.

Fiat buoyed up its western European sales with production also briefly taking in Greece and Austria (the latter by Steyr in Graz, using its own livelier Puch engine, as found in earlier Austrian Fiat 500-based models). In the Eastern Bloc, 126 production commenced briefly at Fiat's Yugoslavian Zastava facility. But far more success awaited Fiat's affiliated Polish Tychy plant in Bielsko-Biala. The Fabryka Samochodow Malolitrazowych (FSM) works produced the 126 as smaller sibling to its 125p and Polonez models. Branded as the Polski-Fiat 126p, this little car quickly won the hearts and minds of car-starved Poles, becoming something of a cultural icon as the nation's 'peoples' car. It was affectionately nicknamed 'Maluch', the Polish for 'Toddler' or 'Little One', a name that FSM recognised by adopting it officially for its badging during the 1980s.

In 1980, Fiat ended 126 production in Italy after 1,352,912 examples had been made. The more cost-effective FSM Polish factory then supplied the model globally, helping to keep this entry model extremely affordable (in 1980, for instance, the 126 cost £2008 in the UK, compared to £2404 for the Mini City). Build quality did suffer somewhat, with poor-fitting doors in particular being difficult to close, resulting in the UK Fiat importer setting up a dedicated pre-delivery dismantling and reassembly facility at its English dockside preparation centre.

By 1987, the maturing 126 underwent another refresh to create the 'Bis' model. This long-overdue facelift included the crucial addition of an opening rear hatchback and foldable one-piece rear seat. This was made possible by canting over the enlarged 704cc engine to facilitate a lower load platform. The newly catalysed motor now had water rather than air cooling for the first time and developed a 'mighty' 26hp. The 126 Bis continued in this final guise in many markets, including the UK and, briefly, Australia (as the FSM Niki).

In most countries, the 126 was replaced by the all-new Polish-built Fiat Cinquecento from 1993. However, the 126 continued in Poland right up until 2000, latterly branded as the Pop, with the last 1000 run-out models badged – somewhat amusingly – as the 126 Happy End, of which 500 were painted red and 500 yellow. By the end, a remarkable 3,318,674 examples of the 126 had been built in Poland, of which around 880,000 were Bis derivatives.

For 126 buyers seeking additional power, soon after launch, the renowned Italian Fiat tuner Giannini offered a selection of more potent packages, including the 594cc/29hp GP, 694cc/33hp GP S and 794cc/39hp GP A. Others included the Francis Lombardi 126 Sport with



Simplicity personified in this superb, low-mileage Polish-built FSM 126, owned by the Sever family





ABOVE: Tiny twin-pot engine. LEFT: Launch car from 1972. SECOND ROW: Fiat emphasised 126's usability; FSM's Bombel pick-up prototype never progressed; 126 Bis had water-cooled power and hatchback. THIRD ROW: Late-1970s Black, Silver and Brown editions. BOTTOM ROW: Giannini 800 was a real firecracker; Moretti built the Minimaxi 'jeep'; Bosmal convertible was built in Poland





30hp, and the 'luxury' Fissore 126 Lusso. Conversely, in Germany, frugal and motorists aged as young as 16 could opt for a tiny 245cc ex-Glas Goggomobil motor, limited to a top speed of 56mph (90km/h). The so-called 250L was made and sold by Steinwinter of Stuttgart during the 1980s.

Ahead of its 1972 launch, Fiat itself 'previewed' a few of the 126's components (wheels, doors and glass) in its black rubber-nosed ESV 1500 safety concept vehicle of 1971, with the 126 base was also used for Fiat's one-off 1975 Cavaletta prototype beach car.

In Italy, local Fiat 126 spin-offs and specials mostly concerned micro-jeeps and beach buggies like the Scoiattolo, Savio Jungla, Auto Mirage Pick Wick, Moretti Minimaxi and All Cars Amigo (the latter also marketed by Steinwinter, replete with Ferrari-esque prancing horse badges!). Closer to home, British 126-based self-assembly kit cars included the pleasing X1/g-esque MCA/Dash Coupe, the Foulkes Impala jeep, Vignale Gamine-inspired Sun replica, plus the funky CC Zero buggy.

In its adopted Polish homeland, Polski-Fiat/FSM 126 oddities included an official front-engined/front-wheel drive prototype that used many Cinquecento parts, plus experimental diesel power, as well as an estate and two-seater box van variants. There were also numerous Pop convertibles and home-made specials, including stretched four-door and snow-plough applications!

So, a 'Happy End' to what, perhaps surprisingly, remains the fifth best-selling Fiat (and therefore Italian car) of all time. Indeed, with total production of 4,673,655 examples over a 28-year long career, the 126 outsold both the Fiat 500 and 600. According to the HowManyLeft website, some 242 examples are still licensed in the UK. Happy 50th birthday, Fiat 126. You don't look a day over 49! 🇮🇹



Yes, they really did call the run-out edition of 2000 the 'Happy End'! 500 red and 500 yellow were made

10° HISTORIC TRACK DAY



VENERDÌ - FRIDAY - 17 - GIUGNO - JUNE - 2022



Imola, Eurochallenge 1971, Arturo Merzario



BERNI MOTORI

organizza

Presso Autodromo di Varano De' Melegari (PR) Italy

UNA GIORNATA IN PISTA PER AUTO STORICHE SPORTIVE - PROTOTIPI - MONOPOSTO



Info: BERNI MOTORI Tel. 0377589138 - info@bernimotori.com

www.bernimotori.com

Follow Auto Italia on . . .



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.



**SUBSCRIBE
 TODAY**

2022 PRINT SUBSCRIPTION PRICES

Yes, I would like to subscribe for 12 issues

- Quarterly Direct Debit £12.25 (£49.00 per year) **UK ONLY**
- Annual Credit/Debit Card/Cheque £52.50
- Europe £70.00
- USA £80.00
- Rest of World £83.00

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

Made in Britain, Shaped in Italy

UK car makers have long had a love affair with Italian design. But what do we reckon are the greatest ever Italian-designed British cars?

Story by Chris Rees
Photography by Michael Ward/Quiller Print





1



What have the Romans ever done for us? So asked John Cleese in the movie, *The Life of Brian*. Long after their aqueducts and roads, the Italians in the last 100 years have been responsible for more British car designs than you might think. As the world fell in love with Italian car design – from the USA to Japan – the UK was quick to follow suit.

Even before World War 2, the prowess of Italian coachbuilders was being recognised by customers who bought chassis from high-class marques like Bentley and Rolls-Royce. These were rebodied by the likes of Pinin Farina, Castagna, Viotti, Zagato and Garavini. Following the war, in the true golden era of coachbuilding, all sorts of chassis were bodied in Italy, including Bristol, Frazer Nash, Jowett, Jaguar, Aston Martin and MG.

But the move away from separate chassis construction towards unitary body/chassis made life much harder for coachbuilders from the 1960s onwards. Italian *carrozzerie* led a canny move away from wealthy individual customers and embraced big car companies instead, reinventing themselves as 'design houses'. Bertone, Pinin Farina, Touring and Vignale suddenly became big businesses designing mass-produced cars.

Perhaps the first and biggest liaison came after a fateful encounter in December 1955 between Leonard Lord of BMC and the Duke of Edinburgh, when the Duke laid into BMC's stodgy design aesthetic. The result: Lord hot-footed it to Pinin Farina, who went on to design a whole generation of cars like the Austin A40, Austin A55 and BMC 1100/1300.

Italian design had an even greater impact in Coventry, where Standard-Triumph was seduced by Giovanni Michelotti. He was

responsible for every new Triumph from 1958 to 1975, including the Herald, TR4, Spitfire, GT6, 2000, 1300 and Stag. Even Ford and Rootes had flings with Italian design. But it was perhaps Britain's smaller marques that made the best use of Italian design talent, including Aston Martin's brilliant liaison with Carrozzeria Touring for its new DB4 of 1958, as well as Zagato. So what are the 15 best British cars ever to be designed in Italy?

1 ASTON MARTIN DB4 GTZ (ZAGATO)

In 1960, Aston Martin recognised it needed to create a car that could do battle with Ferrari's 250 GT SWB on track. Who better to turn to than Zagato, whose prowess with lightweight, aerodynamic cars got it the contract to transform Aston's DB4 GT into a road and circuit contender.

In just seven months, the DB4 GT Zagato was ready for launch in October 1960. Designed by Ercole Spada, then a 22-year-old apprentice at Zagato, it mixed a muscular stance with finely balanced shapes. Rolling chassis were sent to Milan to be clothed by Zagato in ultra-thin aluminium, keeping overall weight down to a mere 1250kg.

The 3.7-litre twin-cam straight-six engine got more power (314hp), endowing the GTZ with blistering pace (0-60mph in 6.1 seconds and 154mph). The DB4 GTZ's competition career was, however, somewhat stymied by Ferrari's all-conquering 250 GTO. An eye-watering price of £5470 was another reason why only 20 of the 25 intended GTZs were built, although run-on 'Sanction II/III' versions in the 1990s and beyond kept the legend alive. That's not surprising given that, as one of the most beautiful cars ever made, values currently exceed £10 million.

2 BMC 1800 BERLINA AERODINAMICA (PININFARINA)

As lost opportunities go, this is pretty much *numero uno*. Had BMC shown the courage to trust Pininfarina's radical 1967 design vision and gone into production with the 1800 Berlina Aerodinamica, it would have stolen a march on a whole generation of modern cars like the Citroen CX. Paolo Martin's incredible design was as far removed as you could get from the worthily stodgy BMC ADO17 (Austin/Morris 1800) on which it was based.

As its name suggested, this was an aerodynamic idyll, with clever details like cowed headlamps, a hidden grille, frameless windows and Kamm tail. Its claimed drag co-efficient was an excellent 0.35, enabling the prototype to post a top speed of 106mph on the autostrada, compared with 94mph for the standard 1800. The elegant two-box shape also incorporated a hatchback – a very advanced idea for 1967.

After its debut, BMC assessed the car, nicknaming it the 'Yellow Peril', but the looming British Leyland merger stymied a production run. Tragically, the prototype was destroyed in the late 1970s.

3 LOTUS ESPRIT (ITALDESIGN)

When Colin Chapman of Lotus met Giorgetto Giugiaro at the March 1972 Geneva Show, he suggested a Lotus concept car as a putative Europa replacement. Giugiaro's resulting Esprit concept took just eight

months to complete, debuting at the November 1972 Turin Show.

Giugiaro's design was a super-clean, supremely balanced wedge. An early expression of his 'folder paper' design ethos, straight lines predominated; even the glasswork was all-flat. So fundamentally right was Giugiaro's shape that it would enter production in 1975 virtually unchanged. It's equally remarkable that the design stood the test of time so long, lasting in production until 2004; a 28-year lifespan is remarkable for any car, let alone an exotic mid-engined sports car.

Incidentally, Italians were involved with the Esprit later in its life. Romano Artioli of Bugatti acquired Lotus in 1993 and got his brother-in-law, Giampaolo Benedini, to develop the Esprit GT3 in 1997.

4 ARNOLT-BRISTOL (BERTONE)

American Stanley 'Wacky' Arnolt arguably saved Bertone when he ordered hundreds of the coachbuilder's MG TDs in 1952. But with the TD leaving production, Arnolt desperately needed a new sports car to sell in the US and approached Bristol about rebodying its 404 chassis.

What Bertone designer Franco Scaglione created in 1953 was a true masterpiece. A distinctive crease line swept over the front wings, vanishing briefly over the doors before re-emerging over the rear wings, cleverly distracting from the tall bonnet line dictated by the Bristol engine.

The shape was super-clean and unadorned, with a low windscreen and a small grille housing headlights.

Lighter and more aerodynamic than Bristol's 404, its tuned 130hp 1971cc six-cylinder engine gave 112mph and 0-60mph in under nine seconds. It got rave reviews, won race titles and was great value (\$3995 versus \$9946 for the 404). A pretty coupe version also found favour with customers such as actor, Lee Marvin. A very healthy total of 142 Arnolt-Bristols were sold in all.

5 ASTON MARTIN DB4 & DB5 (TOURING)

Quintessentially British, Aston Martin acquired a distinctly Italian twist in 1958 when it approached Touring of Milan to design its new DB4. Touring's modest designer, Federico Formenti, created a muscular and seductive shape of easy beauty – "a gentleman pugilist in a bespoke Italian suit", reckoned design critic Jonathan Glancey.

Formenti's masterful work cast the design mould for a whole generation of Astons. And not just in terms of the shape: Touring also licensed Aston Martin to use its 'Superleggera' (superlight) construction method of a tubular frame covered in aluminium body panels.

The short wheelbase DB4 GT of 1959 suited Formenti's sublime shape even better, as well as weighing less, and its



153mph and 0-60mph time of 6.1 seconds were sensational for the period. Meanwhile, the DB4 Convertible of 1961 was elegance personified, while the follow-up DB5 of 1963 is often regarded as the most beautiful Aston Martin of all time, something not harmed by Sean Connery hooning one in James Bond flicks like *Goldfinger* and *Thunderball*.

6 BENTLEY CRESTA (PININ FARINA)

In 1948, at the behest of Frenchman Jean Daninos, Pinin Farina designed new two-door coupe bodywork on Bentley's MkVI chassis. What the Italian *carrozzeria* came up with was achingly attractive and aerodynamic. Its straight-through wing line was resolutely modern, in stark contrast to Bentley's traditional style.

Bentley was sufficiently impressed to approve a production run in France, undertaken by Facel-Métallon (a special 'ff' badge was applied to the door, signifying the collaboration between Facel and Farina).

A rarefied clientele rushed to buy the Cresta, of which perhaps a dozen were made. But its significance extended well beyond this limited production run. Gerald Palmer, Nuffield's designer, was so impressed by Pinin Farina's work that he copied it – by his own admission – when he styled the Wolseley 4/44 of 1952. By 1956, Pinin Farina had been hired by BMC directly to design its new era of saloons.



6

7 TRIUMPH ITALIA (VIGNALE)

In 1957, Salvatore Ruffino secured the rights to the Standard-Triumph concession for Italy. Regarding the Triumph TR3A as too old-fashioned for his stylish countrymen, he approached Vignale about creating something more appropriate for the world's style capital.

Giovanni Michelotti designed the Triumph 2000 Italia in 1958. This was a handsome car indeed, with clear echoes of the Maserati 3500GT. When the production version arrived in 1960, Triumph was fully on board, agreeing to supply rolling TR3 chassis to Vignale.

The brochure described it as: "The art of Italian coachbuilding, English sports car engineering". The wings were integral to the main bodyshell which was both welded and bolted to the chassis. The interior seated 2+2 and was beautifully presented.

Despite bold plans to make 1000 cars a year (and Triumph assessing it as a possible replacement for the TR3), its price – the same as a Jaguar XK140 – was simply too high. The Italia's TR3 underpinnings were archaic, too, and only 329 Italias were built up until March 1962.

8 BMC 1100/1300 (PININ FARINA)

In early 1958, BMC invited Pinin Farina to design its new medium-size car, codenamed ADO16. Considering the restrictions imposed on the Italian designer – short length, minimal overhangs and stubby



8

bonnet – Pinin Farina did an excellent job, one that was implemented in production virtually unchanged.

Launched in 1962 as the Morris 1100, it diversified into a bewildering variety of badge-engineered versions, including Austin, MG, Riley and Vanden Plas. The crisp, sleek looks and advanced two-box look were well received in period, with many regarding it as the best-looking small saloon car of the 1960s.

Its engineering was very advanced, too, with Hydrolastic interconnected suspension, front disc brakes and sharp front-wheel drive handling. Several body styles were offered: two- and four-door saloons and three-door Traveller estate, and even a sporty GT. This was a tremendously successful product: easily Britain's best-selling car of the 1960s.

9 AC 428 (FRUA)

AC made huge waves with its legendary Cobra but by 1965 it felt raw and outdated, so plans were made for a more sophisticated 'Cobra for the businessman'. AC turned to Pietro Frua, who had designed the Maserati Mistral in 1963 – a car that the new AC 428 closely resembled.

The production 428 debuted at the Paris Salon in October 1966 in convertible form, with the 428 Fastback arriving in March 1967, looking every bit as resolved as the open car. Both were based on a lengthened Cobra 427 MkIII chassis, shipped over from Thames Ditton to Frua in Italy where the steel



7



9



10

bodywork was fitted, before returning to England for trimming, wiring and painting.

Most cars used Ford's mighty 428 7.0-litre V8 with 345hp, good enough for 0-60mph in 5.4 seconds and a top speed of 145mph. But an exorbitant price tag (£5573 – way more than the £4229 Aston Martin DB6) consigned it to an early grave in 1973, after only 81 cars had been built. Quite a few 428s were subsequently rebodied as AC Cobras, which seems a shame.

10 TRIUMPH SPITFIRE & GT6 (MICHELOTTI)

Triumph's Austin-Healey Sprite rival – codenamed 'Bomb' – was a true British-Italian collaboration, with newly-independent Giovanni Michelotti at the heart of the project. He designed it in 1960 on a shortened version of the Herald chassis, with outriggers removed to create a seating position so low that the driver could lean out and touch the ground.

The project stalled after Standard-Triumph was bought by Leyland in December 1960, but it was too good to ignore. Borrowing its Spitfire name from the WW2 fighter plane, the new sports car was the star of the 1962 Earls Court Motor Show. It matured in production, for instance in 1970, when Michelotti effected a superb restyle. The six-cylinder GT6 fastback, meanwhile, was possibly even better looking.

Some 314,332 Spitfires were made in all, putting it into the top 10 best-selling sports cars of all time – a truly significant achievement. Of all the cars that Michelotti designed, this was his personal favourite.



11

11 JAGUAR XK120 SUPERSONIC (GHIA)

Few cars sum up the 1950s 'Jet Age' aesthetic better than Ghia's Supersonic, which anticipated a fad that soon swept the USA. Giovanni Savonuzzi's dramatic coupe featured a raised styling line along the wings, tiny tailfins and jet-themed circular rear lights.

First seen in 1953 on an Alfa Romeo 1900 chassis, the Supersonic form was applied to various other chassis, including the Jaguar XK120 in 1954. Three XK120 Supersonics were built, two for the Jaguar importer in Paris and a third for a Swiss owner.

Ghia's Jaguar Supersonic was displayed to great acclaim at the 1954 London and Paris Shows, while a concours event in Cannes brought all three examples together for the first and only time. While the whereabouts of two cars are currently known, all trace of the third, Swiss car has been lost.



11



12

12 ELVA-BMW GT160 (FISSORE/FIORE)

British car company Elva was owned by Trojan, which had an Italian connection as the



13

UK importer of Lambretta scooters. In 1964, Trojan hatched a plan for a new Elva mid-engined sports car with an Italian twist.

Carrozzeria Fissore was chosen to build the new car, although it was actually styled by an Englishman – Trevor Fiore, aged 27 at the time – but his mother was Italian and he worked extensively in Turin.

The Elva-BMW GT160 was extremely low at just 40 inches (1016mm) high. The nose was almost shovel-shaped and featured novel swivelling headlamps, while the rear roofline swooped elegantly down to the tail. The *Daily Mail* even described it as “the most beautiful car in the world”.

Fissore made the aluminium bodywork on an Elva Mk7S racing chassis with a tuned BMW 1800 engine mounted amidships (one of the three examples made was later fitted with a 3.5-litre Buick V8). The GT160 even raced at Le Mans in 1965.

13 JENSEN INTERCEPTOR & FF (TOURING/VIGNALE)

When Jensen came to replace its peculiar C-V8, it got Carrozzeria Touring to create a shapely, handsome two-door fastback. Sadly by this stage the Italian company was on its last legs, so Vignale actually built the prototype in 1966, altering Touring’s design in small areas but keeping the most striking aspect intact: the novel curved ‘fishbowl’ glass hatchback.

Initially, Vignale built the steel bodies in Turin but concerns over poor quality brought this arrangement to an end after just 60 or so cars had been built. Jensen repatriated the tooling back to the UK.

Received to widespread acclaim, the new Interceptor catapulted Jensen from relative obscurity to star status. Despite a premium price – higher than an Aston Martin DB6 – it sold very well, over 1000 finding customers

in the first three years. Its 325hp 6.3-litre Chrysler V8 engine gave it excellent performance: 135mph top speed and 0-60mph in 7.3 seconds. That got even better with a switch to 7.2 litres and 385hp, and better still with the four-wheel drive FF. Well over 6000 Interceptors had been made by the time production ceased in 1976, plus a further 320 FFs.

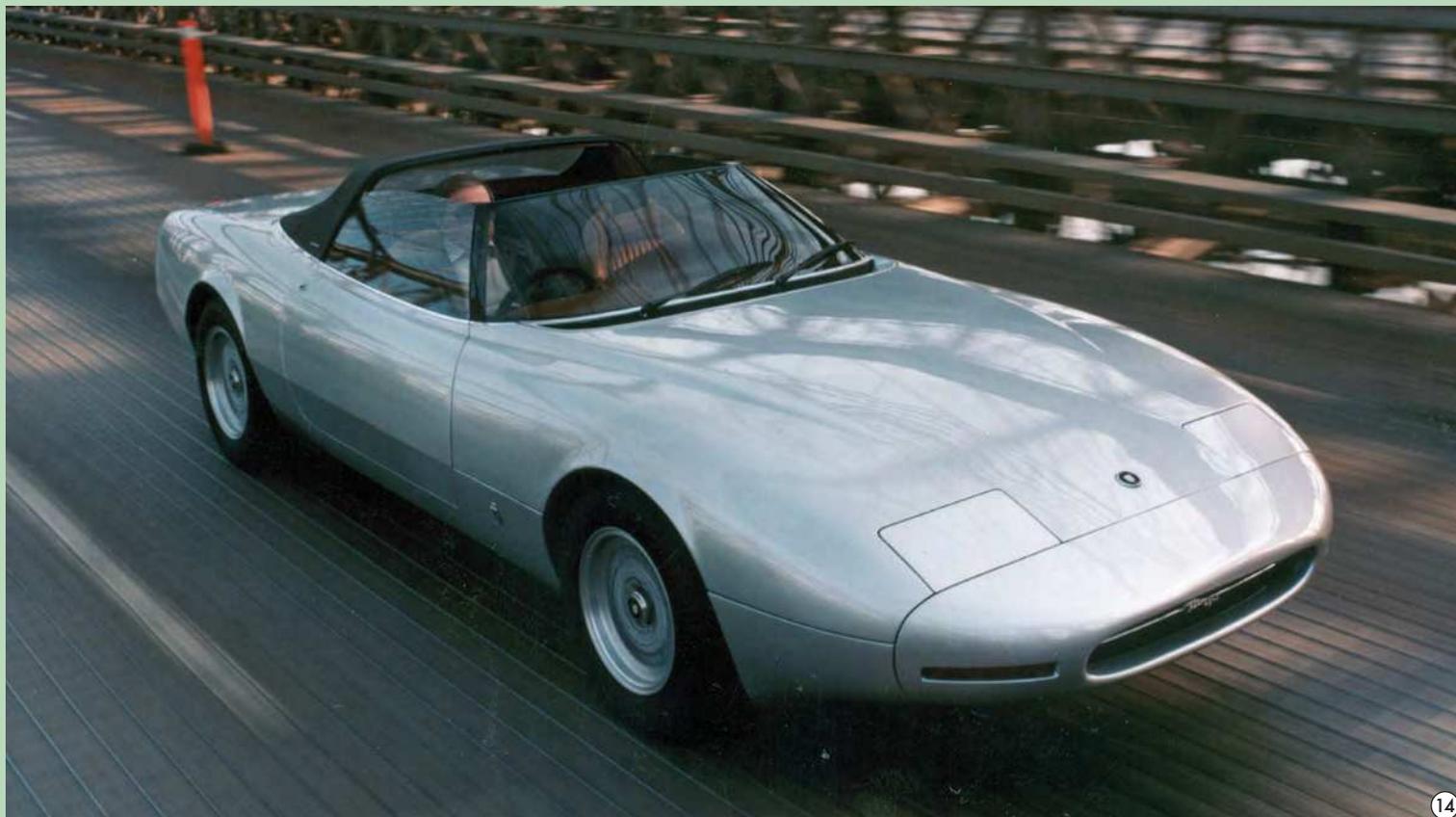
14 JAGUAR XJ SPIDER (PININFARINA)

Jaguar killed off its iconic E-Type in 1975 in favour of the XJ-S. Starved of a true sports car, various companies designed ‘new’ E-Types, including Pininfarina. Jaguar played along by supplying the Italian company with an XJ-S V12 development mule in 1978.

The XJ Spider’s styling was a joint effort by Leonardo Fioravanti, Sergio Pininfarina and Renzo Carli. The oval-shaped front air intake



13



14



15

clearly referenced the Jaguar E-Type, as did the curvaceous profile, while pop-up double headlights were skilfully integrated into the front end. The XJ Spider was shorter, wider and lower than the donor XJ-S and very aerodynamic (Cd 0.36).

On its debut in October 1978, *Car* magazine called it: "The Jaguar the world's been waiting for". Jaguar did consider the XJ Spider for production, but sadly that never happened. Undoubtedly Pininfarina's XJ Spider influenced Jaguar's design own team for its 'F-Type' project of the 1980s – which also never saw production.

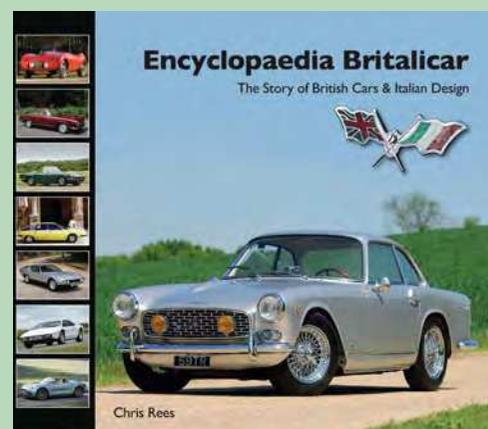
15 LOTUS ELAN SS FASTBACK (FRUA)

The Lotus Elan's backbone chassis was surely the ideal basis for coachbuilt sports

cars, but only Pietro Frua ever took the plunge. And what a superb effort his Elan SS Fastback of 1964 was.

Lotus despatched a chassis to Frua, whose new coupe body was highly successful. The low nose with cowled headlamps, appealing glasshouse, vented rear quarter panels and slender bumpers lent the car an exotic feel, echoing elements of the Maserati Mistral. Its most striking aspect was a fastback rear end with an opening glass tailgate.

Frua's two-seat coupe was realised in a mixture of steel and aluminium, a lightweight approach that kept weight down to pretty much the same as Lotus' own Elan. At its debut at Geneva in March 1964, plans for a production run were announced but sadly this never happened. The red-painted show car remained unique. 



EXTRA READING...

For lots more about the extraordinary partnership between the British car industry and Italian design, our editor has written a new book called *Encyclopaedia Britalicar: The Story of British Cars & Italian Design*. It reveals the full stories behind the diverse and fascinating links between the UK and Italy. Over 40 British marques are included, from AC to Wolseley, and from major names like Jaguar down to smaller operations such as Jensen, TVR, Elva and Gordon-Keeble. These are matched by more than 40 Italian *carrozzerie*, from Allemano to Zagato. The price is £48 and you can order your copy from quillerprint.co.uk



15

AUTO ITALIA EVENT DATES 2022

ITALIAN CAR DAY – SATURDAY 30TH APRIL

We are pleased to announce that in 2022 we are back to our usual early spring date. Be prepared for an eye-opening variety of Italian machinery on static display and in action on the Mercedes-Benz World track and up the famous Test Hill.

Tickets are on sale on the Brooklands Museum website.

Please pre-book tickets for the event.

For information on taking part on the **Test Hill** please email phil@auto-italia.co.uk.

www.brooklandsmuseum.com

PRESCOTT ITALIA WITH AUTO ITALIA – SUNDAY 22ND MAY

We are again teaming up with Prescott Hill Climb to run the second Prescott Italia event. Along with a plethora of fine Italian machinery there will also be Italian food available to add to the atmosphere.

Further information to follow on social media but to book tickets and purchase non-competitive runs up the Hill head to:

www.prescotthillclimb.co.uk

NORTHERN ITALIAN CAR DAY AT RABY CASTLE – SATURDAY 9TH JULY

This fabulous location is proving to be an ideal venue for Italian car owners in the North East and North West of England, as well as Scotland – with many cars travelling from the south, too. With the castle open this year (tickets sold separately) it is a fantastic addition to our calendar.

Tickets will be on sale through the Raby website nearer the date.

Please pre-book your tickets for this event. Tickets for the Castle can be purchased at the same time.

www.raby.co.uk

AUTUMN MOTORSPORT SUNDAY – SUNDAY 9TH OCTOBER

Having lost this event in 2021 due to the pandemic we are pleased to announce its return in 2022. All makes of car welcome under the motorsport banner. Tickets are on sale through the Brooklands Museum website.

Please pre-book tickets for this event.

www.brooklandsmuseum.com

ALL DATES SUBJECT TO CHANGE



Pura Pleasure

What would a 1980s sports car have been like with radical carbonfibre construction, Alfa Romeo turbo power and racing push-rod suspension? We drive the one and only Michelotti Pura prototype to find out

Story by Aaron McKay
Images by Gregory Owain

By its diminutive shape and innocent eyes, it could easily be mistaken for a Japanese 'Kei' microcar with a 660cc, 64hp engine. It does have a Japanese connection but it's very much not a Kei car: instead it has an Alfa Romeo 75 Turbo engine. Getting inside the 3560mm long, remarkably low car – just 1300mm tall – you have to overcome a wide carbonfibre sill to reach a seat that seems hardly more than an inch off the ground. Right hand on the rollover bar, right foot in, then left hand on the rollover bar and twist, lowering yourself into the snug seat.

This is clearly a car that means business. The next indication is the dominant tachometer, positioned so that the redline is at the 12 o'clock position. Then you fire up the engine and any idea that this is a cute puppy dog flies out of the window. It growls and burbles with savage intent, with a tone closer to a race car than a titchy Japanese plaything. As you set off, the turbo whistles and echoes through the exhaust with each prod of the throttle.

This is the Michelotti Pura. There are many remarkable features about it, which made it something of a sensation at the 1988 Turin Motor Show and, today, make it a part of sports car history. Built around a pioneering carbonfibre-and-aluminium honeycomb tub, the Pura mounts its 1779cc four-cylinder, turbocharged Alfa 75 engine longitudinally behind the seats. At 0.5bar of boost, it produces 155hp at







5800rpm and 167lb ft of torque at 2600rpm; raise the boost and a lot more power can be unleashed. The same ZF five-speed gearbox as used in the Lancia Rally 037 is bolted directly to the rear of the engine, with a 25% limited-slip differential hooking up the rear wheels. There's double wishbone suspension all round, using horizontal push-rod spring/damper units braced by subframes front and rear. It weighs just 650kg. The spec says race car, but it was in fact designed to be a production reality for the road.

Carrozzeria Giovanni Michelotti – by the 1980s led by Giovanni's son Edgardo – ensured that technological advances in motor racing could be applied to a road car. This was very much a collaborative project, with Michelotti's Japanese designer Tateo Uchida primarily responsible for the design, while Mario Colucci (co-founder of Nova-Progetti) pursued the engineering challenges with the help of Alba-Tech (another specialist company run by Giorgio Stirano of F1 engineering fame). The Pura was unquestionably well ahead of its time. The racing components were put together with clever solutions like metal fillets protecting the honeycomb panels and deformable sections in the subframes fulfilling safety and ease-of-repair requirements. In fact, the only notable safety test the Pura wouldn't have met was the US bumper one. Just seven months after the idea was first put forward, the Pura rolled out at the 1988 Turin Show as a virtually production-ready model. It would continue the show rounds over the next couple of years.

Although its planned price of £25,000 was low compared with a £44,000 Lamborghini Jalpa, it was still twice that of a Toyota MR2. The hoped for 500-1000 units never got off the ground. Michelotti would ultimately close shop in 1993, just as the sports car market was finally heating up. Still, as a study of what could be achieved in 1988 and how quickly a new car design could be put together in production-ready form, the Pura was remarkable. Looking at it today – a miniature exotic with real, Italian racing pedigree – it's difficult to understand who wouldn't want a go. Shame there was only ever one prototype.

Fortunately we're in that one prototype today, and on the flat roads of Roero in the north-west of Italy, it responds to the throttle like a race car, with its snarling engine winding up the revs with an insatiable appetite. Get past the reverse dogleg first gear and into second, I find that the easiest way to work the super-fast (1.25 turns lock-to-lock) steering rack, heavy throw gearbox and sharp pedal box is, quite simply, to gun it. With the revs up, the gears simply fall into place and the front end darts with your every thought of a direction change. The only worry is that the Pura is outrageously fast. Even with its aggressively short-ratio gearbox, feeding its addiction to rev tempts the speedo up to big speeds. Fun, but then you remember that this is a one-off.

Good job the brakes are strong. Lifted from the front of an Alfa Romeo 75, they're ventilated discs all round using alloy callipers on bespoke hubs. Back in third gear, I've got another straight ahead of me and the turbo willing me on. A flex of the throttle leads another rush of turbocharged acceleration that catapults the car forwards in a blur of motion and wild gestures of the tachometer as we pick up fourth gear. The noise of the engine almost completely drowns out



Radical design underpinned by pioneering carbonfibre honeycomb chassis, push-rod suspension, transaxle

the tick and ping of little stones flicking up at the tub and into the wheelarches.

I'm also getting used to the Pura's uncompromisingly firm ride. It's clear that the damping is good, maintaining fine control even when the exceptionally tight, short-travel springs refuse to yield over bumps in the road. What's truly remarkable is how rigid the Pura's body feels; even when large bumps send the car partially airborne, there is not a tremor or crash to be felt or heard. It simply skips, lands and continues unperturbed.

Still, I'm worn out after just half an hour of flying along a relatively simple road in the flatlands. Despite the generous ventilation afforded by the slide-back polycarbonate canopy, I have to wipe the sweat off my brow as I contort myself out of the seat and back into reality.

Parked up at the foot of a hill for some photos, I take the opportunity to enjoy the Pura's details. The car looks at you with innocent Fiat 127 headlights as if it has no recollection of the savagery deployed just

moments ago (the lights would have been swapped for pop-ups if the car had made production). Looked at dead on, there is a flavour of motorsport about it, particularly with its wide, gaping intakes for the two intercoolers up front. From the front three-quarter angle, its wide front end pinches in just behind the front axle, presenting a carbonfibre sill section that leads up to the rear deck. The rounded polycarbonate canopy seems to be moulded like an egg into all of this, sitting a little high in the otherwise low, flat bodywork. At the rear it's flatter still, where the canopy cuts off sharply, like a spoiler – an aerodynamic theme continued with the wraparound engine cover that can also be popped up for extra airflow. A thin strip containing Fiat Ritmo rear lights is a mere punctuation mark before the eye is drawn to the gearbox partially shrouded by the end of the Pura's ground-effect undertrays.

The clamshell canopy is very light and slides along its rails with ease. It's reassuring to know that both the windscreen and rear roll-over hoops are built to



withstand the Pura's full weight. The seat, made of glassfibre and trimmed in Lippen leather, is firm and supportive. Once inside you notice the exposed carbonfibre of the dashboard, broken up occasionally by plastic switchgear and air vents, and there's a retrofit speedometer sitting on top. Carpet trims the sides of the footwells, with austere rubber mats lining the floors – again, very much a race car dressed as a road car.

One last blast, this time up the hill towards owner Tony Calo's house. The rough tarmac here is discouraging at first, but once committed the Pura powers forwards with confidence. A single move of the steering wheel sends the nose diving into the first hairpin, quickly followed by a bootful of throttle to spin up the turbo in second gear for the exit. It scampers round and up to the next hairpin, and I think I've found the perfect use for the Pura: it's a hillclimber. The road opens up with a sweeping section begging for a nudge into third. The engine blasts and echoes against the walls, drawing neighbours' prying eyes. I ease off and let the car and local tempers cool. With the canopy in place for this last run, I'm also heated up, particularly since the air-conditioning isn't installed.

Curious, shocking and, at times, worrying, the Pura is above all grin-inducing. Its racing car roots simply demand you drive it faster and faster, and it gets better and better. Its spirit and technological make-up predated cars like Lotus Elise, Renault Sport Spider and Alfa Romeo 4C. The grin might have been reproduced but, sadly, the Pura never was. 🇮🇹

TECHNICAL SPECIFICATIONS

MICHELOTTI PURA

ENGINE:	Alfa Romeo 1779cc 4-cyl turbo
MAX POWER:	155hp at 5800rpm
MAX TORQUE:	226Nm (167lb ft) at 2600rpm
TRANSMISSION:	5-speed transaxle
TYRES:	205/50 R15
DIMENSIONS:	3560mm (L), 1300mm (H)
WEIGHT:	650kg
MAX SPEED:	140mph
0-62MPH:	6.0sec



Canopy slides back to allow entry and provide open-air feeling in motion. Feels raw, exciting to drive



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

ADVERTISEMENT INDEX

Abarth Exhausts	92	HRDC Racing Challenge	83
Alex Jupe Motorsport	95	Italia Tec Ltd	95
Alfa Restorations	73	Maranello	23
Alfanatics	95	Monza Sport	02
Alfaworks	19	Omicron	73
Simply Italian at Beaulieu	17	Originale Italiano	99
Autofficina	100	OMP - YB Racing	95
Avanti Motorsport	95	R Proietti	73
Berni Motori Track Day	57	Prescott Italia	11
FCA Heritage	04	Red Bay Cars	09
FCCS	95	Superformance	41
Ferrari Financial Services	31	Totally Alfa	17
Hawk Cars	09	Turin Motors	95



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

PREVIEW: Auto Italia Italian Car Day, Brooklands

Auto Italia's highly anticipated Italian Car Day returns to its spring slot for 2022. The date is Saturday 30 April – the venue is Brooklands Museum, Weybridge, Surrey, KT13 0SL

We're back! It seems like only a few weeks since our rescheduled Italian Car Day at Brooklands last October, but 30 April sees the welcome return of the biggest, longest-running and best Italian Car Day in the UK.

This event will be, for many people, the show season opener. And what a place to do it – the famous site of Brooklands Museum in Surrey. Regular visitors will notice a few changes this year. The square directly in front of the clubhouse is a newly laid-out 'breakout' area. Here is where you will find a host of traders, with more traders in the pit lane garages and surrounding areas.

Our main Italian car display area is therefore moving a short hop from its usual position outside the clubhouse to the Campbell car park – which we are renaming the Nuvolari Paddock for the day.

We are inviting 30 special cars to display in this new area. Expect to see some truly special cars on show – already confirmed are Jane Weitzman's amazing green Lamborghini Miura, De Tomaso Mangusta,

Ferrari 250 Lusso, Ferrari 250 Drogo, Abarth 124 Spider works rally car, Alfa 8C, Morettis and more. If you have a special car you'd like to enter in the Nuvolari Paddock, please email michael@auto-italia.co.uk with images and details for consideration by the events committee. All cars in the Nuvolari Paddock will receive a commemorative sticker for their windscreen.

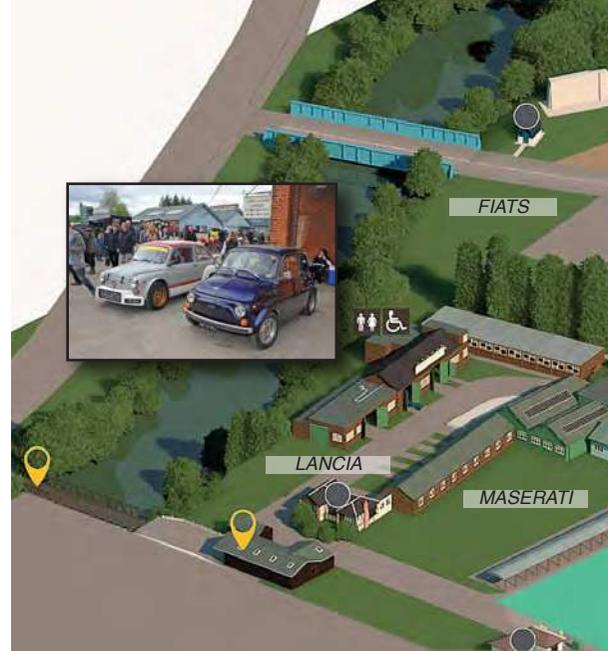
The ever-enthusiastic Drivers' Union will have a spectacular display of cars in front of the railings outside the clubhouse, near the bottom of the test hill. Judging by last year's display, it looks like it's going to be colourful!

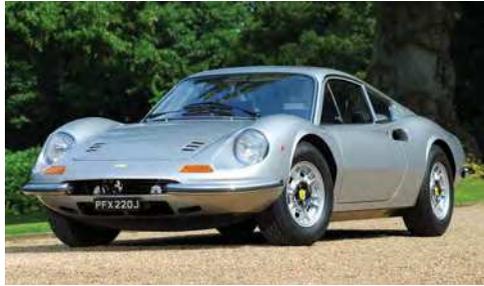
As ever, we will be running spectacular demo laps around the Mercedes-Benz World track at lunchtime, with a Parc Fermé area in front of the main hangar. All demo lap entrants need to sign up in advance and make sure they attend the relevant safety briefing. This also applies to demonstration runs up the test hill – for more information on taking part, please email phil@auto-italia.co.uk.

We strongly advise pre-booking tickets at a reduced rate for the event – tickets are on sale now at www.brooklandsmuseum.com.



ONE-HOUR TRACK DEMO AT MERCEDES-BENZ WORLD





HISTORIC BANKED CIRCUIT



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

ALFA ROMEO 159 3.2 JTS Q4

BRIAN MOYLE

Although I doubt Alfa would ever acknowledge the 3.2 JTS engine as being a failure, I don't think they realised just how close they were to having a superb engine – in my mind, one that could well match the Busso V6. The Busso is unquestionably one of the greatest V6 engines in the world but the quality of the 3.2 JTS casting is superb and incredibly strong. I have never seen an engine which has its crankshaft 'buried' and braced within as well as this one. But there are many more little niceties which became lost due to the most glaring, yet so easily addressed, issues.

My background is best described as a Prototype Engineer and had my engine not failed, it may well have been that I would never have undertaken my journey to make many modifications to the V6. Each area was analysed in isolation, yet with an eye to how they affected other aspects of the engine's performance.

Being a long-time Alfa owner – I've continuously had exclusively Alfas since the early 1970s – the reputation of the 159 and in particular the 3.2 JTS ran counter to every other Alfa I have owned. I tested a front-wheel drive 159 with the 3.2 JTS engine and left bitterly disappointed and swore I would never buy one. That was until I saw and



drove my Q4 version. The engine had 112,000 miles but everything else, to me, just seemed to have a build quality never seen before. It came with a very low price tag of £3000 and had just had all chains, tensioners and guides replaced.

Fortunately for me, but unfortunately for a carpenter friend, he wrecked his Brera engine at 40,000 miles so I gave him a couple of hundred quid for it and this enabled me to make a start on engine mods without touching the 159.

My first port of call was the lubrication system, which led to me designing what I call my 'Closed Loop Lubrication System' (CLLS). Essentially the main oil gallery feeds the various components sequentially from the output of the cooler/filter module, but

unfortunately there are three restrictions affecting the front bank, four affecting the rear bank and five in total affecting the rear bank cylinder head. I developed an external CLLS, which greatly assisted oil flow and pressure maintenance, particularly for the timing chains. It carries oil directly from the output of the cooler/filter module to the lower primary chain tensioner. The system works extremely well and balances up the feed to the VVT systems in both cylinder heads.

Sadly the engine failed at Bruntingthorpe. What I had not accounted for was the rate of drain of oil from the sump at sustained high revs. The engine was designed around a 4-litre capacity, with 1.8 litres in circulation, compounded by a very slow rate of return of oil from the engine to the sump. With a high oil pick-up in the sump and no swage plates to prevent surge, the result was oil starvation.

My choices were to either abandon the car for parts or rebuild the Brera engine. I chose to rebuild. The Brera engine was fully balanced and rebuilt by Scholar Engines and installed by Fast Test of Stowmarket, who did a brilliant job.

The engine sports Autodelta Headers, Supersprint sports cat, Colombo Bariani special camshafts, my CLLS system and modifications to the VVT solenoid valves. All replacement components are new and I modified the rear bank exhaust camshaft position sensor. It was only after some time doing trials that I realised the standard JTS MAF was no longer suitable and subsequently fitted one from a Porsche 911 Turbo. In the





course of tests, I managed to strip four new 235/40 18 P Zero tyres over about 3000 miles – no top speeds, just acceleration testing.

There are various other issues I addressed but too numerous to include here. I still need to attend to the cosmetics and a few incidental matters. But money has been spent on the important issues, not least a completely new clutch, compressor, radiator and so on.

The \$64,000 question is, I suppose, how does it perform? Well it is still the same car but the engine is magical. Noisy, given the exhaust system, but it sounds as delightful on the overrun as it does on acceleration. Bottom-end torque is just colossal – just over 1000rpm in sixth gear is no problem for this engine – and revs climb seamlessly. The brakes are no longer up to the job as the Colombo Bariani camshafts have introduced such a healthy positive valve overlap that the

engine can no longer be relied upon to add braking force on lift-off.

The drag the engine had on the transmission system has been freed: when lifting off, it results in delightful first and second gear changes. And no popping from the exhaust pipes (for some obscure reason, the kind that people seem to associate with performance cars) – lost energy I call it.

The performance improvement has, however, been too much for the Alfa back boxes, which just can't handle the gas velocity. And the Ascari sports boxes just rattle apart. I intend to invest in a pair of Supersprint boxes when all else is done.

A particularly annoying trait of a standard 159 is the droning, typically at 2500rpm. Well, the combination of the Supersprint cat and stainless steel centre section, plus the CB cams and Autodelta headers, have consigned that to history. One can once

again listen to the glorious sound of an Alfa engine. It is, however, quiet despite all the modifications. This I think is the influence of the build quality and sound deadening techniques Alfa used. I still get a childish kick out of winding the windows down to listen to that glorious exhaust sound.

Power level? Somewhere north of 300hp and my prediction is somewhere between 315hp and 320hp. A dyno run will confirm that later. But she does feel like a car that is 300kg lighter.

The 3.2 JTS engine is, despite the bulk it has to shift, nothing short of superb. In every respect it is deserving of a better reputation than it has garnered. Much, much more research has gone into this engine but I fear it will be to no avail: its reputation remains in the same league as the Arna and go. However for me, it is a fabulous engine and deserves better than that.





Lamborghini: At the Cutting Edge of Design
By Gautam Sen
Dalton Watson Fine Books
£202.50

This is without doubt our book of the month: a sumptuously produced two-volume slipcase set dedicated to the entire history of Lamborghini design. While some have unkindly characterised Lamborghini's engineering as a tractor maker among supercars, its styling has always been right at the cutting edge.

This new book doesn't ignore the technical part of the equation (for instance, there's a previously unpublished

interview with engineer Paolo Stanzani) but the focus is very much on the exceptional designs for which Lamborghini has always been famous.

Franco Scaglione's 'origin story' 350 GTV – beautifully presented in this book – sets the tone. There are chapters profiling the work of Scaglione, Touring, Bertone and Gandini, as well as interviews with later designers like Luc Donckerwolke, Walter de Silva, Filippo Perini and Mitja Borkert. The thorny subject of who precisely designed the Miura is treated with due consideration.

There were some big



design missteps along the way (thanks goodness the first Espada prototype never made production) but among many highlights of this book are alternative Urraco sketches, a sensational Countach painting by Fausto Boscarol (who worked alongside Gandini at Bertone) and evolutionary Diablo models by Gandini.

Volume 1 covers everything up to the Countach, while Volume 2 takes up the reins from the Silhouette right up to the just-announced Countach LPI 800-4. It's not only production models that are covered – you know, Miura, Espada, Countach, Diablo, LM002 – but concept cars and prototypes, too. As well as a full run-down of motor show one-offs like the Marzal, Bravo, Cheetah and Athos, there's lots of material about prototypes that remained unseen. The chapter on "Aborted Projects from the 1990s" throws up some fascinating oddities like a proto-Urus by Gandini and the P143 (covered in *Auto Italia* in June 2020).

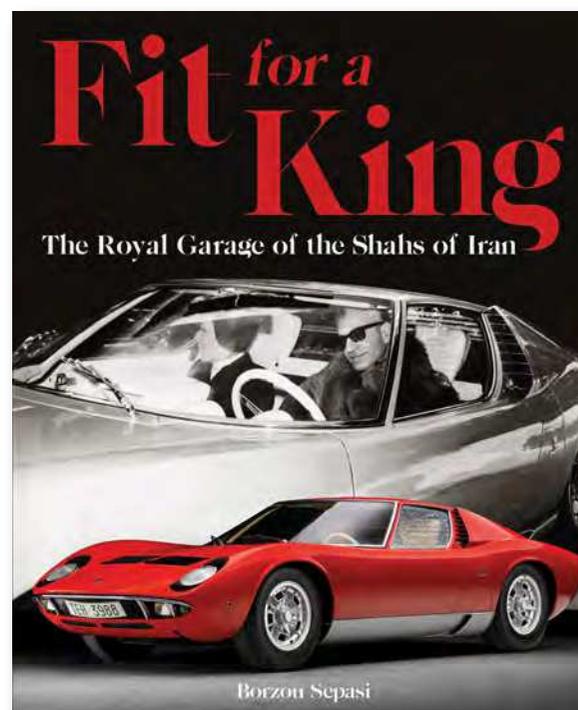
This is a lavish publication indeed, consisting of 784 pages and 1070 images, including four fold-outs. As you'd expect, production values are very high. The choice of some period black-and-white imagery in a sea of

eye-popping colour – and since this Lamborghini, there's a lot of bright tangerine and lime – may seem strange but they lend the book an authentic feel (Ferruccio chain-smoking fags, for instance). My only mild gripe is that the publisher has chosen to use American-English throughout.

especially the last Shah of Iran, Mohammad Reza Shah Pahlavi – were lovers of exotic cars; American, British and Italian above all.

You might think this would be a small book, but far from it. It's enormous, comprising 564 pages and 1046 images. It's also got the production standards that its royal theme demands, with sumptuous paper quality and image reproduction. Of course, many images are of necessity a bit grainy but we applaud the completist ethos of the author, an Iranian national who has spent 20 years researching his subject.

The story begins in 1900 and there's plenty of early machinery to drool



Fit for a King: The Royal Garage of the Shahs of Iran
By Borzou Sepasi
Dalton Watson Fine Books
£121.50

The Lamborghini Miura on the cover of this new book tells you why this apparently non-Italian book is getting a review in *Auto Italia*. The Iranian royal family – and

over, but it's the post-war stuff that holds most interest. Ferraris that the Shah owned included the 410 Superamerica, 500 Superfast, 330 GT 2+2, 365 GT4 2+2 and 365 GT4 BB.

Lamborghini was favoured more, however, with the Shah becoming an early adopter of the Miura. He had no fewer than five of them,





including the famous souped-up SVJ of 1971, which is pictured and covered in detail in the book. The Shah's son, the Crown Prince, graduated to the Countach LP400 in 1976.

Maserati was another favoured marque, with the 1959 Touring-bodied 5000GT he ordered even coming to be known as the 'Shah of Persia' (as echoed recently with Touring's Scia di Persia model). The Ghibli and Indy were two other Maseratis owned by the royals. Surprisingly, the Shah also ordered a Michelotti Fiat 850 Shellette beach car in the late 1960s.

The book reads a lot like a 'life and times' book about the royal family with cars as the centrepieces, and although it does include historical events – chief

among them the 1979 revolution and the end of monarchical rule – it sometimes skirts around awkward political topics.

There's a vehicle index listing chassis numbers with notes of ownership and usage, an alphabetical guide to the fates of each of the cars after the 1979 revolution and an appendix with other vehicles of the Royal Garage.

All'inseguimento dei Malfattori: Storia della Motorizzazione della Polizia
By Paolo Masotti
Ufficio Storia della Polizia di Stato
€40

That's a hell of a title, isn't it? It simply means 'Chasing Bad Guys: the Story of Police Vehicles' and is a new book published by the

Historical Office of the State Police. Author Paolo Masotti is a motoring expert and his coverage of police vehicles through the ages is meticulous and thorough. And we do mean 'vehicles', since as well as cars, there are motorbikes, vans, trucks, skidoos and even tanks in here. This is a very large volume at 512 pages in

Romeo 90, Rayton Fissore Magnum, Fiat Panda 4x4 and Lancia Dedra. There is of course a section devoted to the 1962 Ferrari 250 GTE 2+2 that was famously piloted by Armando Spatafora in Rome. Lamborghini also got involved with the Italian police with a Gallardo LP560-4 and then a Huracán.



all. Since the text is in Italian only, English speakers may struggle to get the full experience, but the images – some 850 in all – are what really make it.

Fiats are a constant theme throughout, naturally, but it is Alfa Romeo that looms largest, since the police force chose Alfas first and foremost for its patrol and pursuit vehicles. Early purchases included Alfa Romeo 1900s modified by coachbuilder Colli and the Alfa Matta 4x4. With the Giulietta Berlina from 1955 – over 1000 of which were bought by the police – things really got into their stride, followed by the seminal Giulia Berlina, of which over 5000 saw service from 1963 to 1977. The Alfetta followed it, then the Giulietta 116, 75, 155, 156, 159 and current Giulia. All are presented in detail in the book.

Less well-known police vehicles include the Alfa 2600 Sprint, Lancia Flaminia Berlina, Alfa F12, Fiat 125 van, Alfasud, Alfa

For now, you will need to contact the author Paolo Masotti direct to obtain a copy – you can find him on Facebook.

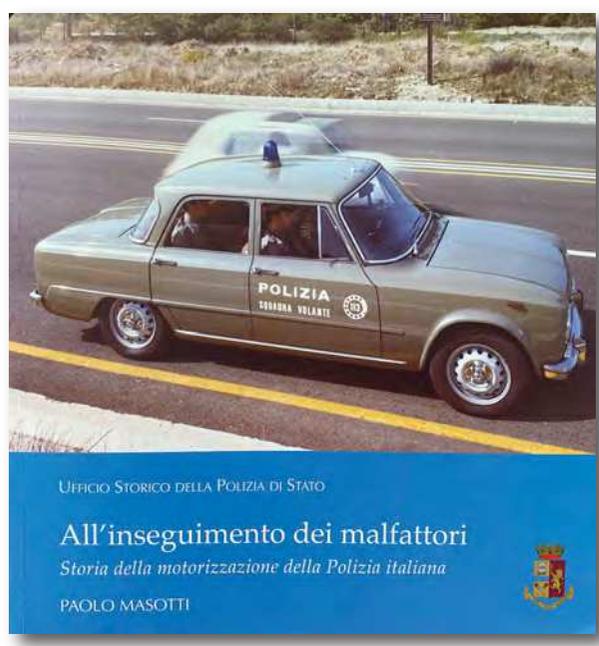
The Trio of the Bull & How It All Started
By Maria Cristina Guizzardi
Via Modena
€39

This is a little gem of a book – albeit utterly unlike any other Lamborghini publication. The 179-page softback is written in both Italian and English by Maria Cristina Guizzardi, who worked at Lamborghini for many years.

First thing to say is that title is perhaps misleading. It suggests the book is all about Enzo Moruzzi, Ubaldo Sgarzi and Paolo Stanzani – only the latter of which British readers are likely to have heard of – but in reality only a few pages are given over to these early figures in Lamborghini's tale (Sgarzi was sales manager from 1963 to 1991, Moruzzi was an administrator from 1966 to 2004 and Stanzani was head engineer from 1963 to 1975).

Real nuggets of gold are scattered throughout the book. The author's approach is to publish interviews with, and letters from, some of the key insiders at Lamborghini from its days as a tractor manufacturer up until around the time of the Countach. Interview highlights include Giotto Bizzarrini, Franco Scaglione's daughter Giovanna, and Tonino Lamborghini.

At times the approach is somewhat scattergun but it's insightful and authentic in every sense. However, don't expect high production values, slick text or copious illustrations. This is more of a sourcebook and scrapbook presenting an insider's view of Sant'Agata's finest. If you want a copy, you'll have to hunt one down, especially as just 150 are being printed.



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



TARGA HIGH COUNTRY

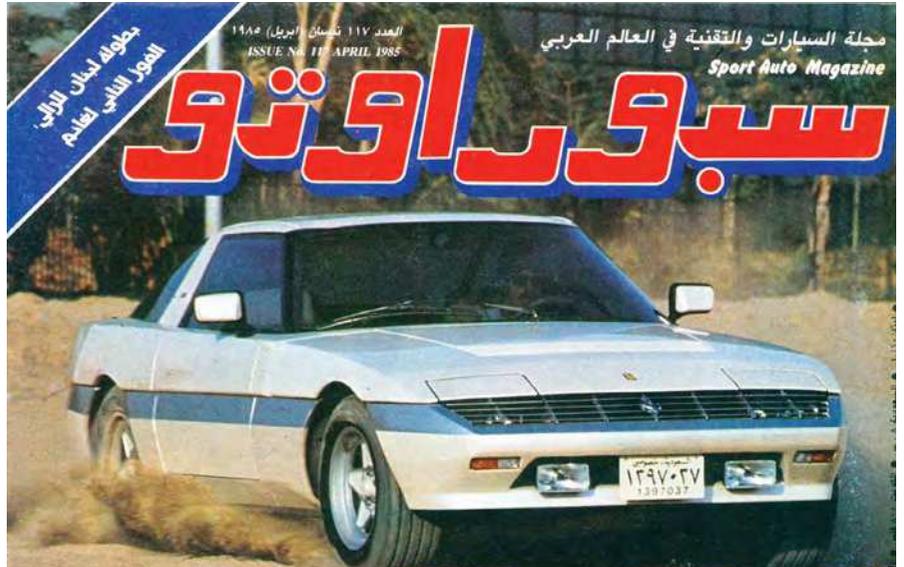
We recently enjoyed the three-day Targa High Country (THC) event about three hours north of Melbourne. I was servicing the BOI Performance Fiat 131 in the Classic Handicap category – the only Fiat on the event, although an interesting new entry was a Lancia Stratos in Classic GT.

I am pleased to say that the 131 placed second in very hot weather; it's summer time here. The 131 is a true classic, built in 1975, and we are using Weber carbs and a distributor. The classic winner was a 1989 BMW with a 3.0-litre injected and ECU'd engine that was far less affected by

the 1800-metre elevation on Mt Buller. The Lancia Stratos, being a recently built car, was troubled by a few problems during the event, including overheating on the Friday and fuel feed problems on the final day.

Following the tragic 2020 Targa Tasmania event, the maximum speed allowed has been reduced to 200km/h, not popular for the cars that can easily exceed that. Regardless, there were still many cars that retired because of crashes or breakdowns. First retirement was probably the Porsche that was upside down on Stage 1, day one, less than one kilometre from the start line!

Bill Freame, Australia



MEERA OF ARABIA

The Ferrari Meera S feature (*Auto Italia* April 2022) was special not only due to the exclusivity of the car, but also because not many motoring publications have ever written about it.

As the car was first commissioned by Saudi royalty, it was the subject of a test drive in an Arab motor magazine called *Sport Auto* in Saudi Arabia when it was (almost) new in the April 1985 issue. The magazine publishers loved the car so much they made it the cover star, where you can see it driven at speed, kicking up dust!

This article is special in many ways. *Sport Auto* was the first (and only) to introduce Arab readers to the Michelotti-modified Ferrari. It includes the only photos of the Meera while sporting the original KSA registration plates. It also corroborates many of the facts you

mentioned, such as having Tateo Uchida as co-designer, technical specifications, the exposed circuits and diodes in the transparent dashboard (so hard to read in dark, according to *Sport Auto*) and the rear-view video camera. One photo showed this camera hanging on the top right corner of the rear screen, very reminiscent of CCTV cameras used in banks in the 1980s!

The last paragraph in the *Sport Auto* article might help add to ownership timeline and value. It translates: "For the record, this car is a one-off, and ended up in Jeddah, Saudi Arabia, where it was sold for one million Saudi Riyals. However, it is now up for sale for 400,000 SAR."

Mohammad Ayyad, Jerusalem

OF ABARTH & LANCIA

It was with some interest that I noticed a couple of items in the February edition of *Auto Italia*.

Firstly, in the article concerning his Abarth Monomille Coupe, Steve Carter mentions its price versus the E-Type Jaguar. In the very late 1960s, I worked as a mechanic at Radbourne Racing under the sadly late but great Geoff Anstead, a lovely guy to work for.

Radbourne was constantly chided by Abarth about the lack of sales in the UK. The main cause was their high price. An Abarth 850TC, which was basically a tuned and fettled Fiat 600, was almost the same price as an E-Type Jaguar. As was pointed out to me, if you were going to take a young lady out in the hope of 'progressing further', which car would be the more impressive? Me? I would *much* prefer the Abarth, which probably explains a lot!

The second item that caught my eye was the comment by Stefano Donato concerning Lancia 'over-engineering', to wit, the design of the rear brakes. I did my

apprenticeship on Mercedes-Benz, and then later in life helped set-up two Benz dealerships from scratch in East Anglia. Mercedes used this design of the handbrake being a small drum brake inside the hub of the rear discs ever in the 1960s and was still using it when I stopped being involved with Mercedes in 2014. This was a much better and more effective design of hand/parking brake than the normal British system of an extra linkage in the rear callipers. I don't think that Lancia was 'over-engineering' in this instance, but using *intelligent* engineering. From a purely engineering point of view, it would be interesting to find out where this particular design of handbrake emanated from.

Tom Montagu

A FOR AFFORDABLE

Just want to say how much I enjoyed the latest April 2022 edition. Obviously your magazine caters for all tastes including new cars, supercars and classic cars. Personally, I love any article on more affordable classics (£10k to £15k), so I particularly enjoyed the two articles on Tiny Turbos and the Alfa Alfetta. Being a lover of older Italian cars for years, I can't believe how I haven't really noticed the Alfetta.

Having read

your article on them, I can now see what a great car it is now as a classic and would have been as a new car when first introduced. Must get one! Keep up the good work.

Franco Campanella



CIZETA MUSINGS

The *Auto Italia* radar, I'm sure, detected that Antonio Mandelli has announced the revival of the Cizeta name, with what is tantamount to a new car, but still centred on that unique V16 engine. In the definitive book on the Cizeta cars by Brian Wiklem it is explained that, rather as Dauer bought Bugatti EB110 stock, Mr Mandelli did the same with Cizeta Automobili some time ago, to develop his own modified version, formerly known as the Mandelli Monza.

This *Auto Italia* reader noticed the repeat of one fact that was refuted by Mr Wiklem, that it was Giorgio Moroder's investment which turned Claudio Zampolli into an independent

manufacturer. In fact the author alleges activity had been underway a year already, for Sylvester Stallone was the wealthy friend originally enthused by the talented Zampolli to back his enterprise.

The famous actor was a customer of his, very into Lamborghini supercars at the time, evinced by the Jalpa in 1985's *Rocky IV*. It seems he moved on from Cizeta when the Mimrans asked him about becoming involved in Lamborghini affairs instead.

Consequently, the V16 engine already existed and was secretly being road tested by Mr Zampolli in a cut-and-shut Ferrari 308 GTB by the time Giorgio Moroder came on board. He said himself that it was the sight of the engine that convinced him the endeavour was serious and had prospects.

I still support the theory that the car was conceived by Zampolli in

the early 1980s as an offering to Lamborghini's new owners, the Mimran brothers, to put into production alongside the Countach as a companion model, derived from it, but oriented at the US market. One can see why, when he was later turned down and Claudio decided to create and sell the car himself, he would not want people to see it as a Lamborghini reject.

A car to be the next Lamborghini would explain why the Cizeta Moroder was to have a chassis of rectangular (cuboid) tubes instead of cylindrical tubes, a curious choice for a hand-built car. Round-section tubes can be lighter for the same strength, so they were and still are preferred in motor racing and would be expected for a handmade prestige supercar of the highest quality and price, as the Cizeta eventually became. Round tubes were difficult to machine-weld at the time, so a series production supercar typically used square-section tubes.

The famous motor mogul Bob Lutz, at Chrysler under Lee Iacocca during the Lamborghini era, said that he asked Tom Gale and William Dayton of their Design Center to restyle the Diablo in 1987 precisely because it

looked too much like the Cizeta Moroder and not enough like the Countach. It took a year to arrive at a compromise all could agree on - Gandini redid the nose, Chrysler redid the rear. Telling, though, that the altered Diablo still bore Gandini's name on the flank, whereas the purer Cizeta Moroder never did.

Well, that's the theory I believe, anyway. Would that Claudio were still here to set the record straight for himself, although *Auto Italia* did interview him, so we have that. It is a sad fact that many of the people who knew the truth of the greatest era for the cars we like, the 1950s-1980s, are passing beyond the veil now, leaving a lot of vacuum that will fill with whatever prejudice people are happy to believe. I still read, if never in *Auto Italia*, assertions like Ferruccio Lamborghini storming off to make the Miura after a fight with Enzo Ferrari when in reality they never even met, or that the Lancia Beta and Fiat 128 are merely synonyms for rust bucket, not that they advanced front-wheel drive car design by at least 10 years. Bravo to those who keep trying, but please, heroes, do tell your stories. And tell them here!

'Elifax'



DIARY DATES 2022

April 9-10

79th Members' Meeting
Goodwood Motor Circuit
goodwood.com

April 18

Spring Abarth Festival
Whilton Mill Karting Centre,
Daventry
www.abarthownersclub.com

April 21-23

Salon Privé Chelsea Edition
Royal Hospital Chelsea
www.salonpriveconcours.com

April 24

AROC Spring Alfa Day
Burghley House, Peterborough
www.aroc-uk.com

April 30

Auto Italia Italian Car Day
Brooklands Museum
brooklandsmuseum.com

May 15

Classics at the Villa
Villa Scalabrini,
Shenley, Herts
www.classicsatthevilla.com

May 20-22

Lancia Motor Club Great Northern Weekend
Morecambe
www.lancia.myzen.co.uk

May 22

Prescott Italia with Auto Italia
Prescott Hillclimb GL52 9RD
www.prescotthillclimb.co.uk

May 22

AROC South West Alfa Day
Forde Abbey, near Chard
www.aroc-uk.com

May 28

Italian Passion for Speed
Millennium Centre,
Cardiff
italianpassionforspeed.co.uk

May 28-June 2

Lancia Motor Club Sliding Pillar Rally
Scottish Islands and Lochs
www.lancia.myzen.co.uk

May 29

AROC Scottish Italian Car Day
Hopetoun House
www.aroc-uk.com

June 4

All Italian Car Meet
Departure Lounge Café
Alton, Hampshire
thedeptureloungecafe.co.uk

June 10-12

Vernasca Silver Flag
Piacenza, Italy
www.vernascasilverflag.it

June 15-18

Mille Miglia
Brescia, Italy
1000miglia.it

June 17

10th Historic Trackday
Varano, Italy
www.bernimotori.com

June 19

MITCAR
Kedleston Hall, Derby
www.aroc-uk.com

June 19

Midlands Italian Car Day (MITCAR)
Kedleston Hall near Derby
www.aroc-uk.com

June 23-26

Goodwood Festival of Speed
goodwood.com

June 28-30

London Concours
Honourable Artillery Company
londonconcours.co.uk

June 30-July 3

Le Mans Classic, France
www.lemansclassic.com

July 1-3

F1 British Grand Prix
Silverstone
www.silverstone.co.uk

July 9

Auto Italia Northern Italian Car Day
Raby Castle, Co Durham
www.auto-italia.co.uk

July 10

AROC Cotswold Alfa Day
Cotswold Wildlife Park
www.aroc-uk.com

July 10

Abarth Festival
Finedon, Northants
www.abarthownersclub.com

July 22-24

Lancia Motor Club Nat'l Wknd
Woodland Grange, Leamington
www.lanciamc.co.uk

August 6

All Italian Car Meet
Departure Lounge Café, Hants
thedeptureloungecafe.co.uk

August 7

AROC National Alfa Day
Bicester Heritage
www.aroc-uk.com

August 14

Festival Italia, Brands Hatch
www.festivalitalia.com

August 26-28

Silverstone Classic
www.silverstone.co.uk

September 2-4

Concours of Elegance
Hampton Court Palace, London
concourseofelegance.co.uk

September 3

AROC Southern Alfa Day
Amberley Museum, Sussex
www.aroc-uk.com

September 11

AROC Yorkshire Alfa Day
Location TBC
www.aroc-uk.com

September 16-18

Goodwood Revival
goodwood.com

October 1

All Italian Car Meet
Departure Lounge Café, Hants
thedeptureloungecafe.co.uk



October 9

Auto Italia Motorsport Day
Brooklands Museum
www.auto-italia.co.uk

November 10-13

Fiat 123rd Anniversary Rally
Bendigo, Victoria, Australia
fiatcentral.victoria@gmail.com

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 Australia

(Victoria Division) alfaclubvic.org.au

Alfa Romeo Owners' Club Australia

(South Australian Division)
alfaclubsau.org.au
membership@alfaclubsau.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 Motor Club GB

The original UK club for owners of all Fiat models.
membership@fiatmotorclubgb.co.uk;

editor@fiatmotorclubgb.co.uk;

press-officer@fiatmotorclubgb.co.uk

chairman is b.stigant@ntlworld.com

www.fiatmotorclubgb.co.uk

Fiat 131 Mirafiori Forum

131mirafiori.com

The Fiat Coupe Club UK

fccuk.org

The Other Dino (Fiat)

Brian1.Boxall@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

stratossec.com

Lancia Gamma Consortium

www.gammaconsortium.com

Lancia Motor Club GB

lanciamc.co.uk



Maserati Club

maseraticlub.co.uk

Sports Maserati Club

sportsmaserati.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



THE CLASSIC NAME IN HISTORIC RACING

1750 GTAm EVOCATION

An exacting build to 1750 GTAm specification by Westbourne Motorsport with running gear by Richard Drake Motorsport. Will be liveried as the Arnold Chatz 'SUPERFORMANCE' 1969 Kyalami 9-Hours car, which was the only RHD GTAm built in period and raced in South Africa before being sold to Angola. Therefore we are building this car from an original South African RHD 1750GTV.

£75,000



OSLO RACE CAR

A great car with a long race history in Norway. Currently stripped with body and drivetrain (2-litre) rebuilt by Richard Drake Motorsport. Requires paint and assembly. Sold new to Norway (1300GT Junior). FCA Certificate of Origin.

£35,000



ALFA ROMEO GTA 1600

I have two race original GTA race cars on consignment with me. Please call for details.



1300GT JUNIOR

Very much worth saving although, be warned, it will be a challenge! A now rare, RHD UK-registered project with V5, so no hassles with DVLA.

Very rusty indeed! £8,950



1750GTV CLONE /POSSIBLE GTAm PROJECT

A South African clone of a 1750 GTV that has suffered damage in transit. 1750 Engine installed is frost damaged so a donor 1750 engine will be supplied. Suitable candidate for a GTAm project?

£11,950



105-SERIES BERTONE RACE-PREPARED SHELL

Fully rebuilt race-specification 105-Series Bertone bodyshell fitted with full latest-spec roll cage. All the usual vulnerable panels expertly replaced. Work carried out by Richard Drake Motorsport. Now completed and finished throughout in primer, ready to build up. £16,950 + VAT



ALFETTA 2000GTV

An early 1977, one-owner car, sold in Switzerland to an UK Alfa Romeo employee working in Europe. Registered in UK two years later. 67K Kilometres. LHD and truly stunning throughout.

£16,950



1600 SPRINT GT

A proper RHD Sprint GT still with Dunlop brakes. Would make ideal FIA race car. These early cars are now near 'unobtainium'. This is an imported South African car with much older paintwork but retaining original detail.

£25,000



direct@juliusthurgood.co.uk | 07850 361159 | www.hrdc.uk



COMING SOON

ISSUE 316 - ON SALE 5TH MAY

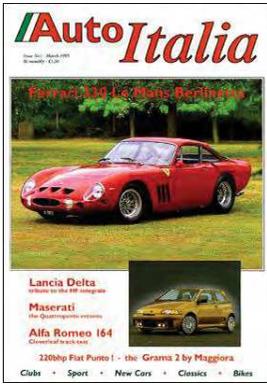
WHAT ARE THE BEST ITALIAN CARS OF ALL TIME?

NEXT MONTH: THE DEFINITIVE ANSWER





Some features may appear in a later issue



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 Corsa	313
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	6C 2300 Replica	75	Canguro	205
124 Abarth Rally Targa Florio	257	6C 2300 Aerospider	201	TZ1&1/2	62
124 Abarth Stradale	280	6C 2500 Freccia d'Oro	50	TZ1&1/2 History + Prototypes	276
131 Abarth Alitalia	68	6C 2500 by Castanga	134	TZ1	179
131 Prototypes	215	6C 2500B Mille Miglia	155	TZ2	135
131 Abarth Diesel	231	6C 2500 Supergioello Gilco	292	TZ3	185
131 Stradale v Group 2	251	6C 2500S	156	Montreal v Dino V Biturbo	159
131 (Martin Holmes)	284	6C 2500SS	187	Montreal V8 Engine Feature	187
131 Story	292	6C 2500 Competizione	243	Montreal Group 4 Autodelta	263
X1/9 Prototipo	130	6C 2500 Superflow	285	Montreal v Dino Coupe	299
X1/9 Stradale	310	8C 2300 (Spitzley)	56	1900 Matta Jeep 'AR51'	246
Panda Rally EVO 2007	136	2900A	83	2300 RIO	106
Stilo WRGB 2005 /2006	101/129	8C 2900B Le Mans	267	Alfa 90 and Alfa 6	62/162
Stilo Trofeo Abarth	193/311	8C 2900B Spider	248	Alfa 6	97
Grande Punto S2000	134/253	8C 2600 at Spa	114	Alfa 6/164/166	306
Grande Punto Italy launch	138	8C 2600 (Simon Moore)	142	Alfa 90	102
Grande Punto Abarth Sanremo	141	8C Tipo B/Montreal/8C Comp	149	B.A.T 11 Bertone	146
Grande Punto Abarth Belgium	143	8C 2300 v 8C Competizione	163	BAT Alfas	298
Grande Punto Abarth SS UK	149	8C 2300 v 8C Comp Spider	283	Gransport Quattroruote	241
Grande Punto Abarth SS	162	8C Engine Feature	151	Giulia Super "Carabinieri"	129
Grande Punto Abarth v 130TC	158	8C Tipo B 'P3'	253	Giulia Ti Super Racer	98
Grande Punto Abarth v Mito	171	Alfetta 158 (Jim Stokes)	314	Giulia TI Super (Factory car)	196
Grande Punto Abarth Guide	267	Alfetta 159 Track Test	87	Giulia v Lancia Fulvia GTE	310
500C Abarth/Punto Abarth EVO	175	Alfetta 12C	101	Giulia Coupes	82
Abarth Grande Punto EVO	197	Alfa Romeo 12C Prototipo	310	Giulia Dossier (105)	235
500 Abarth 2008 Italy launch	148	Bimotore	95	Giulia Sprint GT Tripletest	65
500 Abarth 2008 UK launch	156	Tipo 33 Stradale	164	Giulia 105 Series 3 car test	208
500 Abarth Trofeo Brands (VBH)	166	Tipo 33/3	56/188	Giulia GTC v Flavia Convertible	291
500 Abarth Trofeo Cadwell	170	Tipo 33/2	194	GTA (Track Test)	70
500 Abarth Trofeo GB Race 1	171	Tipo 33 Daytona	109	GTA (Tipler)	159
500 Abarth Trofeo GB Roundup	181	Tipo 33 TT12	113/258	GTA Stradale Portugal	289
500 Abarth (Forge)	179	Tipo 33 Concepts	124	GTA 105 through to 155	197
500 Abarth SS Hillclimb UK	182	Tipo 33 Elvio Deganello	204	GTA 105 Giulia Sprint GT	203
500 Abarth 'Polizia'	204	Tipo 33 Brand Hatch	303	Giulia GT 1300, 1750, 2000	305
500 Buyers' Guide	218	1900 SSZ	80	GTA-R 290 (Alfaholics)	252
500 595 695 Buyers' Guide	271	1900 Golden Oldie	115	GTA 1300 Junior (Alfaholics)	307
Abarth 595 by Oakley/TMC	218	1900 C SS BOANO 1955	266	GT Junior/Fulvia/124 Coupe	147
Abarth 595 SS (2019)	281	1900 C SS by Touring	304	GT Junior with 75 Engine	247
Abarth 595 Scorpionero	309	1900 Ti (Pininfarina)	202	Junior Zagato	128/271
Abarth 695 New V Old	251	1900 Disco Volante	64	Spider Duetto/ S3 vs Fiat 124	116
Abarth 695/SS/Biposto/Tributo	283	1900 Disco Volante	230	Spider Duetto	272
Abarth Classics at Franciacorte	181	1900 Pinin Farina x 2	236	Spider Duetto 1750 racer	295
Abarth Classics at Franciacorte	191	2000 Sprint	212	Giulia Spider (105 Prototype)	121
Abarths 124 MY2017	248	Alfa Twincam engine feature	137	Alfa Spider Group test	
Abarths 124 R-GT v		Alfa Twinspark engine feature	145	S4/916/Brera Spider	186
Ex-works 124 Group 4	259	1750 GT Prototipo	132	Alfa Spiders concept designs	297
Abarth Classiche	255	Giulia Sprint Veloce Zagato	195	Alfa INDY car	201
Abarth MY2017 range test	257	Giulietta Sprint Veloce 'Goccia'	94	Alfasuds	72
Abarth 124 Spider	265	Giulietta Sprint Veloce v GT Q2	147	Alfasud 7 car test	151
Abarth 124 Spider Buyers' Guide	275	Giulietta Sprint Barn Find	223	Alfasud Trofeo	219
Abarth 124 GT	268/278	Giulietta Sprint Bertone	228	Alfasud Trofeo (Pearson)	292
Abarth at 70 (Castle-Miller)	279	Giulietta Sprint Zagato	50/295	Alfasud 1.2 Ti	226
Abarth 15 best road cars	279	Giulietta Sprint Zagato (Turin)	282	Alfasud Buyers' Guide	259
Abarth 70 years of Racing	281	Giulietta 50th Birthday	97	Alfasud - Giugiaro	265
Abarth Days Milan	286	Giulietta Ti	233	Alfasud Club Racer	279
		SZ Coda Tronca	268	Alfasud Bimotore (Wainer)	301
		LDS Formula One	69	Alfasud 50th	309
		Giulietta Sprint Speciale	205	Alfasud GTA + Giardinetta	309
		Giulietta Sprint Speciale	274	Sudsprint (Time Machine)	185
		Giulia SS	18/140	Sudsprint Racer (Lewis)	86
		Giulia Spider (B&W)	167	Sudsprint 3 car test	138
		Giulia Spider (Concours)	253	Sudsprint 1.5 Veloce	275
		Giulia Spider Veloce Racer	259	33 Buyers' Guide	111
		Giulia or Giulietta?	24	Classic Saloons: Giulia Super 1.6 /	
		2600 Sprint	16	2000 Berlina / Alfetta 1.8 /	
		2600 Spiders	51	Giulietta 2.0	188
		2600 Spider v Lancia Flaminia	255	Giulietta Turbo	123
		2600 SZ	56	Giulietta (Time Machine)	171
		2600 Berlina	286	Alfetta 2.0 Saloon	231
		Disco Volante 2012	198	Alfetta GTV 2.0 Racer	115



Alfetta GT 3 car test	95
Alfetta GT Racers 3 car test	266
Alfetta GTV6 + integrale 'Ring	101
Alfetta Turbodelta	107
Alfetta GTV6 (Ron Simons)	135
Alfetta Review	232
Alfetta Saloon x 6	314
Alfetta / Autodelta	198
Alfetta Turbodelta v 75 Turbo	
EVO v 155 Q4	237
Alfetta GTS	270
Alfetta Buyers' Guide '72-'84	266
Alfetta Racers (Jupe)	285
Alfetta GTV6 v Lancia Gamma	312
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 v 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
75 3.2 Race Car Test	308
Alfa SZ 3 car test	100
Alfa SZ 24v Supercharged	136
Alfa SZ Buyers' Guide	167
Alfa SZ (Time Machine)	191
Alfa SZ v Stelvio (Zagato)	198
Alfa SZ v RZ	266





Alfa SZ v Kappa v Shamal	274
Alfa SZ v Ghibli Cup v integrale	313
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
GTV6 (916 V6 + 2.0TS facelift)	92
GTV (916 Buying Advice)	143
GTV (916 3.0 Team Cars)	119
GTV (3.0 Supercharged)	122
GTV6 3.2 Buyers' Guide	152
GTV6 v integrale v Coupe 20vT	155
GTV6 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/TSspark/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 (Berry)	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.
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 Prodrive 2.2 v V6	311
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)
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 Buyers' Guide	265/311
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,	
TZZ, 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
Giulia Buyers' Guide	281
Giulia 2017 QV by Celtic Tuning	260
Giulia GTA	291
Giulia GTAM Fabio Migliavacca	294
Giulia GTA + GTAM	307
Stelvio Italian Pre-Launch.	254
Stelvio Quadrifoglio 264/268/275	
Stelvio Quadrifoglio (Giordanelli)	310
Stelvio QV V Giulia QV	283
Stelvio QV V Giulia QV	293
Stelvio 2020	298
Giulia Sprint	297
Police Cars last 60 years.	258
Alfa Romeo F12 van	261
Alfa Romeo F1 group test	270
Alfa Romeo 8cyl group test	277
Tonale (News)	280
Tonale	314
Alfa Romeo 110 years	294/295
Alfa Romeo Best Sellers	302
Alfa Romeo Taillights	297
Alfa Romeo GTA 22 page special	307

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	93/311
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
195 Inter (Ghia) ch.0113S	312
212 Export Mille Miglia 2010	169
212 Inter Coupe. Ch.0137E	229
212 F1	216
225 S	292
225 S Vignale (Buckley)	310
340 America	158
340 / 375 MM Ch.0320	207
335 S Ch.0674	241
500 Mondial	239/308
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	246 Dino vs Lancia Stratos.	265	550 Maranello Buyers' Guide.	237	458 Speciale v 430 Scuderia v 360	1900 Granluce	195
250 Testarossa Ch.0738	173	312 T3	80	550 Barchetta Track Test	65	Challenge Stradale	237	2300
250 Testarossa	237	312 B3 "Spazzaneve"	129	575M (John Simister)	70	Ferrari Finales 2005 Monza	103	2300S Coupe
206 SP Track test	133	312 B2 F1	149	575M Manual (Steve Berry)	86	Ferrari 60th at Silverstone	135	Balilla Taxi
206 SP Maranello	197	330 P4 Can Am	161	575M Novitec	112	Ferrari Racing days Silverstone	264	Topolino (Hotrod)
206 P Berlinetta Ch.0834	251	330 P4 Ch.0858	218	575M Maranello Buyers' Guide.	306	Ferrari 60th at Fiorano	136	Topolino Variations (Sparrow)
290 MM Ch.0626	170	P3 at Spa	118	575GTC	98	Maranello Rosso Collection	182	Topolinos
290 MM Ch.0626(News)	239	712 Can-AM	76/254	575GTZ	133	Ferrari Mondiali at Mugello '19	288	Topolino 500B
290 MM Ch.0628	275	512 M 'Tergal' Ch.1002	246	612 Scaglietti	88/97	Ferrari Mondiali at Mugello '21	304	Topolino Mare
330 P Ch.0818	230	512 S/M 712	228	612 Scaglietti (John Simister)	93	Ferrari by Pininfarina 60 years	203	500 Variations (Sparrow)
330 LMB	232	512 S vs Porsche 917	163	612 Scaglietti Road Trip	123	Ferrari by Bertone	221	500 50th Birthday
330 GTO at Monza	67	512 BBLM	155	612 Scaglietti HGTC	129	Museo Casa Enzo Ferrari	196	500 Coccinella
250 GTO vs 250 LM (Nord)	102	512 Boxer	114/254	612 Scaglietti Buyers' Guide.	246	FF	202	500 Engine Feature
250 GTO Goodwood Revival '09	165	512 BBi Buyers' Guide	62	Ferrari V12 Buyers' Guide.	260	FF Buyers' Guide	292	500 Buyer's Guide
250 GTO Ch.4675	169	512 BB Buyers' Guide	236	Ferrari at Le Mans (Historic)	80	F12 Berlinetta	201/212	500 Based Spada Zanzara.
250 GTO (#3505GT)	231	512 BBi v Pantera v Bora.	154	Ferrari at Monza	69	F12 TDF	241	500 L Readers' Car
250 GTO (#3387GT)	252	512 BB by Koenig	291	Ferrari at Fiorano	113	LaFerrari	207/221	500 The Coachbuilt cars
250 LM	84/195	500 Superfast	228	Ferrari Supercars at Mugello	115	LaFerrari vs Bugatti Veyron vs		500 Sixty Years
250 LM Ch.6045	195	365 GT4 BB Buyers' Guide	179	Ferrari F1 126C4 Track test.	168	F35 Lightning	249	500 Ferves Ranger
250 MM Ch.0352MM	184	365 GT4 BB 512 BB Testarossa	180	360 Spider (Digitec)	75	488 GTB	237	500 (EV)
250 MM Ch.0276	268	365 GT4 BB v 512 BB v 512 BBi	313	360 Club Fiorano Test	59	488 GTB v Huracán	247	600s
500 MD/TR	101	365 GT4 GT4 Targa (Eastwood)	267	360 Challenge Stradale	85	488 Spider	239/251	600 Prototype
500 TRC	137	512 Testarossa Reader's Car	209	360 Manual vs Ducati 999	88	488 Pista	268/270	600
500 F2	139	512 Testarossa Ex G Berger	309	360 Bi-Kompressor (Novitec) 96/100	104	GTC4 Lusso	247/267	600 Jolly
500 Mondial / Mille Miglia '08	160	512 TR + 512 M Buyers' Guide	277	360 Racers x 2	104	GTC4 Lusso T	271	Fiat 1100S Millecento
625 TRC Ch.0680	196	Pinin - Four Door Concept	289	360 Modena (Manual v Gallardo)	182	70 Years of Ferrari A-Z Pt2	257	Fiat 1100S Millecento MM.
750 Monza (ice racer)	89	Ferrari V8 Engine Feature	157	360 Modena Buyers' Guide	240	70 Years of Ferrari Top Racers	260	Fiat 1100D Millecento
750 Monza Ch.0492M	187	308 GT4 vs Merak SS	50	360 Modena v Gallardo	278	812 Superfast	259/289	Fiat 1100 EZ Millecento
750 Monza	234	308 GT4 vs Urraco vs Merak	149	F430	99	Under 50k Buyers' Guide	271	1100 TV
212E Montagna (Hillclimber)	73	308 GT4 LM (NART)	194	F430 Spider	106	Under 60k Buyers' Guide	301	1100 103 TV
275 GTB/C Ch.09079	227	308 GT4 Buyers' Guide	234	F430 Spider (Phil Ward)	119	V8 Buyers' Guide: 308GT4/GTB/328		1100 Berlina + Trasformabile
275 GTB (Celebration)	98	308 GTB/GTS Buyers' Guide	241	F430 by Novitec	116	/348/Mondial/355/360 Modena	259	1100 Padmini
275 Tour	100	308 GTB	126	F430 Vs Gallardo SE	122	Ferrari Portofino Italy Launch	266	1200+1500 Cabriolets
275 GTB/4	130/134	308 GTB Michelotto	181	F430 Bi-Kompressor (Novitec).	132	Ferrari Portofino UK	278	1500L
275 GTB/4 (Ex McQueen)	223	308 GTB Michelotto (Olio Fiat).	187	F430 Scuderia	138/153	Ferrari Portofino M	307	1600S Coupe
275 GTB/4C	235	308 IMSA Track Test	87	F430 GTC Team Modena.	156	Ferrari Monza SP1/SP2	275	1400B Junior
275 GTB/4C Ch.06885	260	308 Carma FF	201	F430 Scuderia 16M.	164	Ferrari Monza SP2 (Goodwood)283		850 Bertone Race Team
275 'NART Spyder'	145	308 GTS vs Urraco	65	F430 (Vicki Butler Henderson)	165	F80 Tributo	280	850 Coupe v Spider
275 GTS/4 'NART Spyder'	211	308 GTS vs Jalpa.	162	F430/360/355/348/328.	205	P80/C	280	850T Camper + 850 Spider
275 GTB Collectors' Guide	258	308 4 car test.	171	Enzo	83/101/295	SF90 Stradale	282/295	850T Camper
365P	64	308 Collectors' Guide	266	Enzo vs Maserati MC12	158	F8 Tributo	285	850 Spiagetta
375 Plus Ch.0384	105	308E (EV)	281	Ferrari/FIA GT Championship 03	87	F8 Tributo + Auto Trans story	305	Dino Coupe vs Spider
375 Plus	218	328 Buyers' Guide	147/231	Ferrari Club Racers 208/355/360	94	F8 Spider	285	Dino Spider / Biturbo/Montreal
375 Ch.0388	181	328 Racer (Barkaways)	281	599 GTB Fiorano	120/142	488 Pista Spider	288	Dino 2400 Buyers' Guide
375 MM Ch.0490	182	328, 348, 355, 360	82	599 Drive Story	156	812 GTS	285	Dino Coupe (Fuel Injected)
375 S Ch.0030	232	348 tb+ts Buyers' Guide	243	599 HGTE	159/166	812 GTS v Daytona Spider	304	Dino Coupe v Alfa Montreal
330 GTS & 330 GTC	140	348 + 348 Challenge	274	599 Hybrid	172	Universo Ferrari	285	124 Saloons
330 GTC	231	400 Buyers' Guide (Hackett).	112	599 Tribute Mille Miglia	188	Ferrari Roma	285/311	124 Special
330 GTC Collectors' Guide	253	400 Cabrio by Straman.	138	599 Buyers' Guide	245	Ferrari Collection (Korecky)	294	124 Special T Restomod
330 GT 2+2 Vignale	276	400/412 Buyers' Guide.	233	Ferrari Technology (Dron)	139	Ferrari V Lamborghini	294	Fiat Twin Cam Engine
365 GTS	85/278	412 Reader's Car	206	California GT 2008	151	Ferrari in 300 issues of AI	300	124 Spiders
365 GT 2+2 Collectors' Guide	270	400i Meera by Michelotti	314	California GT 2010	177	Ferrari F90	301	124 Spider vs Fiat Barchetta
365 GT 2+2	290	Mondial Buyers' Guide	197/235	California HS	197	Ferrari V12 Collection	302	124 Spider vs Alfa Duetto
365 GTC/4	274	288 GTO Evoluzione	89/105/233	California T	223/242	Ferrari V12 Special Projects	304	124 Spider Buyers' Guide
365 GT 4 BB (Elton John)	280	288 GTO (Simon Park)	95	California T HS	244	Ferrari 296 GTB	307	124 Spider + Tom Tjaada
365 GTC/4 Spider	288	288 GTO V 488 GTB	257	California Buyer's Guide	282	Ferrari Daytona SP3 launch	312	124 Spidereuropa 2000
Pinin (Four door prototype)	144	F40LM vs Bugatti EB110SS vs Diablo		Ferrari at Palm Beach 2009.	157			124 Coupes
Daytona Spider	36	SV Roadster	176	Ferrari at Le Mans 1998.	18	FIAT		124 Coupe/GT Junior/Fulvia 1.3
Daytona Spider by Straman	250	F40 LM	189	Ferrari at Le Mans 2009.	160	Mephistopheles	186	124 AC Coupe
Daytona Group 5	107	F40 Buyers' Guide	247	458 Italian Launch.	167			Fiat 124 Sport Coupe AC/BC/CC
Daytona by Michelotti	146	355 Challenge (Rockingham)	70	458 Italia Sebring 12h.	187	1905 60hp	226	Fiat 124 Coupe Rally car
Daytona 'Pozzi' V Road Car	236	355 + 360 by Imola Racing	90	458 ISpa 24h (2015).	238	501	86	125
Ferrari 365 GTB/4 Daytona	261	355 / 360 / 430 V8s	115	458 by Oakley Design.	184	503 Spider	188	125 Group 1
246 Racer (Goodwood T Dron)	88	355 Buyers' Guide	154/232	458 vs Gallardo Superleggera	186	509	140	125 Samantha
246 GT vs Stratos	81	F355 Collectors' Guide	268	458 Spider	191	521C	98	127 Group Test
246 GT Buyers' Guide	163/238	F355 25 years on	279	458 Italia (EVO 2)	192	514 Spider	133	127 50 years
246 GT Classiche Feature	205	456 M GTA Buyers' Guide	230	458 Italia Buyers' Guide	248	8V	157/239	Fiat 127 'Stradale' (Restomod)
246 GT/GTS Collectors' Guide.	252	456 M Racer	195	458 Spider vs Gallardo Spyder	204	8V mega 8 car test	290	Fiat 127 Rustica (Obscurati)
246 GT/GTS	237	F50 Track Test (Rockingham)	68	458 Speciale on Silverflag '14.	225	2800 State Phaeton	115	128 Rally, Estate, Coupe, Turbo
Dino V6 Engine Feature	180	550 Maranello Buyers' Guide.	209	458/365/Huracan Best Engines	299	1800	120	128 Saloon (Michael Ward)

128 5 car test	163	Punto/Seicento Abarth	60	Doblo MPV and Van	62	Jarama GTS	141	Lambda 100 years	309
128 MK1 4 door Restoration	248	Punto Facelifted	83	Doblo 1.9 JTD MPV	73	Urraco vs Ferrari 308 GTS	65	Dilambda S2 Carlton DHC	143
128 3P Montecarlo Historic	195	Punto Facelifted Driven (Berry)	85	Doblo Italian Launch 2006	114	Urraco vs Merak vs 308GT4	149	Dilambda S2 Offord Cabriolet	184
128 Sport Coupe (Seinfeld)	265	Punto GT/ HGT/ Scorpione	276	Doblo Family MY2009	171	Urraco vs Gallardo Balboni vs		Augusta	240
128 Giovanni's Racer	300	Punto Grama 2 (Puntegrale)	309	Ducato 160 Multijet	121	LM002	133/264	Augusta (Cabriolet)	281
130 (Steve Berry)	108	Grande Punto Launch	112	Ducato MY14	223	Countach LP400 v LP560-4.	156	Appia meets Ypsilon	113
130 vs Gamma	151	Grande Punto UK Launch	116	Marea Weekend 2.4 Team Cars	124	Countach Pagani's own car	271	Appia Zagato	138
130 Saloon (Buckley)	282	Grande Punto Sporting (1.9).	117	Marea Buyers' Guide	115	Countach Prototype & Espada	286	Appia Furgoncino	180
131 Sport (Golden Oldie)	118	Grande Punto 120 Eleganza	123	Stilo (Launch)	62/67	Diablo 6.0 VT	50	Appia Convertible	194
131 Sport / Racing	301	Grande Punto T-Jet	141	Stilo Multiwagon (Launch)	80	Diablo GTR (Reiter Eng)	137	Lancia Appia S1,2,3	261
131 Volumetrico V Argenta VX	288	Grande Punto 1.4 T-Jet + 1.9.	146	Stilo 1.8 16v	71	Murcielago	64	Aurelia V6 Engine Feature	148
X1/9 Buyers' Guide (Soper)	106	Grande Punto EVO.	165	Stilo 1.9 JTD	72/79	Murcielago (Road Test)	72	Aurelia B20 Series 1	107
X1/9 Buyers' Guide (Dredge)	287	Grande Punto EVO. (VBH)	168	Stilo 2.4 Abarth	92	Murcielago (Track Test)	83	Aurelia B20 Pichon Parat	294
X1/9 Buyers' Guide	157	Grande Punto Buyer's Guide	184	Stilo Schumacher	108	Murcielago Vs Porsche 996	86	Aurelia B24 Spider	127
X1/9 Dallara (Val Savioire)	103	Grande Punto Buyer's Guide	221	Stilo Schumacher Buyers' Guide	208	Murcielago Roadster	106	Aurelia B24 Spider	
X1/9 Abarth Prototipo (Rep)	104	Grande Punto TwinAir	195	Stilo Buyers' Guide	145	Murcielago Roadster (Batman).	117	+ B52 Rosa d'Oro	154
X1/9 Club Racer	115	Grande Punto 3 car group test	201	Idea Launch	88	Murcielago LP640	121	Aurelia B24S Convertible	87
X1/9 (Time Machine)	181	Coupe 16v vs Integrale	68	Idea (Steve Berry)	93	Murcielago LP640 vs Typhoon.	136	Aurelia B24 Spider B20 Coupe	282
X1/9 VX (Modified)	202	Coupe 16v Turbo Prototype	259	Idea Fleet report	107	Murcielago R-GT (GT1 racer)	129	Aurelia B24 Spider + Flavia	249
Strada 130TC/105TC	132	Coupe 20v Fleet report	143	MPV multitest Doblo/Idea/		Murcielago R-GT (GT1 racer)	142	Aprilia + Aurelia	100
130TC v Grande Punto Abarth	158	Coupe 20v Turbo Fleet report.	209	Croma (2005)	107	Murcielago LP670-SV	165	Aurelia B50 Cabriolet Farina	274
Strada 130TC	187	Coupe Buyers' Guide	137	Croma in Ireland	118	Gallardo (Track Test)	84	Aurelia at 70	291
Strada/Ritmo 40 years	267	Coupe 20v Turbo Buyers' Guide	153	Croma 2.4 20v Multijet	122	Gallardo (Road Test Italy)	93	Aprilia Langenthal	108
Strada (Time Machine)	197	Coupe 20vT/GTV6/integrale	155	Sedici 4x4 Italy Launch	115	Gallardo Police Car	108	Aprilia	166
Strada 130TC/Tipo16v/Bravo	285	Coupe v 3200 v GT 3.2 v GTV	265	Sedici 4x4 UK Launch	120	Gallardo Spyder	116	Aprilia (Fred Gallagher)	188
Strada 130TC	308	Coupe v Brera v GTV Cup	275	Sedici 4x4 1.9 Multijet	131	Gallardo By Hamann	118	Astura	88/241
Panda Buyers' Guide	75	Flying Fiats (Irish Racers)	113	Scudo	129	Gallardo (IMSA)	126	Astura by Pinin Farina	185
Panda MK1 (Time Machine)	172	Barchetta Buyers' Guide	71	Fiorino	142	Gallardo GT3 by Reiter Eng.	130	Astura by Castanga (Villa D'este)	95
Panda Nuova (launch)	86	Barchetta Facelift	97	Linea	144	Gallardo by Reiter Eng.	139	Astura MM Sport	203
Panda 2004	91	Fiat Barchetta vs 124 Spider	148	Qubo	151/157	Gallardo GT3 Adria Track test.	145	Flaminia GTL	76
Panda in Dozza	94	Fiat Barchetta Guide	151/254	Dualogic Panda/Punto/500	186	Gallardo Superleggera	132/143	Flaminia 3 car test	172
Panda 1.2	97	Fiat Barchetta v Alfa Spider	308	Freemont 4x4	197	Gallardo LP570-4 Superleggera	171	Flaminia 2.5 3C Zagato.	258
Panda 4x4 MK1 Buyers' Guide	185	Bravo/Brava/Marea	59	Freemont 4x4 Cross	231	Gallardo Superleggera v 458	186	Flaminia Coupe (Pinin Farina)	290
Panda 4x4 (2004)	99	Bravo/Brava Buyers' Guide	69	124 Spider MY2016	240/246	Gallardo LP560-4	146	Flaminia 3c Speciale (Lopresto).	218
Panda 4x4 (2005)	104	Bravo HGT vs Alfa 145 CL	180	124 Spider MY2016 UK	250	Gallardo LP560-4 v Countach.	156	Lancia Flaminia Convertible vs	
Panda 4x4 Cross (UK)	226	Bravo 1.4 T-Jet (MY07+08)	130/140	124 Spider Spa Road Trip	270	Gallardo LP560-4 Spyder.	162	Alfa 2600 Spider.	255
Panda 4x4 Buyers' Guide	294	Bravo (UK Launch 2007)	135	Tipo / Spider MY2016	245/250	Gallardo Super Trofeo	159/166	Flavia Coupe (Golden Oldie)	123
Panda MK1 (Time Machine)	172	Bravo ECO	148	Tipo S Design	280	Gallardo Balboni	163	Flavia Zagato + Convertible	170
Panda Cross 4x4 / Monster	129	Bravo 1.4 T-Jet + 1.6 M-Jet	202	Tipo Cross	311	Gallardo Spyder Performante.	194	Flavia S2	285
Panda 100hp Italy Launch	126	Bravo Buyers' Guide	207	Fullback/Fullback Cross	257	Gallardo 5-95 by Zagato.	263	Fulvia Zagato Historic racer	60
Panda 100hp UK	136	Ulysse	80	Global Unusual Feisty Fiats	276	40 years of Lamborghini	83	Fulvia Classic Choice	83
Panda 100hp v 500S	232	500 2007 Launch	135	Centoventi (News)	280	Countach/Diablo/ Murcielago.	135	Fulvia F&M Specials	90
Panda 100hp Buyer's Guide	304	500 2007 1.3 Diesel	139	Fiat Heritage Hub	280/293	4 car test: Urraco/Silhouette/		Fulvia F&M Specials	232
Panda Buyer's Guide	149	500 2007 1.3 Diesel (remap)	144	Fiat Panda & 500 Hybrid	290	Jalpa/Gallardo	94	Fulvia 1.6 HF	92
Panda Group Test	179	500 2008 1.4 Lounge	140	Fiat Panda Hybrid	295	Jalpa vs Ferrari 308 GTS	162	Fulvia S05	98
Panda 160hp (Turbo)	184	500 2008 UK launch	142	Fiat Turbos		Aventador	185/195	Fulvia 2C (racer)	103
Panda MK3 UK Launch	195	500 2008 1.4 Sport	159	Uno/Punto/Coupe/Croma	293	Aventador + Typhoon	225	Fulvia Zagato Club Racer	115
Panda MK3 4x4 Italy	202	500C	161			Aventador/Murcielago/Diablo	198	Fulvia 1600 HF (Simister)	121
Panda TwinAir Rally Phil Young	205	500 Buyers' Guide	181	ISO		Aventador LP750-4 SV	235	Fulvia V4 Engine Feature	146
Panda MK3 4x4 UK	206	500L Launch (Turin) 198 (UK)	207	Iso Grifo S	236	Aventador Roadster	207	Fulvia 1.3/124 Coupe/GT Junior	147
Panda 40 years	289	500L Trekking	211/212	Iso Grifo Restoration	307	Aventador Buyers' Guide	293	Fulvia 1.6 HF v Delta integrale	181
Uno 45 (Time Machine)	179	500L MY2017	258	Iso Grifo GL 365	246	Lamborghini Aventador SVJ 274/280		Fulvia 50th Anniversary	212
Uno Turbo MKI vs MKII	247	500L MY2018	265	Iso Fidia	160	Aventador SVJ Roadster	309	Fulvia Montecarlo / Safari	286
Uno Turbo Buyers' Guide	274	500x Italian Launch	228	Isotta Fraschini	90	Huracán LP610-4	236	Fulvietta Concept Heritage Hub	286
Uno Turbo Punto GT Abarth 595	314	500x Vs Renegade on Snow	232	Isotta Rivolta GTZ	305	Huracán HM680-4 (Oakley)	230	Fulvia Competizione Prototype	204
Tipo 2.0 16v	54	500x Vs Renegade	249			Huracán Performante	258	Fulvia 1600/1300 twin test	306
Tipo 2.0 16v v Delta v Alfa 33	297	500x UK	233	LAMBORGHINI		Huracán Performante Spyder	277	Gamma	101
Cinq Sporting Buyer's Guide	187	500x Sport	285/301	Miura V12 Engine Feature	147	Huracán STO	308	Gamma vs Fiat 130	151
Cinquecento Sport x2 Modified.	258	500 MY2015	236/237	Miura (Giordanelli Rebuild)	106	Urus	264/266/276	Gamma 4 car test	189
Seicento (UAD Motorsport)	70	500 Anniversario	260	Miura Jota (Piet Pulford)	120	Lost Lamborghini Prototypes	292	Gamma Coupe (Time Machine)	206
Punto 1.2, 1.9 JTD, HGT	82	500 Collezione	275	Miura Jota (Italian Job Feature)	283	Countach 2021	311	Gamma Saloon, Trevi, Kappa	289
Punto MK2 Group test	120	500 on the North Coast 500	286	Miura P400	145	Scottish Drive Story	314	Sibilo by Bertone	206
Modified Punto GT Turbos	64	500e	291/299/306/308	Miura SV (Jean Todt)	281			Stratos GT/GT car	51
Punto Rally Super 1600	56	500 Hybrid	297	Miura Millechiodi	297	LANCIA		Stratos vs Dino 246 GT	265
Punto HGT/HGT (Jtd)	98	500 Coupe by Zagato	292	350 GT	152	Lancia Reunion (Miki Biasion)	180	Stratos - 30 years of	85
Punto HGT 2005	104	Multipla + Vignale Gamine	130	400 GT Monza	113	Lancia Theta 35hp	102	Stratos World Meeting 2007	140
Punto HGT Buyers' Guide	166	Multipla 1.9 JTD	50	Espada	119	Lancia D50 (Track Test)	71	Stratos Stradale + Group 4	117
Punto Speedgear Launch	47/60	Multipla Facelift 2006	127	Espada Restoration Parts 1-7		Lancia D50	240	Stratos Prototype.	152
Punto JTD	51	Multipla Buyer's Guide	113/202	197/201/203/206/210		Lambda 7th Series Torpedo	186	Stratos (Heseltine)	233
Punto 1.9 JTD	67	Multipla/Ulysse	102	Espada 3 car test	239	Lambda 3 car test	211	Stratos Chequered Flag Story	243

Stratos Group 4 Track Test	249	Cooper Maserati	72	Shamal v Alfa SZ v K Coupe	274	GranCabrio/GranTurismo S MC	Federico Formenti	306
Stratos – 2005	103	8CM + 6CM	82	Quattroporte Series I (Antas)	134	Sportline / GranTurismo S Auto	Francesco Salomone	314
Stratos New 2010	179	Bugatti-Maserati (1937)	245	Quattroporte Series I	121	Maserati Ice Driving		
Stratos at 50	306	150S + Maria Luisa IV Boat	234	Quattroporte by Frua	233	Maserati Trofeo 2013	CARROZZERIE	
Rally multi car feature	99/255	150 GT Spyder	267	Quattroporte by Frua Aga Khan	271	Maserati Trofeo World Series	Allemano	198
Beta Historic racer	60	300S	209	Quattroporte Series II	122	Ghibli MY2013	Balbo	230
Beta Coupe/Saloon/Montecarlo	139	450S (Recreation)	84	Quattroporte Series II v SM	265	Ghibli Group Test + MY2014	Bandini	251
Beta HPE (Steve Berry)	293	450S (Spa)	91	Quattroporte Series III	123	Ghibli MY2017	Boano	205
Beta Volumex x 2	260	Tipo 63 (Panini)	102	Quattroporte Series V	91	Ghibli S MY2018	Boneschi	225
Beta Coupe (Studio)	284	Tipo 61	89	Quattroporte Series V (Yellow)	103	Ghibli Buyers' Guide	Castanga	199
Beta Coupe Alitalia rep	299	Tipo 61 Birdcage Ch.2461	211	Quattroporte V Sport GT	119/125	Quattroporte Trofeo	Ellena	231
Trevi Bimotore	237	A6GCS	245	Quattroporte V Auto 2007	130	Ghibli / Quattroporte Trofeo	Farina	212
Montecarlo	297	A6G Frua Coupe	72	Quattroporte V GTS Auto 2008.	140	Ghibli Trofeo	Fissore	202
Montecarlo Buyers' Guide	161	A6GCS (Blue)	132	Quattroporte V + P1 Boats.	142	Ghibli Hybrid	Frua	203
Montecarlo Turbo (Martini)	206	A6GCS (2053)	211	Quattroporte S.	149	Levante	Ghia	209
Martini LC1	207	A6G 54 Zagato	202	Quattroporte Sport GT S	156/172	Levante Q4 Ice Driving	Giugiaro	234
Martini LC2	208	A6G 54 Frua	203	Quattroporte Bellagio Touring	196	Levante S in Dubai	Italdesign	232
Martini Special (John Campion)	272	A6G 54 Coupe by Frua	230	Quattroporte Bellagio + QP6 SB	288	Levante S + Granturismo MY18	Moretti	213
037 Rally Stradale	67	A6G 2000 (Baillon)	270	Quattroporte Evo Superstar.	196	Levante 350hp	Motto	221
037 Rally Stradale	245	Race Transporter	112	Quattroporte VI Launch	204	Levante Trofeo V8	OSI	215
037 Rally Martini (Volta)	62	Mistral vs AC 428	56	Quattroporte VI S	241	Levante Trofeo V8 (UK Test)	Riva	228
037 Rally Olio Fiat (Grifone)	144	Mistral Coupe	70	Quattroporte VI MY2018	247	MC20	Savio	223
037 Rally Wurth	230	Mistral 3.7 Spyder	144	3200GT Club Fiorano	59	Grecalle (First Drive)	Scaglietti	211
Kimera 037 Restomod	309	Mistral Collectors' Guide	264	3200GT vs Aston Zagato	62		Scioneri	218
Delta S4 Cesare Fiorio's	72	Sebring	279	3200GT Buyers' Guide Heywood	140	OSCA	Scaglione	252
Delta S4 ECV1	179	3500GT Replica Body	75	3200GT/Gransport Spyder/GT	157	OSCA MT4	Siata	195/208
Delta S4 ECV2	295	3500GT Spyder Vignale	80/167	3200GT Buyers' Guide Heywood	162	OSCA 1600 Coupe	Stanguellini	254
Delta 40th Anniversary	161	3500GT Spyder Vignale		3200GT Buyers' Guide Heywood	250	OSCA V12 F1	Touring Superleggera	206
Delta 4HF 4WD	169	Collectors' Guide	254	3200GT vs 4200 Gransport	240	OSCA 1600GT	Vignale	204
Delta 4HF Turbo	277	3500GT	59/99	Spyder	64/69		Zagato	207
Delta 4HF Turbo v 33 Tipo 16v	297	3500GT (Giordanelli)	201	4200 Coupe	71	PAGANI	SPECIAL FEATURES	
Delta integrale 8v Team Cars	198	3500GT (25CLO)	249	4200 Gransport Spyder	308	Pagani Zonda C12	Auto Italia 300 Issues	300
integrale vs Coupe 16v	68	3500GT x 3	306	4200 Gransport	100/108	Pagani Zonda S 7.3	AC 378 by Zagato	203
integrale 8v, 16v, EVO	93	5000GT (Variations)	81	Coupe/Spyder Ice Driving	105	Pagani Zonda S 7.3 Roadster	Aguzzoli 1600 Coupe	136
integrale Track test (Drivedata)	95	5000GT (Frua)	85	Spyder Cambiocorsa	94	Pagani Zonda F	Aston Martin Vanquish Zagato	105
integrale Repsol Group A	105	5000GT (Allemano)	93	Spyder (Jodie Kidd)	86	Pagani Zonda R	Aston Martin DB2/4 by Ghia	213
integrale/Coupe 20vT/147 GTA	164	5000GT (Joe Walsh)	191	Coupe Trofeo	84	Pagani Huayra	Autobianchi 500	60
integrale Buyers' Guide	156	5000GT Ghia	284	Coupe Trofeo (Monza)	106	Pagani Huayra Roadster	Autobianchi	73
integrale/Coupe 20vT/GTV6	155	5000GT V Ferrari 500 Superfast	303	Gransport Trofeo (Silverstone).	120		Autobianchi Primula Coup.	254
integrale Group A Martini	182	Cooper Maserati T61P	154	GS Zagato	133	THE VISIONARIES	ATS Allemano Coupe	163
integrale Group A Martini	228	Khamsin Collectors' Guide.	257	GT Masterclass 2003	88	Adolfo Orsi	ASA Coupe	209
integrale Martini	212	124 GT Prototype	60	GT Masterclass	154	Brenda Verner	Aznom Codatronca	192
integrale 500bhp (Walkers)	217	Simun Prototype	60	90 Years of Maserati	102	Giulio Borsari	Bandini Collection	312
integrale race car (Walkers)	282	Mexico	304	Maserati at Silverflag 2005	104	Ermanno Cozza	Bassano (Le Mitiche Sport)	86
integrale 30th-48 page Special	262	Ghibli SS	52	MC12 Stradale	105	Stephan Winkleman	Barnfind (Superfinds)	299
integrale Futurista	275	Ghibli v Ferrari Daytona	127	MC12 Corse	141	Giorgetto Giugiaro	Bertone (Inc Stratos Zero)	92
integrale Evo V Coupe 20v T	278	Ghibli Collectors' Guide.	261	Maserati MC12 vs Enzo	158	Jack Sears	Bertone Suagna + GT Cabrio	121
integrale Group A	311	V8 Engine Feature	152	GranTurismo Italy Launch	137	Chris Rea	Bertone Mantide	161
integrale v SZ v Ghibli Cup	313	Bora v 512 BBi v Pantera	154	GranTurismo (Giordanelli)	144	Ercole Spada	Bertone Sale of Collection	233
Hyena	64/275	Bora 4.7 (Park)	194	GranTurismo S	146	Sergio Scaglietti	Best of Italy Race 2017	253
Thema 8.32 Buyers' Guide	247	Merak	298	GranTurismo S Auto	160	Stirling Moss	Best Italian Engines V8/10/12	298
Thema v Saab v Cromia v 164	153	Merak vs Ferrari 308GT4	50	GranTurismo MC	161	Aldo Brovarone	Bianchi S5 Torpedo	137
Thema Plus	240	Merak vs 308GT4 vs Urraco	149	GranTurismo MC Trofeo	172	Edgardo Michelotti	Boneschi	108
Delta HPE HF Turbo	37	Merak Turbo Prototype	67	GranTurismo MC Trofeo (Donington		Gianni Rogliatti	Bologna Motor Show '15	231
Delta HPE Turbo Buyers' Guide	169	Merak vs 246 Dino vs Urraco.	190	2011 race) Giordanelli	188	Lincoln Small	Bizzarrini 5300GT Strada	55
Delta (New) 2008	147	Kyalami vs Longchamp	64	GranTurismo MC Trofeo (Silverstone		Francesco Stanguellini	Bugatti EB110SS	107
Ypsilon 2004 1.4	89	Karif	90	2015 race) Giordanelli	230	Miki Biasion	Bugatti EB110 IMSA + LM	294
Ypsilon 2011	185	Indy	68	GranTurismo	189	Vittorio Jano	Bugatti Dauer	70
Y10 (Time Machine)	175	Indy Collectors' Guide	286	GranTurismo Whisky Tour	195	Gianni Regiani	Bugatti Veyron Oakley Design	243
Y10 + Turbo	223	Chubasco	311	GranTurismo Sport	198	Giorgio Pianta	BMW M1	92
Lybra 2.4 JTD SW	65	Biturbo Spyder	225	GranTurismo Sport / GranCabrio		Giovanni Savonuzzi	Bristol 400 by Pininfarina	207
Kappa Coupe v Shamal v SZ	274	Biturbo (Heywood)	107	Sport + Monaco Yacht	203	Luigi Chinetti	Bristol 406S by Zagato	302
Thesis (Launch)	65	Biturbo V8 Engine Feature	171	GranTurismo Buyers' Guide	249	Piero Stroppa	Bristols (Italian Designed)	302
Thesis 2.4 JTD (San Remo)	80	Biturbo Buyers' Guide	251	Grand Tour with QP5 S & GT	150	Paolo Stanzani	Cavallino Classic '12, '13, '15, '16	
Musa 1.9	105	Biturbo 4 car test (Chadwick)	310	MC Stradale	221	Paolo Pininfarina	198/209/232/245	
Kennedy Collection	263	Ghibli Buyers' Guide	51	GranCabrio	169/180	Luigi Colani	CFM 750 Sport	218
		Ghibli Primatist	65	GranCabrio Sport	188/194	Klaus Busse	Concept Cars, the top 50	290
MASERATI		Ghibli Cup v integrale v SZ	313	GranCabrio Sport + Yacht	198	Enrico Fumia	CNH Basildon	225/238
250F (Fangio's Car)	73	Ghibli v 3200 v 4200 v GT MC	300	GranCabrio/GranTurismo S/		Jon Dooley	Coppa Milano-Sanremo	107
250F vs Ferrari 246	172	Shamal	238	GranCabrio/GranTurismo/MY18	260	Edgardo Michelotti		

Cizeta V16T Moroder	312	Mugello Historic	146
Circuito di Piacenza	235	Marcello Gandini Show	278
Dallara BMS 191 Formula	279	Nazzaro Tipo 3	159/239
Dallara Stradale (News)	264	Nash Healey Roadster	205
Dallara Stradale Track Test	287	OSI Ford Taunus 20M	130
De Sanctis SP1000	262	Padova Show 2005	116
Diatto Ottovu	133	Padova Show 2006	129
Dream Garage top tens	285	Padova Show 2008	142
Edonis Supercar	73	Padova Show 2009	155
EffeEffe Berlinetta	303	Padova Show 2010	169
Formula Juniors	73	Padova Show 2011	182
Formula One Benetton	73	Padova Show 2012	193
Ford Anglia Torino	141	Padova Show 2014	218
Francis Lombardi 850 GP	231	Padova Show 2015	231
Ferrari Mondiali Finali 2021	313	Padova Show 2016	241
Festival Italia / Abarth 70th	285	Padova Show 2017	263
Lombardi 850 GP	231	Padova Show 2018	276
Ghia Coupes Alfa/Lancia	22	Padova Show report	252
Giannini Story pt2	56	Pininfarina at 75/90	114/292
Giannini 750 Sport	277	Pininfarina Peugeot 504 Cab	235
Giugiaro	87	Police Cars	208
Gordon Keeble	250	Rally Legends 2010/12	170/207
Goodwood Revival 113/179/193/ 204/215/227/253/262/274		Renault Dauphine by Alfa	141
Goodwood Members 75th/76th	268	Retromobile	219/243/255/268
Gran Premio Nuvolari	155/274	Riva Factory Visit	144
Harvey Bailey Suspension test	104	Ruote Borrani	225
Innocenti 950 Spider / Coupe	157	Salon Prive Blenheim 2017	261
Innocenti 186 GT	227	SEAT (When Fiat sued SEAT)	304
Innocenti Mini Cooper	267	Serenissima F1	140
Intermeccanica Italia	206/302	Serenissima GT/Agena/Torpedo	276
Intermeccanica Indra	268	SCAT 22hp	201
Isotta P1 Powerboats	121	Siata/Fiat 750 Spider Corsa	253
Isotta Fraschini 8A SS	158	Siata 1300/1500	114
Isotta Fraschini revival	295	Sunbeam Venezia	60/214
Italian designed cars	291	Stab. Farina Jowett Jupiter	101
Italian car day retrospective	300	Silverflag Hillclimb	114, 128, 163, 202, 225, 236, 250, 261, 284
Italian cars in films	155	Shooting Brakes (Italian)	293
Italian Carrozzeria Revival	280	Targa Florio Centenary	118
Italian Survivors	294	Targa Florio Giro di Sicilia	123
Italy's greatest living designers	295	Targa Florio In a Fiat 1100 (11)	192
Italdesign Aztec	163	Targa Florio Classic 2012	206
Le Mitiche Sport Bassano		Targa Florio Retrospective	278
112/213/237		Turin: Fiat City	119
Le Mans Classic '09, '14	162/224	Tour Auto 2006	121
Ligier JS2	236	Tecno Lola T290	128
LIFE F1 track test	162	Tecno PA123 Formula 1	116
Martini Story Pt1	205	Triumph Italia	178
Mallorca Classic Rally	184	Triumph Fury by Michelotti	304
Mazzanti Evantra	313	Uniques Concours	180/206
Mille Miglia '06/'08	122/152	Villa d'Este Concours	83/108
Mitomachina 2006	128	Villa d'Este Ferraris	122/135
Moretti 850 Sportiva S2	112/118	Villa d'Este 2006	120
Moretti Event Switzerland	191	Villa d'Este 2007	134
Moretti + Dany Brawand	204	Villa d'Este 2008	148
Modena Terra di Motori	122	Villa d'Este 2009	161
Modena Experience	194/204	Villa d'Este 2011	187
Modena Cento Ore 2020	301	Villa d'Este Ferrari 2011	189
Monterey 2011/14	189/226	Villa d'Este	212/233/238/247
Monte Carlo Historique 2006.	119	Val Camonica 2008	153
Monte Carlo Historique 2007.	131	Val Camonica Adamello	194/201
Monte Carlo Historique 2009.	157	Zagato Hillman Imp	51
Monte Carlo Historique 2017.	255	Zagato Story P1/P2	53/54
Monte Carlo Historique 2018.	267	Zagato 85th Birthday	97
Monte Carlo Historique 2019.	292	Zastava 750 Fiat 600	191
Monte Carlo Historique 2022.	314	Zagato Mostro (Maserati)	234
Monaco Grand Prix Historique	122	Zagato 100th Anniversary	278
Motor valley	80/84/168	Zagato Zele	279
Mostro Scambio Imola 2011	192		
Museo Enzo Ferrari	295		

XXX = Out of print, digital only

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

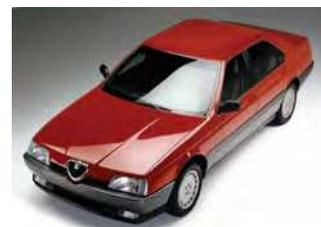
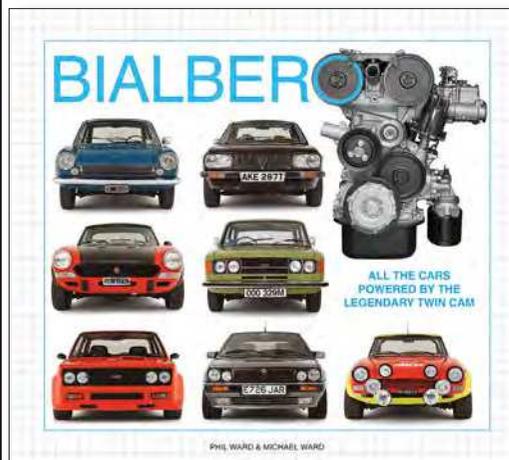


please email for details
claire@auto-italia.co.uk

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 or signed copies order with
claire@auto-italia.co.uk



AUTO ITALIA CLASSIFIEDS

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



ALFA ROMEO



1992 Alfa Romeo Spider S4. Broom Yellow, RHD conversion by Bell & Colvill, period Zender alloys, Nardi wooden steering wheel. Stainless steel manifold, Harvey & Bailey handling kit, Classic Alfa wind deflector, A/W cover by Classic Additions. MOT October 2022, clutch and both cylinders replaced May 2019, brakes overhauled 2021, plus loads of other work including elec window motors and heater matrix. Car featured 3 times in *Classic Car* magazine, £13,250. Please contact: Peter, 07711 035107 (SW London). A315/060



Alfa Romeo Spider S4. 1990, silver, LHD, MOT 1 June 2022, good mechanics, hood excellent condition, interior no rips or tears, P6000 tyres, £8795. Tel: Richard, 07887 500939 (Chepstow). A315/061



1983 Alfa Romeo Alfasud 1.3. 58,900 miles, red, 2 keepers from new. Needs some welding, drives and runs well, interior very clean. Engine oil, filter and cambelt just done, service history, £4495 ono. Tel: 07860 842949 for more information. A315/058

1996 Alfa Romeo 164 3.0 24v Super. Spares or repair, cutting out problem. Custom Quad tailpipe, s/steel exhaust, new air con pump and radiator and lots of spares, offers. Tel: 07759 988613. A315/051



1983 Alfa Romeo Alfasud TI Greenlover. Black, 81,940 miles. Not driven for 25 years, kept in garage. Good condition with previous service history. Tel: 07741 454024. Email: darmohit@gmail.com. A315/063



2005 Alfa Romeo 156 GTA. Black, only 2 previous owners, good original condition, full service history (majority of which at main service agent), front wings need attention but otherwise no rust, Quaife differential and electric sunroof - otherwise standard specification, £6995. Email: markalfa@live.co.uk. A315/059



Alfa Romeo 156 GTA. 79,000 miles, silver. One owner from new, purchased from Sterling Motor Group as it was their demonstrator and the present owner has owned the car since. We have looked after the car since 2006 and the car has full service history and we have just completed a major service and renewed the camshaft drive belt and water pump. We have also installed the all important Q2 differential as the car still had the standard differential. Prior work on the car includes a new clutch fitted at 71,000 miles, the car has had the suspension upgraded with the Bilstein Harvey Bailey shock absorbers and thicker anti-roll bars giving a better ride and improved handling. The car body work is in immaculate condition and the car has rarely been used in wet weather. Please call us for further information. Tel: 01473 211123. A315/054



2002 Alfa Romeo 156 GTA. 82,000 miles, beautiful condition RHD example of what is becoming a very rare GTA spec. Black leather interior, 5 ring Alfa Romeo 17" alloys, red calipers, bodywork in excellent condition, good paperwork/history, £12,995. Email: iom100@aol.com or call: 07979 758020 for more details or pictures. A315/062



Alfa Romeo 156 GTA 3.2. 52 reg, totally genuine and outstanding all original condition. At 14,000 miles this must be the best and only perfect example left. It has spent most of its life in a garage and never been outside in the rain, snow or the direct sunlight, so it still has all original paintwork. I have owned this car for 18 years. Please no dreamers, serious buyers only. Full service history, £35,000. Tel: 07710 197171. A315/002

1998 Alfa Romeo 156 2.0 TS Lusso. 110,000 miles, Amazonia Green, forced sale as ULEZ non-compliant (my 1974 GT Junior is fine!). Cambelt changed 100k miles. Lusso spec - grey leather, wooden central dash, gearknob and steering wheel. A delight to drive, bodywork all good barring couple of scratches. MOT Feb but will get renewed, £2000 ono, want to sell within the Alfa family rather than via Autotrader/eBay! Would swap for 2006 onwards 147 petrol/manual. Tel/text: Neil, 07710 451717 (North London). A315/065



2001 Alfa Romeo GTV 2.0TS. 98,000 miles, Vela Blue, spares or repair. MOT until July '22, tan Momo leather interior in good condition, £850. Email: lawrence6762@gmail.com (Norfolk). A315/064



2000 Alfa Romeo 916 Spider Lusso T Spark 16V 1970cc. Reluctant sale of this fast appreciating modern classic due to ill health, 103k miles but little use having been in storage since 2012, drives and stops as it should. Original toolkit and 2 keys, large paperwork folder inc service and MOT history, unmarked leather seats, Rosso Red sound bodywork with no rot but some faded panels. Working electrics inc hood, large history file, MOT until March 2023, £2950. Tel: 07971 952358. Email: glenn@bugattis.plus.com (East Yorkshire). A315/055



2007 Alfa Romeo Spider 939. 58,000 miles, black, Q4 AWD automatic. Sat nav and electric heated seats, MOT until March 2023, regular services, £12,000 ono. Tel: 07721 755988 mob or 01289 388206. Email: graemereavley@hotmail.co.uk. A315/056



2007 Alfa Romeo Spider 939. 60,000 miles, Q4 AWD manual. Grey, 60k miles, MOT until March 2023, regular services, £12,000 ono. Tel: 07721 755988 mob or 01289 388206. Email: graemereavley@hotmail.co.uk. A315/057

FERRARI

Ferrari 360 Modena F1. Purchased in 1999 by my wife, it has 11,000 miles on the clock with FSH. Red with ivory seats the car is in A1 condition. We are looking for £79,995 ovno. Tel: 07747 108449. A315/014

Ferrari 456A for sale or trade with California. Great condition 456 for sale, black, 21K mileage, number plate 'F6 GTA', stored in bubble. MOT and good service history, loads of pics on request. Email: ian.main2@btinternet.com. A315/005

Ferrari F355 GTS manual. 1997 Rosso/Crema F355 GTS, 24,485 miles (39,170 kms), RHD, full mainly Ferrari and recent specialist history, superb condition throughout, £20K of maintenance in my ownership in past 2 years, belts done, 11 months' MOT, Capristo exhaust, challenge rear grille, new Pilot Sport 4 tyres, toolkit and car covers. Email: mark107@hotmail.co.uk. A315/010



Ferrari 412. 1989 412, right hand drive with manual five speed gearbox. One of the very last made (chassis no.81235). Finished in the original Rosso Corsa and Crema interior. Possibly one of the best in the world, always looked after by Keys Motorsport of Silverstone. Offers over £80K will be considered. The number plate 'FER412Y' is also available for purchase. Tel: Jerry, 01908 263227 or 07851 565945. A315/011



Ferrari F430 Challenge race car. Purchased in the USA on 16 February 2016 and imported into the UK on 25 April 2016, and all import duties, VAT etc have been paid. It has been rebuilt and is now ready to race, please contact me for more pics and info. Tel: Anthony, 07779 726845. Email: prsche@mdh.com. A315/009



Ferrari 512 BBi. Selling my 512BBi (left hand drive). This Ferrari icon is in perfect condition, ready to hit the road, "Classiche" obtained in 2019 after an extensive maintenance program realised by HR Owen Ferrari. Historic, maintenance book, MOT up to date. Cambelt changed, handbook, jack, tools, spare wheel, 25,000km. The car is visible in London, price: £285,000. Tel: 07786 387206. Email: philippe.maugein@outlook.com. A315/007



Ferrari 612 Scaglietti. Left hand drive, 2006 model. Imported to the UK and registered in 2017 in the UK, all paperwork present. We bought this vehicle to be used on a television programme last year and it is now no longer required by us. The car is in a storage unit in Manchester. For further/full details or a general discussion of interest please call Neil on: 07768 525727. Serious enquiries only. A315/017



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. A315/004



Ferrari 612 Sessanta. 612 Sessanta for sale in London. Email: clink.robert@gmail.com. A315/013



Ferrari F355 Berlinetta manual. Just 408 RHD, manual gearbox F355s were built, I purchased this superb example from Joe Macari Cars in Wandsworth in 2015 - look at their website and see the quality of car that they sell! 1996, red with black leather, just 59,000 miles, all books, both keys etc. Over £10,000 spent on the car including over £7000 less than 1000 miles ago having a full service (including belts) and new air conditioning compressor. Comes with registration '355JET'. Kept in heated garage; superb! Just £68,500. Tel: 07712 031656. A315/018

SITUATION VACANT

JOIN OUR TEAM

We are currently looking for an experienced vehicle technician to join our busy workshop specialising in Alfa Romeos. The ideal candidate should have at least five years experience as a fully trained technician and be able to work efficiently within a small team, have excellent fault finding and diagnostics skills, a high level of understanding vehicle electrics and the ability to repair older vehicles when parts are unavailable or have to be made, modified or repaired is preferred.

Our customers are particularly passionate about their cars so a similar level of passion is preferred but not essential.

Salary will be based on level of experience.

Please apply in writing to Ben Harris, The Alfa Workshop, Unit 3-4 Orchard Road Industrial Estate, Royston, Herts, SG8 5HD.







Original ABARTH Exhausts

UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS

NEW OLD STOCK

www.abarth-exhausts.com

'60 - '70 - '80 - '90

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

ABARTH
EXHAUSTS

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



To advertise in Auto Italia Magazine, call Robert Dubery at Ticko Media
07929 427862
01398 310250



Ferrari 308GTB road or race. Beautiful 308GTB owned since 2007 and maintained to the highest possible standard, full cambelt service less than 1000 miles ago. The car is set up for racing but still fully road legal and registered. Totally rust free example with interior trim in black and original seats and other parts included. Registered for the Pirelli Ferrari formula classic 2021 but not raced since June owing to ill health. An easy to drive competitive car. Tel: Len Watson, 07931 362523. Email: redlen308gtb@gmail.com. A315/008



Ferrari F430 F1 Spyder 2009. July 2009 UK supplied, RHD, matching numbers. Nero/Nero with dark blue stitching, yellow calipers, rev counter and shields, carbon ceramic brakes. Approx 26K miles with Ferrari main dealer service history (GrayPaul, Dick Lovett, Lancaster). Heated seats and Bose hi-fi upgrade, carbon driver zone. New oil/water & F1 pumps, Challenge headers, Hill Engineering brake rebuild and 10mm wheel spacers, ceramic coated in 2020 by Barkaways, £84,995. Tel: 07967 600800. A315/019



Ferrari F430 Spider F1. 2007, Rosso Corsa with Crema leather interior, 18,900 miles. Full service history with GrayPaul, £82,500, for full details please call. Tel: 07711 816025. A315/016



Ferrari Mondial 3.0 QV. 1983, finished in Rosso Corsa with Sabbia interior, Bordeaux carpets, first registered on 11 April 1983 by GrayPaul Ferrari, 3 previous owners and only 37,811 miles from new. All original keys are present, comes complete with all MOT certificates, an exceptional service history, book pack, tool roll, tool kit, charger and indoor cover. Major service and belts replaced in June 2021. A lovely cared for example, £42,995. Tel: Matt, 07900 804204. Email: mjcj2009@aol.com. A315/015



Ferrari 430 F1. Mint condition, only 11K miles. Pearlescent black, Creme interior, black carpets, mint condition. Carbon Driver Zone, carbon rear panels, carbon ceramic brakes, sat nav, trickle charge point, Tracker, new tyres fitted. Have owned the car for 7 years and now time to have a change and for someone else to own this magical car. Fully serviced at Ferrari, 90K. Tel: Paul, 07768 50237. A315/012



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. A315/003



Ferrari F430 Spider 6 speed manual. 2005 F430 Spider in Grigio and red leather, 25,000 miles and serviced by main dealer, Dove House, Macari & Rardley Motors. Owner before me bought in 2010 and needed to get an automatic owing to illness and I purchased in 2018 and having retired am just not using, so needs a new owner. Electric seats, carbon zone, Scuderia shields, PPF and Tracker. Lots of comprehensive history including manifolds and suspension, private plate '430 00H', £110,000. Tel: Mark, 07966 432260. A315/006

FIAT

Fiat 1900A 1952. Right hand drive, very rare car. Original bodywork and very low mileage. Been in the family for 25 years. This car was featured in *Auto Italia* in November 1999 by Phil Ward. Very good condition and lots of spares included, offers in the region of £12,000. Tel: 07925 904194. Email: miller221245@gmail.com. A315/066

MASERATI



Maserati 420 Spider. 2002, 58,000, excellent condition, any test, will come with new MOT, rare car in red, real looker, first come, £17,750 ono. Tel: 01273 566105 (East Sussex). A315/073

PARTS



Ferrari Boxer 512BBI rear clip and bumper for sale. The engine cover is a brand new part but has had the tubular frame/hinge plate removed and will require some repair, the old frame is included and can be used as a template. The bumper is used but in pretty good condition. All components included, £2000. Tel: Les Arrowsmith, 07950 962716. Email: lesed@hotmail.co.uk. A315/001

Ferrari 458 front calipers. Yellow calipers from a 458, very good condition, selling for around £900 each on eBay in this condition, looking for £1250 for the pair. Collection preferred, please message me for photos etc. Tel: 07843 156716. Email: smithfamily18@hotmail.com. A315/027

Ferrari 360 Challenge Stradale exhaust system. Virtually brand new 360 Challenge Stradale exhaust system ordered from Ferrari Manchester new. Complete system silencer outlet manifolds, brackets and all nuts and bolts. Experience the true Ferrari sound with this immaculate condition kit, £5000. Email: ltermine10@gmail.com. A315/028



OEM 599 carbon wing shields - new. Genuine pair of OEM Ferrari 599 carbon wing shields, bought new and never fitted. Unmarked original condition in Ferrari packaging, £840 includes free UK mainland delivery. Call or WhatsApp Ross: 07899 271510. A315/049



Michelin tyres. Michelin Pilot 255/40 18 2 off, 95/35 18 99Y 2 off, used, offers. Email: markc@cilttd.co.uk. A315/048



Ferrari 360 Modena/Spider rare original factory ordered Challenge Stradale exhaust system from Manchester Ferrari for sale, very little mileage use and is almost in brand new condition, must be seen. Silencer, brackets, outlet manifold pipes and all nuts and bolts included. Truly amazing sound giving the iconic Ferrari bark changing the experience of driving your 360, £5000 ono. Tel: Lee, 07810 462628. Email: ltermine10@gmail.com. A315/072

Ferrari F8 wheels. As new set of diamond cut 2021 F8 Spider forged alloy wheels only used for delivery, immaculate, in boxes, £3750. Tel: Alan, 07813 387102. A315/029



Hill Engineering Ferrari F430 exhaust tips. They improve the F430 standard exhaust to a beautiful polished chrome finish. Easily slide on and two grub screws hold them in place, £100 plus postage. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A315/033



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, £3000 ovno. Tel: Phil, 07584 437773. Email: phil@plumbplussupplies.co.uk. A315/037

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




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

OMP

Authorised Dealer

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



WWW.YBRACING.COM

FIAT COUPE CLUB UK

- Membership costs just £10 a year
- Benefits include discounts on parts and service
- Specialist knowledge and technical guidance.
- Discounted insurance designed for our members
- Special packages at national events and meetings.
- For more information and to join please visit our website




www.fiatcoupeclub.org



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
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 or
francescorizzuti@avantimotorsport.co.uk

 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

THE DIRECTORY SPECIALIST SERVICES



Floor mats 360 Modena OEM. OEM factory Ferrari overmats (driver and passenger) for RHD Ferrari 360 Modena. Very little use (less than a 500 miles) on driver's side. Passenger side untouched! Original box. Collection very welcome from just south of Luton or shipping arranged at cost, £250. Email: stevenwhitchurch@gmail.com. A315/052



F430 F1 clutch, release bearing and flywheel. New genuine F430 manual clutch part no.222090, £1800. Also available is a new Hill Engineering release bearing, £300; and an uprated billet flywheel, £500. Parts are in London W5, was going to change clutch, but car now sold. Email: sav@johalnet.co.uk. A315/040



Fiat 500 headlights. Early models, c/w bulbs, genuine original parts, excellent second hand condition, £35 each. Tel: 07989 951895 (Canterbury). A315/075



For sale Alfa Romeo 2600 cylinder head and camshafts, no valves or valve springs etc. Have held for decades, now for sale, open to offers. Email: Kevin, ace0045@icloud.com (Australia).



F40/355 Challenge calipers. Brembo calipers unused since refurb and pressure test by Bigged, mounting brackets, mechanical handbrake calipers, discs with mounting bells and fittings, pair 355 Challenge discs mounted on specially made handbrake drums for 355. 355 standard front right caliper. ABS sensors M2.7 355. Air con compressor, power steering pump, air injection pump, shock actuator motors, sensors and suspension ecu, all for 355. Factory wing badges. Tel: 07823 447241. Email: johnshirleyinverroy@gmail.com A315/045

Ferrari 348TS engine ECU. Ferrari 348ts 1x engine ECU, came off working engine, £375 happy to ship at cost of buyer. Email: colinyoung2206@gmail.com. A315/030

Ferrari 308 GTS front spoiler. This has been dry stored for 20+ years and was removed from a 1979 Ferrari 308 GTS. The item is in reasonable condition for its age, the paint surface is cracked. However, the fibreglass is in exceptionally good condition – this item would only require a respray prior to fitting. More photos are available upon request, available for collection from Broadstairs, £550 ono. Email: davidmcintyre314@gmail.com (Kent). A315/031

Ferrari 512 BBi front and rear bumpers. I have a pair of bumpers (front and rear) for a Ferrari 512 BBi, the front has had a repair to the undertray area and will need prepping prior to fitment. Very hard to find now, asking £2500 for the pair, please call: Andrew, 07375 288003. A315/022



Ferrari 360 interior. 360 Coupe full leather creme interior. Consists of almost every leather piece from the car's interior: the seats, dashboard, door cards with speakers and aluminium door fitments, all trim and fitment panels, courtesy light panel, aluminium centre panel, all carpets etc. I can send you a detailed list and photo or if you wish to see more contact me to arrange to view it in person or via zoom. I can deliver it in the UK, I have many other parts: headlights, etc. Open to serious offers. Email: alex@altarstudios.uk. A315/044



Alfa Romeo disc brake 2ltr. I would like to sell this item for £50, any information please contact me. Email: pietrodiapaola@icloud.com. A315/053

Michelotto body panels for Ferrari 308/328. Complete Michelotto Group 4 body conversion kit by MAT in Finland, fits the Ferrari 308 and probably a 328. Including front and rear clamshells, roof panel, rear engine cover, front bonnet, front and rear valances, rear wheel arch extensions and the headlamp pod for rally lights, asking £12,500 for the complete set, please call: Andrew, 07375 288003. A315/023

Brand new tyres PZero Rosso 285/35 ZR19. I have two brand new Pirelli PZero Rosso tyres, size 285/35 ZR19 (99Y) Ferrari fitment. Tyres are really difficult to get hold of currently and I inadvertently ended up duplicating an order because I was communicating with a number of suppliers to try and source them. Best offer secures. I am based in Worcestershire but could courier. Email: garrysmith5@icloud.com. A315/025

Ferrari 275GTB/4 starter motor. I have a s/h starter motor which is in good condition and fits a number of Ferrari engines of that era. Value circa £2000 I think? Email: strauss@hyperboard.com. A315/021

F430 Mk2 headers and exhaust parts. I have the exhaust silencer box and the rear pipes from my F430 removed carefully as I had a Ferrari sports exhaust fitted. I also have the Mk2 headers as these were replaced by after market ones – they were fine but I wanted a bigger sound. I also have the Hill Engineering polished exhaust tips and will list these separately. Some brackets and bits for the exhaust. Open to offers, can be collected from York or will post at cost, any questions please ask. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A315/020

MISCELLANEOUS



Club magazines. "Ferrari – the magazine of the FOC of GB", issue 96 Winter 1992 to issue 223 October 2015, complete set except issue 169, £250. "Ferrari News" issue 35 (Feb '93) to last issue 171 (Oct 2015), complete set, £100. All in great condition, with odd water mark/stain, buyer collects please. Email: andrewbailey@dimatec.co.uk. A315/078



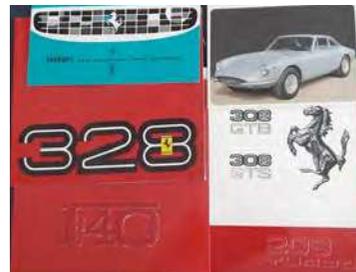
Ferrari 308 drop gear RNT-45 ring nut removal tool. 45mm, Hill Engineering RNT-45. Used once, £30 incl p&p within UK. Email: paul@rocott.co.uk. A315/047



Club magazines, brochures and Ferrari books. Club magazines 1968 vol 1 numbers 1-3. 1971 through to 2021 with only 9 issues missing. 1971 to 1994 issues are bound. To clear as one lot, reasonable offer please. Brochures BB512, 348, 400A, 308GT4, 308GTB/GTS. Many early books and pamphlets, to clear, please email Roy for lists/images. Email: rdw5670@outlook.com. A315/034



New OEM Ferrari Schedoni documents wallet. Rare opportunity to acquire a new and unused Ferrari OEM Schedoni leather owner's document wallet in original Ferrari packaging. I have 4 of these available, used for 348, F355, 456, 360, 430 etc, £240 each including free UK mainland shipping. Please call or WhatsApp Ross: 07899 271510. A315/050



Ferrari factory brochures. Original brochures: 250 275 330 365 308 328 348 400 412 F40 and more – from 1953 onwards. Please contact me with your requirements. Email: stephenwalch1929@hotmail.com. A315/039



Original car photographs. Reducing my collection, over 4000 photos going back to pre-war. Road, race, rally etc. Please contact me with any wants and I will see if I can help. Tel: Mark, 07809 221500. Email: mrmarkyt@hotmail.co.uk. A315/076



360 Spyder brochure. Very good condition, 44 pages in English, very collectable and rare, £50. Email: r19831993@aol.com. A315/042



UK magazines. Approx 20 UK magazines with articles on Ferraris. Most models are covered including 288GTO, F40, F50, 308GT4, Daytona, Boxer, 355, 575, 166, 212, Breadvan, Testarossa and 365GTC. Magazines include *Classic & Sportscar*, *Octane* and *Car*. More magazines will be added to this package. Email: markc@cltd.co.uk. A315/046



Fantastic bespoke hand made one off Alfa Romeo 8C radiator grille wall art. This piece of art is based on a 1930's Alfa Romeo 8C and measures 450mm high x 360mm wide. The bezel is mirror finished stainless steel, mounted on wood, the grille is period stainless steel wire mesh, the badge is again in period. £385, shipping extra, more pics on request. Tel: 07564 637636. A315/077



355/360/430 Spyder brochures. 355 Spyder brochure, 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Ferrari 360 Spyder brochure, very good condition, 44 pages in English, very collectable and rare, £50. Ferrari 430 Spyder brochure, excellent condition, 36 pages, £50. Email: r19831993@aol.com. A315/036



Ferrari 612 owners manual. £75. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A315/043
General Ferrari items. 275 hub puller, large dealer wall posters, 550, 360, 355 etc unused. Pair of oil paintings depicting 1959 Moss/Hill at Nurburgring TR & Aston, 70x55 and 50x60, well known motor sport artist. 275/330 parts book. 400 GT driver maintenance manual. 400 parts manual. 400 auto gearbox manual. 250 1948/63 Merrit maintenance service book, note on fly 250. 1081 gt Earl's Court show 1948, history photo. The original front badge from chassis 0655, offers. Tel: 07737 174200. A315/024
Genuine Ferrari kids' bike. My daughter learned to ride on this - her first Ferrari! I had it specially imported about a decade ago, as nothing similar was available in the UK at the time. Very expensive new and still in excellent condition. Ideal first bike for child or grandchild of a Ferrari owner! Fits in the boot of a 412! Email: peterv@warnersgroup.co.uk (south Lincolnshire). A315/069



308GT4 factory handbook. I purchased this item new in the mid 1980's and never used it. Excellent condition with the factory number 124/76 £185, plus insured postage. Please enquire. Email: stephenwalch1929@hotmail.com. A315/038

Ferrari in Camera book. Ferrari in Camera book from Ascari to Villeneuve by Geoff Goddard and Doug Nye. 868 of 1000 printed, mint condition with slip case, £2000. Email: mark.charles@ntlworld.com. A315/032

355 Spyder brochure. 355 Spyder brochure, 36 full colour pages presented in a white Ferrari folder. Excellent condition, £50. Email: r19831993@aol.com. A315/041

Collection of Ferrari books etc. Approx 200 books, 200 1:43 models, calendars, posters and 1000 motoring magazines. Details from: alenladkin@gmail.com. A315/067
Auto Italia. Nos.293-310, free to collector. Haynes Alfa Sud manual, as new, £5. Tel: 01582 883745 (Beds). A315/068

Ferrari F430 cover. F430 original cover and storage bag. Will also fit 360 models, £300. Tel: Shaun, 07714 090015 (Cams). A315/026

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. A315/070
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. A315/071

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 14th April for inclusion in the June issue. July issue deadline: 12th May 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 14th April will go into June issue

JULY DEADLINE: 12th MAY

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.

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Excalibur 35X

A NEO-CLASSIC WITH ROOTS IN ITALY, THE US AND MONACO

Story by Chris Rees

Love it or loathe it, the neo-classic movement – modern cars built to look like antiques – really got into its stride in the 1960s. While the USA was the undoubted spiritual home of the neo-classic, other countries (including Italy) also got in the act. Even Alfa Romeo had a stab with a Zagato-built pastiche of the 1750 Spider based on Giulia underpinnings, while Siata did a Fiat 850-based 'oldie' called the Spring.

Another prominent Italian effort involved Michelotti of Turin. But our story starts not in Italy but just over the border in Monaco, where a chap called Guy Storr was importing US-built neo-classics from the Excalibur Automobile Corporation of Milwaukee to sell to the 'beautiful people'. Storr had the look of an impassioned conductor with his long white hair; he also had the ambition to conduct his own car-making operation, too.

This was the Excalibur 35X.

As its name suggested, it was supposed to be inspired by the Bugatti Type 35 of the 1920s, even if you perhaps had to squint to see it. Who precisely designed the 35X isn't clear; it was probably American stylist Brooks Stevens but Giovanni Michelotti could well have had input, too. According to an official press release: "The designer has taken a cross-section of attractive features of many Bugatti models and homogenised them into one pleasing two-seater, cycle-fendered sports car with the famous boat tail rear end."

There were two clear Italian strands to the project. The first was that Michelotti of Turin was contracted to design the chassis and build the bodies. The shells were then sent from Turin to Daytona Garage, a small operation near Cannes in France, to be built up into cars. Power came from an Opel Commodore 2490cc six-cylinder single overhead cam engine developing 130hp. As an option, the famed



engine tuner, Conrero of Turin, could modify it to make 180hp. The 35X was a much smaller car than the other main model in Excalibur's range, the SS, measuring 410cm long and 160cm wide, and the kerb weight was a slender 950kg.

This was a very high-priced machine and production (1965 to 1969) apparently amounted to a mere 27 units in all. The 35X was displayed at the New York Motor

Show by SS Automobiles for possible marketing in the United States with the name 'Type 57' but whether it ever reached the US market is not known. Guy Storr had a bad car accident in 1973 and although the 35X was in theory still available during the 1970s, it definitively died with Storr in 1980. The remains of the project were then taken up and modified by a French company called De Le Chapelle.



Arrivederci - From Originale Italiano!!!!



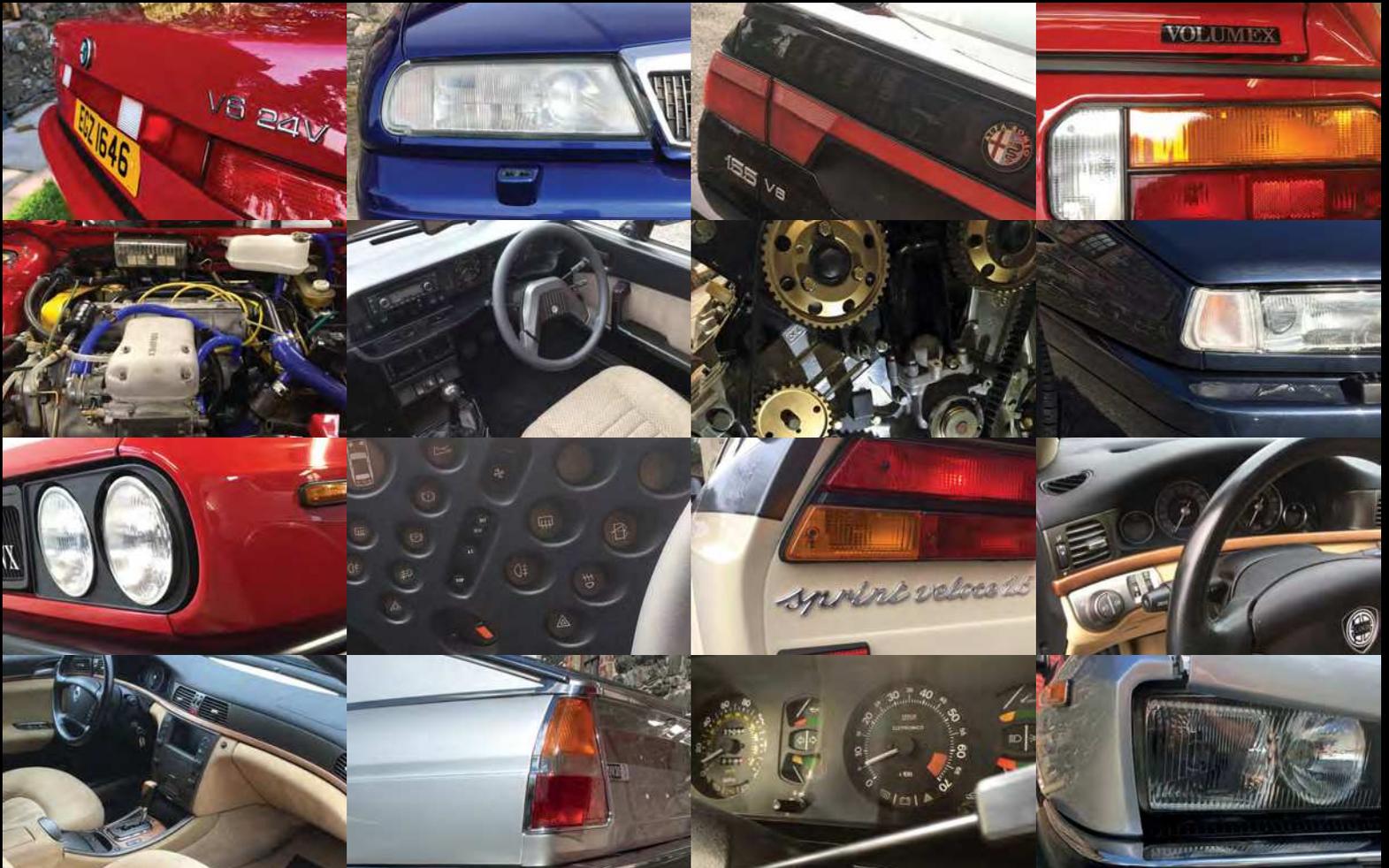
After 16 amazing restorations, it's with great sadness we say "arrivederci" to the world of Legends Reborn of Lancias and Alfa Romeos from the 1980s, 90s and early 2000s. To those owners who bought and cherish their Italian master pieces, to *Auto italia* who visited us in a special wee part of the UK to drive and see what we did and to Harry's Garage for raising the profile of the wonderful Lancia brand - Grazie, Grazie Mille!

With the sudden loss of one of our team of 5, the heart has been broken - some things just can't be repaired.

We have a huge selection of Lancia Beta and Alfa romeo 155 parts now so if anyone is struggling to find bits you're welcome to let us know.

We look forward to seeing the 16 Originale Italiano restorations at various shows and to hear the journeys of those that made it as far away as Australia over the next 30 plus years.

Thanks to Phil and Michael Ward for your help and enthusiasm - you guys are Legends too!



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

autofficina

FERRARI - MASERATI - LAMBORGHINI



- Independent specialists
- Fixed price servicing
- Maintenance
- Restoration
- Full engine rebuilds
- Car sales showroom
- Modern and classic parts

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

Driven by passion, judged by results